

Mitigation Measures	Objective	Audit Parameter	Action
Expand River Trade Terminal (RTT) Operations	Reduce no. of heavy vehicle trips	<ul style="list-style-type: none"> freight movement by goods vehicles freight movement by RTT 	<ul style="list-style-type: none"> investigate feasibility of expanding RTT
Hybrid Vehicles [#]	Replace polluting vehicles	<ul style="list-style-type: none"> no. of operating hybrid vehicles 	<ul style="list-style-type: none"> promote hybrid vehicles when commercially viable
Cycling and Walking paths in all New Towns	Separate sensitive receivers from vehicle emissions	<ul style="list-style-type: none"> length of cycling and walking paths 	<ul style="list-style-type: none"> ensure incorporation of cycling and walking paths in New Towns
Trolley Buses	Eliminate emissions from diesel powered buses	<ul style="list-style-type: none"> no. of trolley buses in service 	<ul style="list-style-type: none"> promote and plan for the introduction of trolley buses where viable
Areas Restrictions	Reduce pollution in hot-spots areas	<ul style="list-style-type: none"> no. of areas being restricted 	<ul style="list-style-type: none"> investigate feasibility of areas restrictions
Limiting Vehicle Fleet Age	Replace polluting cars	<ul style="list-style-type: none"> average vehicle fleet age 	<ul style="list-style-type: none"> incentives for scrapping old cars
Incentives on Environmentally Friendly Vehicles	Replace polluting cars	<ul style="list-style-type: none"> no. of environmentally friendly cars registered 	<ul style="list-style-type: none"> provide incentive for environmentally friendly cars
Electric Vehicle [#]	Replace polluting vehicles	<ul style="list-style-type: none"> no. of operating electric vehicles 	<ul style="list-style-type: none"> promote electric vehicles when commercially viable
<p>[#]: These measures are still under development and will be recommended, after detailed feasibility study, if deemed commercially available in the future.</p>			

Table 9.3
Mitigation Measures for Noise

Mitigation Measures	Objectives	Audit Parameter	Action
More extensive network of rail service	reduce vehicle trips	<ul style="list-style-type: none"> passenger trips via rail vs road transport 	<ul style="list-style-type: none"> promote rail as the primary transportation service provider
Putting new roads underground as far as practicable	separate sensitive receivers from traffic noise	<ul style="list-style-type: none"> number of new roads built underground 	<ul style="list-style-type: none"> promote and plan for underground roads wherever feasible
Pedestrianisation	separate sensitive receivers from traffic noise	<ul style="list-style-type: none"> no of pedestrianisation zones target dates for introduction of pedestrianisation zones 	<ul style="list-style-type: none"> set target dates for introduction of pedestrianisation zones ensure implementation meets target dates
More stringent vehicle noise emission standards	reduce noise emission from individual vehicles	<ul style="list-style-type: none"> the prevailing noise emission standard 	<ul style="list-style-type: none"> introduce the most current emission standards in force in Japan and the European Union Ensure Hong Kong is not lagging behind Japan and the European Union in terms of implementation schedule
Engine encapsulation for heavy vehicles	reduce engine noise from heavy vehicles	<ul style="list-style-type: none"> no of engine encapsulated heavy vehicles 	<ul style="list-style-type: none"> identify the types of heavy vehicles that could be encapsulated introduce legislation to require engine encapsulation of the identified vehicle types
Trolley Buses	provide alternative to buses powered by diesel engines	<ul style="list-style-type: none"> no of trolley buses in service 	<ul style="list-style-type: none"> promote and plan for the introduction of trolley buses where viable

Mitigation Measures	Objectives	Audit Parameter	Action
More extensive use of low noise surface materials	Reduce road/tyre interaction noise	<ul style="list-style-type: none"> no. of low speed roadways with low noise surfaces 	<ul style="list-style-type: none"> investigate the local applicability of various types of low noise surface materials
Consideration of retrofitting existing roads	Provide relief to residents who could not benefit from more recent planning against traffic noise initiatives	<ul style="list-style-type: none"> no. of roadways retrofitted with noise mitigation measures 	<ul style="list-style-type: none"> consider the feasibility (financial or otherwise) of the retrofitting exercise
Traffic management on noise grounds	Reduce traffic noise by diverting heavy vehicles from sensitive areas	<ul style="list-style-type: none"> number of roadways with applicable traffic management measures on noise grounds 	<ul style="list-style-type: none"> investigate and identify roadways suitable for applicable traffic management measures
Speed regulation	Reduce traffic noise associated with high speed vehicle movements	<ul style="list-style-type: none"> no. of roadways with reduced speed limits 	<ul style="list-style-type: none"> identify roadway sections that would benefit from lowering of speed limits

9.10 Apart from mitigation measures, the Main Study has identified and recommended some transport and planning measures that have major strategic environmental implications. These measures could improve the environmental performance of the transport sector through impact avoidance instead of mitigation. Such measures identified include:

- Integrated land-use and transport planning to reduce the need for travel;
- More extensive rail network and promoting trunk and feeder services to maximise rail usage;
- Better co-ordination of different transport modes;
- Park and ride facilities;
- Application of new technologies in traffic management to relieve congestion;
- Pedestrianisation, possibly along with cycling facilities; and if necessary,
- The more drastic measures such as restraining the growth and usage of vehicles.

Auditing and Reporting

9.11 Facilitating agents within the Government should be identified to undertake the various strategic environmental monitoring and auditing works. An overall auditing and review mechanism is recommended to ensure that the follow up work is properly conducted. This mechanism could also trigger further investigations, or initiate review of the strategy or its individual elements in response to any changes in circumstances detected or new information collected in the strategic monitoring and auditing exercise.

9.12 The progress and findings of the strategic environmental monitoring and auditing work could be recorded in an auditing and review report to be produced by the Government.