空氣質素指標檢討工作小組
The Air Quality Objectives Review Working Group
陸路運輸專家小組
Road Transportation Sub-group
第三次會議
Third Meeting

日期： 2016 年 9 月 29 日（星期四）
Date: 29 September 2016 (Thursday)

時間： 下午 2 時 30 分
Time: 2:30 pm

地點： 灣仔告士打道 5 號稅務大樓 33 樓會議室
Venue: Conference room, 33/F, Revenue Tower, 5 Gloucester Road, Wanchai

會議議程
Agenda

1.	通過第二次會議摘要 **Confirmation of digest of the second meeting**
2.	討論執行以下類別的建議措施及其主要考慮因素 **(經修訂後的相關建議措施及其主要考慮因素載於附件)** **Discussion on key considerations for the implementation of proposed measures under the following categories (see Annex for the revised list of the relevant proposed measures and their key considerations)** 措施 B“車輛尾氣排放系統維修保養” **Measure B “Maintenance and repair of vehicle exhaust system”** 措施 A“隧道的收費政策及模式” **Measure A “Tunnel toll policy and toll collection method”** 措施 C 推動行人友善及單車友善環境 **Measure C “Fostering a "pedestrian-friendly" and "bicycle-friendly” environment”**
3.	其他事項 **Any other business**
4.	下次會議日期 **Date of next meeting**

附件

建議的新空氣質素改善措施	主要考慮因素
A. 隧道的收費政策及模式	
1. 檢討隧道的收費政策及水平(例如回購隧道經營權、推出隧道費資助試驗計劃)。	- 政府和有關專營公司協議 - 相關道路設施的配套及承受能力 - 涉及的經濟成本效益 - 實施所需的時間 - 公眾的反應
2. 考慮以全自動的收費系統取代現有系統。	- 政府和有關專營公司協議 - 技術的可行性 - 涉及的經濟成本效益 - 實施所需的時間 - 隧道使用者的接受程度
B. 車輛尾氣排放系統維修保養	
1. 建議使用功率機檢驗車輛尾氣排放	- 相關檢驗設施的配套(如需解決的技術、人手、地方及運作等問題) - 車主、維修業界及公眾的反應 - 涉及的經濟成本效益 - 實施所需的時間
2. 收緊私家車的檢驗年期，由現時超過 6 年減至超過 3 年開始年檢(或考慮以行車里數作為檢驗準則)。	- 相關檢驗設施的配套(如需解決的技術、人手、地方及運作等問題) - 驗車中心的處理能力 - 車主、維修業界及公眾的反應 - 參考相關的海外經驗 - 涉及的經濟成本效益 - 實施所需的時間
3. 提供尾氣排放檢驗儀器，供中小型維修業界租用。	- 業界的需求及反應 - 技術及營運的可行性 - 涉及的經濟成本效益 - 實施所需的時間
4. 建立車輛尾氣排放系統的維修數據平台。	- 業界的需求及反應 - 技術及營運的可行性 - 涉及的經濟成本效益 - 實施所需的時間
5. 加強宣傳車輛維修保養的重要性。	

建議的新空氣質素改善措施	主要考慮因素
C. 推動行人友善及單車友善環境	
1. 推動行人友善環境(如擴闊行人路、興建有蓋行人道、優化行人通道網絡聯繫)，以鼓勵市民步行。	- 相關設施的配套及承受能力 - 公眾的反應 - 涉及的經濟成本效益 - 實施所需的時間 - 技術的可能性及對環境的影響
2. 推動單車友善環境，並研究提供配套設施(如單車徑網絡、單車停放處、公共運輸交匯處的泊車轉乘設施及對公共交通乘客携帶單車的友善政策)。	- 相關道路設施的配套及承受能力 - 公眾的反應 - 涉及的經濟成本效益 - 實施所需的時間
3. 在海濱地帶建造單車與行人共享空間。	- 技術的可行性 - 涉及的經濟成本效益 - 實施所需的時間 - 公眾的反應
4. 在學校區、老人院舍區及社區路段設立低車速限制區(如每小時 30 公里)，以改善步行環境。	- 技術的可行性(包括如何界定學校區及老人院舍區) - 涉及的經濟成本效益 - 實施所需的時間 - 對交通的影響 - 公眾的反應

Annex

Proposed new air quality improvement measures	Key considerations
A. Tunnel toll policy and toll collection method	
1. Review the tunnel toll policy and level (e.g. the Government to buy back the tunnels, tunnel toll-subsidy pilot scheme).	- Agreements between the Government and tunnel franchisees - Ancillary road facilities and their capacity - Cost effectiveness - Implementation timeframe - Public reaction
2. Consider replacing the existing system with complete automatic toll collection system.	- Agreements between the Government and tunnel franchisees - Technical feasibility - Cost effectiveness - Implementation timeframe - Acceptability of tunnel users
B. Maintenance and repair of vehicle exhaust system	
1. Propose to use chassis dynamometer for testing vehicle tailpipe emissions.	- Ancillary facilities for vehicle examination (e.g. technical, manpower, space and operational issues) - Vehicle owners, vehicle repair trade and public reaction - Cost effectiveness - Implementation timeframe
2. Tighten the annual vehicle examination for private cars from over six years old to over three years old (or consider adopting vehicle kilometres travelled as the vehicle examination criterion).	- Ancillary facilities for vehicle examination (e.g. technical, manpower, space and operational issues) - Handling capacity of vehicle examination centres - Vehicle owners, vehicle repair trade and public reaction - Relevant overseas experience - Cost effectiveness - Implementation timeframe
3. Provide vehicle tailpipe emission testing equipment for rent by small and medium-sized vehicle repair workshops.	- Trade demand and reaction - Technical and operational feasibility - Cost effectiveness - Implementation timeframe

Proposed new air quality improvement measures	Key considerations
4. Establish a maintenance information database of vehicle tailpipe emission system.	- Trade demand and reaction - Technical and operational feasibility - Cost effectiveness - Implementation timeframe
5. Raise awareness on the importance of vehicle maintenance and repair.	
C. Fostering a "pedestrian-friendly" and "bicycle-friendly" environment	
1. Foster "pedestrian-friendly" environment (such as widening of footpaths, construction of covered walkways and enhancing the pedestrian connections) to encourage people to walk.	- Ancillary road facilities and their capability - Public reaction - Cost effectiveness - Implementation timeframe - Technical feasibility and associated environmental impacts
2. Foster “bicycle-friendly” environment and study into the provision of ancillary facilities for cycling (such as provision of cycling track network and bicycle parking spaces, park-and-ride facilities at public transport interchanges and bike-friendly policies to facilitate carriage of bicycles on public transport).	- Ancillary road facilities and their capability - Public reaction - Cost effectiveness - Implementation timeframe
3. Set up cycling and walking shared space at harborfront areas.	- Technical feasibility - Cost effectiveness - Implementation timeframe - Public reaction
4. Establish lower vehicle speed limits zones (e.g. 30km/h) in community roads, school zone and areas with elderly centres, to foster pedestrian environment.	- Technical feasibility (e.g. how to define school zones and areas with elderly centres) - Cost effectiveness - Implementation timeframe - Traffic impact - Public reaction