

Other Policies - Switching off Engines when Stationary

Turning off the engine when a vehicle is stationary for extended periods will reduce overall pollutant emissions. A public awareness programme is currently being implemented in Hong Kong to encourage this practice, eg TV commercials, posters/flyers to commercial vehicle drivers etc.

Public awareness/education, on this matters or other environmental matters relating to transportation eg regular inspection and maintenance; driving habits, could be extended to new drivers through the driving tests (written).

Other Policies - More Frequent Street Cleaning

A large proportion of RSP is estimated to arise from the resuspension of dust on road surfaces due to road/tyre interaction and vehicle movement. More frequent street cleaning, e.g. street washing, especially at "hot-spots" areas can reduce the amount of RSP being resuspended.

Other Policies - Integrated Land Use and Transport Planning

To design employment centres in New Towns so that journeys made to workplace is minimised. This is a viable means to minimise journeys and hence pollutant emissions by transportation. Integrated Land Use and Transport Planning forms one of the initiatives of the Main Study and is discussed in more details in the main study report.

8.2.4 Possible Mitigation Measures

A summary of the mitigation measures discussed is presented in Table 8.2f.

Table 8.2f
Summary of Mitigation Measures

Mitigation Measures	Status
Euro III	Proposed
LPG Taxi	Proposed
Motorcycle Emissions Control	Proposed
Switch off Engine when Stationary	Proposed
Heavier Fines on Smoky Vehicles	Proposed
Diesel Catalytic Converters	Proposal
Particulate Traps	Proposal
Fare Policies to increase attractiveness of Public Transport	Proposal

Mitigation Measures	Status
More Frequent Street Cleaning	Proposal
Strengthening of Inspection and Maintenance Programme	Proposal
Ultra Low Sulphur Diesel/City Diesel	Proposal
Pedestrianisation	Proposal
Traffic Control Measures	Proposal
Incentive for scraping old cars	Proposal
Financial Incentives on Alternative Fuels	Proposal
Vehicle Restraints Measures	Proposal
Freight Transport by Rail	Proposal
LPG for Public Light Buses	Proposal
Expand River Trade Terminal Operations	Proposal
Hybrid Vehicles	Proposal
Cycling and Walking paths in all New Towns	Proposal
Trolley Buses	Proposal
Enclosed air-con walkway for pedestrians at "hot-spots" Areas	Possible
Areas Restrictions	Possible
Limiting Vehicle Fleet Age	Possible
Incentives on Environmental Friendly Vehicles	Possible
Integrated Land Use and Transport Planning	Possible
Electric Vehicle	Possible

8.2.5 Analysis of Effectiveness of Mitigation Measures

Various mitigation measures have been discussed and an analysis was undertaken to test their effectiveness. Some of the proposed mitigation measures, such as the Euro III, LPG Taxi and improved motorcycle emissions, have already been accounted for in the analysis presented in Chapter 5. The results indicated that further mitigation measures are required. The High Growth (High End) and Medium Growth scenarios have been analysed using the PATH model. The scenarios included the following set of measures (hereafter referred to as additional measures), which are considered to be practical but which will require further detailed assessment before they could be implemented in Hong Kong.

- 20% reduction in cross boundary traffic relative to the 2016 medium predictions of the Crosslinks Further Study;