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Concern Over Environment

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為貫徹執行行政長官在 1999 年施政報告中提及改善環境及其後在 2000 年施政報告中再次強調優先改善空氣素質，運輸署會繼續主動地採取措施改善空氣素質，包括將柴油的士轉為石油氣的士，研究使用另類燃料的公共小巴，控制專營巴士車隊的增長，改善在交通擠塞地區的巴士運作情況，推廣巴士轉乘計劃，加強商業車輛黑烟測試和實行人環境改善計劃。

石油氣的士

在 2001 年柴油的士轉換為石油氣的士的進展良好，共 14,100 部石油氣的士在路面行駛，約佔全港的士總數的 78%，並總共有 20 個石油氣加氣站在各區營運。此外，在 2002 年將會有額外 3 個專用加氣站和 22 個改裝加氣站啟用。政府會繼續致力改善本港的石油氣加氣網絡。

自從當局發放一筆過資助金以鼓勵的士車主將柴油的士轉換為石油氣車輛後，柴油的士進口本港或在本港登記的數目絕無僅有。我們已修訂有關的法例，以便正式規定，由 2001 年 8 月起，柴油的士不得進口香港。

Concern Over Environment

In pursuance to the Chief Executive's policy address in 1999 on environmental improvements and his stress on the priority in improving air quality in the policy address in 2000, Transport Department continues to take active measures in improving air quality, which include the replacement of diesel by liquefied petroleum gas (LPG) taxis, exploring the use of electric light buses, controlling the growth of the franchised bus fleet, enhancing bus operations in congested areas, introducing bus-bus and bus-rail interchange schemes, improving vehicle emission, enhancing commercial vehicle smoke testing and implementing pedestrian schemes.

LPG Taxis

The conversion of diesel taxis to LPG taxis showed much progress. At the end of 2001, about 14,100 LPG taxis were operating on the roads, representing 78% of the whole fleet and a total of 20 LPG filling stations have been operating in various parts of the territory. On top of this, three additional dedicated stations and 22 retrofitted filling stations are scheduled to commence operation in 2002. The Administration will continue to work towards improving the LPG filling network.

Since the disbursement of one-off grant to encourage taxi owners to replace their diesel taxis with LPG ones, there have been few, if any, diesel taxis imported or newly registered in Hong Kong. We have amended the relevant legislation to formalize the situation such that no diesel taxis could be imported into Hong Kong from 1 August 2001.



石油氣或電動小巴試驗計劃

政府已完成一項為期六個月的石油氣及電動小巴的試驗計劃，試驗計劃的目的是為了解這些小巴是否適合本地商業的經營環境。試驗期間的運作情況由一個監察小組委員會負責，小組成員包括小巴業界、車隊經理、有關政府部門、學術界及車輛製造商。試驗結果顯示，石油氣及電動小巴均較柴油小巴潔淨。石油氣小巴的機械性能足以應付小巴業的日常運作需要；在電動小巴方面，由於設置充電設備有實際困難，以及每次充電後較短的續航距離，故此電動小巴並非適用於所有小巴路線。

政府已建議一個鼓勵計劃，鼓勵柴油小巴車主轉用石油氣或電動小巴。有關鼓勵計劃現正進行諮詢。

在香港引入無軌電車的可行性研究

在 2001 年，當局完成了一項有關在本港引入無軌電車的可行性研究。根據該項研究的結果，在繁忙的市區引入無軌電車會有重大的技術和營運風險，以及財政可行性的問題，而使用無軌電車系統對這些地區所帶來的環境效益卻不大，因此不建議在現有的已建設區引入無軌電車；至於在新發展區營運無軌電車的可行性，則可作進一步探討。在這方面，當局會研究在東南九龍發展區引入無軌電車與其他環保交通工具的優點，以便為這個新發展區決定最理想的交通工具選擇。

LPG/ Electric Light Bus

The Government has conducted a six-month trial on LPG/ electric light buses so as to ascertain the suitability of these vehicles in meeting the local commercial operating conditions. A Monitoring Committee comprising members from the light bus trade, fleet managers, representatives from government bureaux and departments, academics with relevant expertise and vehicle suppliers was set up to monitor the trial. The trial results indicate that both LPG and electric light buses are cleaner than diesel ones. LPG light bus could meet the technical requirements of the light bus trade for local operation while not all light bus routes are suitable for the operation of electric light buses due to constraints in setting up re-charging facilities and relatively lower range per charge.

The Government has proposed an incentive programme to encourage existing diesel light bus owners to replace their vehicles with LPG or electric ones. The proposal is now at its consultation stage.

Feasibility Study on Introducing Trolley Bus System in Hong Kong

In 2001, a study to examine the feasibility of introducing trolley bus operation in Hong Kong was completed. The study concluded that there were important technical and operational risks and financial viability problem concerning trolley bus operation in busy urban areas, and that the environmental benefits a trolley bus system could bring to those areas would be small. The introduction of trolley buses was not recommended for existing built-up areas, whilst the possibility of exploring trolley bus operation in new development areas could be further explored. In this connection, the merits of introducing trolley buses amongst other environmentally friendly transport modes in the South East Kowloon Development would be examined to determine the best choice of transport mode for this new development area.

控制專營巴士數目的增長

為了確保有效運用現有的專營巴士車隊，我們現正仔細審閱各間巴士公司的五年發展計劃。一些原來在繁忙市區行駛的巴士，已被調派往新界的新市鎮提供服務，以應付該等地區的人口增長和交通需求。

在交通擠塞地區的巴士運作情況

為改善巴士的運作效率，重整巴士站計劃已於中環、灣仔及北角實行。這些地區每小時的巴士停站次數減少約300次。此外，怡和街及介乎彌敦道及尖沙咀碼頭的梳士巴利道的巴士路線亦已更改，使每小時駛經這兩個區域的巴士架次分別減少約20及65次。透過實施各項路線重整措施，每日駛經中環的巴士架次亦減少約75次。

巴士轉乘計劃及巴士／鐵路轉乘計劃

為了減少對直接巴士服務的需求、減輕交通擠塞以及盡量減少在繁忙交通走廊所造成的環境影響，當局現正推行巴士轉乘計劃和巴士／鐵路轉乘計劃，並向轉乘的乘客提供票價折扣優惠。在2001年，共實施了21項巴士轉乘計劃和兩項巴士／鐵路轉乘計劃。

Controlling the Growth of the Franchised Bus Fleet

To ensure efficient use of the existing franchised bus fleet, we are scrutinizing the companies' five-year development plans very carefully. Buses have been diverted from the urban busy areas to new towns in the New Territories to meet the population growth and transport demand.

Bus Operations in Congested Areas

To enhance bus operations efficiency, bus stop rationalization schemes were implemented in Central, Wan Chai and North Point. Some 300 bus stoppings per hour were removed from these areas. Besides, bus routes were diverted away from Yee Woo Street and Salisbury Road between Nathan Road and Tsim Sha Tsui Ferry Pier, removing some 20 bus trips and 65 bus trips in an hour from these two areas respectively. Through various route rationalization measures, some 75 bus trips per day were also removed from Central.

Bus-bus and bus-rail Interchange Schemes

To reduce demand for direct bus services, relieve congestion and minimize environmental impact on busy corridors, bus-bus and bus-rail interchange schemes with fare discounts offered to the interchanged passengers are being promoted. 21 bus-bus and 2 bus-rail interchange schemes were introduced in 2001.



減少車輛廢氣

在 2001 年年底時，本港的 6,334 輛專營巴士中，有 68% 已使用符合歐盟廢氣排放標準的引擎；而專營巴士公司所購買的所有新巴士，將會符合最新的歐盟廢氣排放標準。

至於歐盟前型的巴士，各間專營巴士公司正將這些車輛加以改善至符合歐盟標準、將其拆毀並以符合最新歐盟標準的新巴士取代，或在有關車輛上安裝柴油催化器。在 2001 年內，共有 11 輛使用歐盟前型引擎的巴士獲改善為歐盟 I 型引擎，而被拆毀的巴士則超過 180 輛。在 2001 年年底時，總共有 1,836 輛歐盟前型巴士安裝了柴油催化器。

各間專營巴士公司計劃在 2002 年年底之前為歐盟前型巴士完成安裝柴油催化器或濾烟器，而其餘 116 輛未安裝柴油催化器的巴士，則會在 2002 年年底或之前拆毀。

此外，在 2001 年，巴士公司就歐盟 II 型及 III 型巴士採用濾烟器進行試驗計劃。濾烟器對使用歐盟 II 型及 III 型引擎的巴士是更有效的烟霧消滅裝置。巴士公司有意在安裝濾烟器的技術性問題獲得解決後，制訂在部分歐盟 II 型及 III 型巴士安裝濾烟器的計劃。

自 2001 年 2 月起，所有專營巴士公司已使用超低含硫柴油。

加強商業車輛黑烟測試

在九龍灣驗車中心新安裝的底盤式測功機已在 2001 年全面投入運作。這測功機可有效地防止燃油系統被干預，因而改善在柴油商業車輛上的黑烟測試。我們準備安裝另外兩部底盤式測功機，以進一步加強驗車要求。

Improving Vehicle Emission

By the end 2001, about 68% of the 6,334 franchised buses were running on engines in compliance with the Euro emission standards. All new buses to be purchased by the franchised bus companies will comply with the latest Euro emission standards.

For pre-Euro buses, the franchised bus companies are either upgrading them to meet Euro standards, scrapping and replacing them by new buses of the latest Euro emission standards or retrofitting them with diesel catalysts (CATs). In 2001, 11 pre-Euro engine buses had been upgraded into Euro I engines buses and over 180 buses were scrapped. A total of 1,836 pre-Euro buses (over 90%) were fitted with CATs by the end of 2001.

It is planned to complete the retrofitting of pre-Euro buses with CATs or continuous regenerating traps (CRTs) before end 2002 while the remaining 116 pre-Euro buses not fitted with such devices are to be scrapped by the end of 2002.

In addition, the bus companies had initiated the trial of CRTs on Euro II and III buses in 2001, which were more effective emission reduction devices on buses with Euro II and III engines. They intend to develop a programme to retrofit CRTs on some Euro II and III buses after resolving the technical issues for installation.

Since February 2001, all franchised buses have been using diesel with ultra low sulphur content.

Enhancing Commercial Vehicle Smoke Testing

The newly installed chassis dynamometer has been put into operation at the Kowloon Bay Vehicle Examination Centre during 2001. The dynamometer will prevent tampering of the vehicle's fuel system, and therefore enhance smoke testing of diesel commercial vehicles. The installation of two additional dynamometers will be arranged in order to further strengthen the inspection programme.

行人環境改善計劃

為了提升行人的道路安全，推廣步行作為一種交通方式和改善整體行人環境，運輸署已在銅鑼灣、旺角、尖沙咀及赤柱實行人環境改善計劃。實施中的計劃運作良好，並獲市民普遍歡迎。我們完成了中環、灣仔、佐敦和深水埗的行人環境改善計劃的研究，並根據過往成功經驗，我們會繼續積極研究在中環、灣仔、佐敦、深水埗和上水等地實行人環境改善計劃，有些計劃已在中環、深水埗和上水實施。在2001年，我們劃設了共39條行人街道，包括：

- (1) 全日行人專用街道：
羅素街、百德新街、渣甸坊、戲院里和昭龍街。
- (2) 部分時間行人專用街道：
利園山道、駱克道、東角道、記利佐治街、西洋菜南街、通菜街、鴨寮街、北河街、福華街、德己立街、和安里、蘭桂坊、赤柱市場道、赤柱大街、赤柱新街、新康街和新功街。
- (3) 悠閒式街道：
啟超道、羅素街、富明街、蘭芳道、白沙道、記利佐治街、西洋菜南街、奶路臣街、鼓油街、花園街、亞士厘道、宜昌街、海防

Pedestrian Schemes

In order to enhance the road safety for pedestrians, promote walking and improve the overall pedestrian environment, Transport Department has implemented area-base pedestrian schemes in Causeway Bay, Mong Kok, Tsim Sha Tsui, and Stanley. The implemented schemes were operating effectively and well received by the public at large. We completed the pedestrianisation study for Central, Wan Chai, Jordan, and Sham Shui Po. With the successful experience on the implemented schemes, we actively planned schemes for the above four areas and Sheung Shui. Some schemes were introduced in Central, Sham Shui Po and Sheung Shui. In 2001, there were a total of thirty-nine implemented pedestrian schemes, including:

- (1) Full-time Pedestrian Streets:
Russell Street, Paterson Street, Jardine's Crescent, Theatre Lane and Chiu Lung Street.
- (2) Part-time Pedestrian Streets:
Lee Garden Road, Lockhart Road, East Point Road, Great George Street, Sai Yeung Choi Street South, Tung Choi Street, Apliu Street, Pei Ho Street, Fuk Wa Street, D'Aguilar Street, Wo On Lane, Lan Kwai Fong, Stanley Market Road, Stanley Main Street, Stanley New Street, San Hong Street and San Kung Street.
- (3) Traffic Calming Streets:
Kai Chiu Road, Russell Street, Foo Ming Street, Lan Fong Road, Pak Sha Road, Great George Street, Sai Yeung Choi Street South, Nelson Street, Soy Street, Fa Yuen Street, Ashley Road, Iching Street, Haiphong Road, Lock

