

2010 Environmental Report

**Transport Branch
Transport and Housing Bureau**

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INTRODUCTION

The Transport and Housing Bureau (THB) is responsible for policy matters in two portfolios, viz., Transport and Housing, handled by the Transport Branch (TB) and the Housing Department (HD) respectively. This environmental report covers the environmental performance of TB of THB. On the part of the environmental performance of HD, please visit its website at <http://www.housingauthority.gov.hk/b5/aboutus/resources/publications/>.

The Secretary for Transport and Housing is the head of the Bureau. She is assisted by the Permanent Secretary for Transport and Housing (Transport) and the Permanent Secretary for Transport and Housing (Housing) / Director of Housing. In addition, TB oversees the operation of their executive departments, namely, the Civil Aviation Department, Highways Department, Marine Department and Transport Department.

KEY RESPONSIBILITIES OF THE TRANSPORT BRANCH

We are responsible for the formulation of policies relating to the development of transport infrastructure, provision of transport services, traffic management, maritime transport and logistics, air services and civil aviation management. In the process of policy-formulation, sustainability is also a key consideration.

The major areas of policy responsibilities include –

- to plan for and implement the construction and improvement of our transport infrastructure, with emphasis on railways;
- to further promote the usage of public transport services by improving their quality and co-ordination;
- to effectively manage road use, reduce traffic congestion and promote road safety;
- to continue to support environmental improvement measures in transport-related areas;
- to enhance and promote Hong Kong as an international and regional transportation and logistics hub;
- to enhance, in partnership with the Airport Authority, the competitiveness of the Hong Kong International Airport and promote Hong Kong as an international and regional aviation centre; and
- to enhance the competitiveness of the Hong Kong Port and to strengthen Hong Kong's position as an international shipping and maritime centre.

ENVIRONMENTAL GOALS OF THE TRANSPORT BRANCH

We are committed to –

- ensuring that our policies are environmentally friendly;
- ensuring that all programmes and operations under our purview are conducted in an environmentally responsible manner; and
- enhancing staff's environmental awareness.

To achieve the above committed environmental goals, we give effect through pursuit of the following objectives -

LAND AND WATERBORNE TRANSPORT

- We will continue to provide transport infrastructure and services in an environmentally friendly manner.

CIVIL AVIATION

- We aim to ensure that the legislative framework and administrative measures are effective in minimising the environmental impact of aircraft operations.
- We will continue to work with the Airport Authority (AA) and the Civil Aviation Department (CAD) to ensure that the environmental impact of airport development and operations is minimised and that parties concerned are pro-active in minimising pollution and disturbance from activities at the Hong Kong International Airport (HKIA).

PORT AND MARITIME SERVICES

- We aim to ensure that our legislative framework and administrative measures are effective in minimising the environmental impact of shipping and port operations.
- We will continue to work, in conjunction with the Environmental Protection Department and the port and maritime community, to ensure that the environmental impact derived from shipping, port development and operations is minimised.

LOGISTICS

- We will continue to work with the logistics community to promote measures to protect the environment and to ensure that the environmental impact of logistics operations is minimised.

ENVIRONMENTAL MANAGEMENT AND PERFORMANCE

LAND AND WATERBORNE TRANSPORT

Hong Kong is one of the most densely populated cities in the world. A safe, efficient, reliable and environmentally friendly transport system is important to the sustainable development of the city. On environmental management, we will continue to press ahead with the following initiatives -

- priority for efficient and environmentally friendly transport modes;
- reduction in traffic congestion and better inter-modal co-ordination;
- greater emphasis on pedestrian facilities; and
- application of Information Technology (IT) to transport management.

Priority for efficient and environmentally friendly transport modes

Railways are environmentally friendly, safe and efficient mass carriers in Hong Kong, carrying about 35% of our public transport passengers. At present, the total length of our railway under operation is about 219 km.

Railway Development Strategy 2000 has recommended the implementation of a number of new passenger lines, as follows -

- Kowloon Southern Link (KSL);
- West Island Line (WIL);
- Shatin to Central Link (SCL);
- Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL);

- South Island Line (SIL);
- Northern Link (NOL); and
- North Hong Kong Island Line (NIL).

KSL has commenced operation in mid-August 2009. The construction of the WIL started in August 2009. For Hong Kong section of the XRL, we have started construction in early 2010 and aim to complete in 2015. The construction of the SIL and the extension of the existing Kwun Tong Line to Whampoa as Kwun Tong Line Extension have also commenced in May 2011. The MTR Corporation Limited (MTRCL) is carrying out the detailed design of SCL.

We plan to review and update the Railway Development Strategy 2000 to further our policy for better use of railways as the backbone of the passenger transport system, so as to minimise the pollution and land requirement arising from transport infrastructure and to maintain a sustainable transport system. This will include reviewing the priority of the railway network expansion proposals as well as making proposals to improve the railway network. The study will begin in 2011 and take about 24 months to complete.

The Government will continue with its efforts to enhance the co-ordination between railway and other public transport modes to avoid wasteful duplication of public transport resources and alleviate traffic congestion. Railway developments and supportive infrastructure will be designed and built to better serve community needs.

As far as electric vehicles (EVs) are concerned, Transport Department (TD) will continue to formulate measures to facilitate the introduction of EVs into, and their use in, Hong Kong with reference to international practices. For example, we plan to install more charging facilities for EVs in government carparks.

Reduction in traffic congestion and better inter-modal co-ordination

To reduce traffic in busy areas and hence the impact on the environment, we have taken the following measures -

- implementation of more bus-bus, bus-rail, green minibus-rail and green minibus-green minibus interchange schemes;
- rationalisation of bus routes and stops;
- introduction of Park-and-Ride schemes by railway corporations; and
- containing the growth of private cars.

Bus-bus interchange schemes

Bus-bus interchange schemes are pursued as one of the measures to achieve more efficient use of bus resources, relieve congestion, minimise environmental impact on busy corridors, and reduce the need for long-haul point-to-point bus routes.

Up to end 2010, a total of 241 bus-bus interchange schemes offering fare concessions of \$0.1 to \$24.9 to passengers had been implemented. Through the provision of fare discount incentives and selection of convenient interchanging locations, the implementation of these schemes is well received by the public. On average, some 120,000 passengers use these interchanges everyday. The schemes have also improved the bus network and facilitated inter-district travel whilst minimising the need for introducing additional bus routes.

Bus-rail and green minibus-rail interchange schemes

To promote the interchange between rail and other public transport modes, interchange discount concessions in the form of bus-rail interchange (BRI) and green minibus-rail interchange (GRI) schemes have been introduced. As at end 2010, five franchised bus routes and 52 green minibus routes were offering fare concessions to passengers involved in the BRI (\$1.5) and GRI (ranged \$0.3 to \$3.0) schemes for the MTR. Besides, passengers travelling on MTR East Rail Line could enjoy free interchange on MTR feeder bus routes K12, K14, K17 and K18 at designated MTR stations along East Rail Line. At the same time, MTRCL also offered free transfer on MTR bus routes for West Rail and Light Rail passengers in North-west Transit Service Area at the moment.

Green minibus-green minibus interchange schemes

Green minibus-green minibus interchange schemes are introduced to achieve more efficient use of minibus resources and minimise environmental impact on public roads subject to financial capability of the operators concerned. To promote the

interchange between two different green minibus routes, fare concessions were offered to interchanging passengers on 46 routes (ranged \$1.00 to \$3.50) as at end 2010.

Rationalisation of bus routes and stops

To improve the efficiency of bus operation and to alleviate their traffic and environmental impact, the Government has been working together with the franchised bus companies to rationalise bus services and improve bus stopping arrangement.

Through route amalgamation, truncation, modification and frequency adjustment, about 13 bus trips passing through Yee Wo Street and 179 bus trips passing through Central per day were removed in 2010. On the Kowloon side, about 32 bus trips were removed from Nathan Road.

Since January 2002, bus companies have deployed only Euro II and above buses on Yee Wo Street to help enhance the environment in the pedestrian-busy corridor. The Government has been working with franchised bus companies on deployment of more Euro II and above buses on other busy corridors including Hennessy Road, Queensway, Des Voeux Road Central and Nathan Road. As at end 2010, about 92% of the buses deployed on the above busy corridors were Euro II and above buses.

Park-and-Ride schemes

Park-and-Ride (PnR) facilities are usually provided at public transport hubs strategically located on the fringe of busy business/urban areas so that motorists can leave their cars behind and use public transport to complete their trips.

PnR schemes have been operating at Hong Kong, Kowloon and Tsing Yi Stations of Airport Express, at Choi Yuen Road near East Rail's Sheung Shui Station, at Hung Hom Station, at West Rail Kam Sheung Road Station, at Choi Hung Station and some commercial carparks located near Olympic Station of the Tung Chung Line and Hang Hau Station of the Tseung Kwan O Line.

From time to time, the feasibility of providing PnR facilities at other existing railway stations would be assessed. In planning future rail stations and major transport interchanges, especially those on the fringe of the urban area, PnR facilities will be developed wherever appropriate.



Park-and-Ride Facilities

Containing the Growth of Private Cars

The rapid growth rate in the number of private cars has contributed to the deterioration of traffic congestion. To contain the growth of the private car fleet, the Government has increased the First Registration Tax (FRT) rate of each tax band for private cars by about 15% in the 2011-12 Budget. The Government has also enhanced the FRT concession rate and cap for first registered environment-friendly petrol private cars from 30% and \$50,000 to 45% and \$75,000 respectively. This is to provide sufficient incentives to persuade new private car buyers to go for an environment-friendly petrol private car instead of a traditional petrol private car.

Greater emphasis on pedestrian facilities

Promoting better pedestrian environment is one of the means to enhance the quality of life. We continued to implement further pedestrian schemes in 2010. In Mong Kok, the trial part-time pedestrian scheme at Sai Yeung Choi Street South, Nelson Street, Soy Street and Tung Choi Street was taking shape and being closely monitored. In addition, we are taking forward feasibility studies on the development of pedestrian subway systems in Causeway Bay and footbridge system in Mong Kok, so as to create space for pedestrian movements, minimise vehicle-pedestrian conflicts and improve roadside air quality. We are also taking forward various measures for improving the walking environment in Yuen Long town centre.



Sai Yeung Choi Street South
(part-time pedestrian scheme)

Footpath widening is another effective means to improve pedestrian environment. We are making good progress on footpath widening works and landscaping works in various districts, including Woosung Street, Saigon Street and Parkes Street in Jordan; and Kweilin Street in Sham Shui Po.

To improve pedestrian accessibility to uphill areas and to reduce dependence on vehicular access to these areas via congested, steep and narrow access roads, provision of escalator links / elevator systems are to be considered. In this connection, the Government has developed a comprehensive, objective, fair and highly transparent ranking system on the provision of hillside escalator links / elevator systems to determine the merits of the proposals received and the relative priorities for conducting feasibility studies. These escalator links / elevator systems will enable pedestrians to overcome height differences and will provide an alternative mode of transportation for pedestrians.

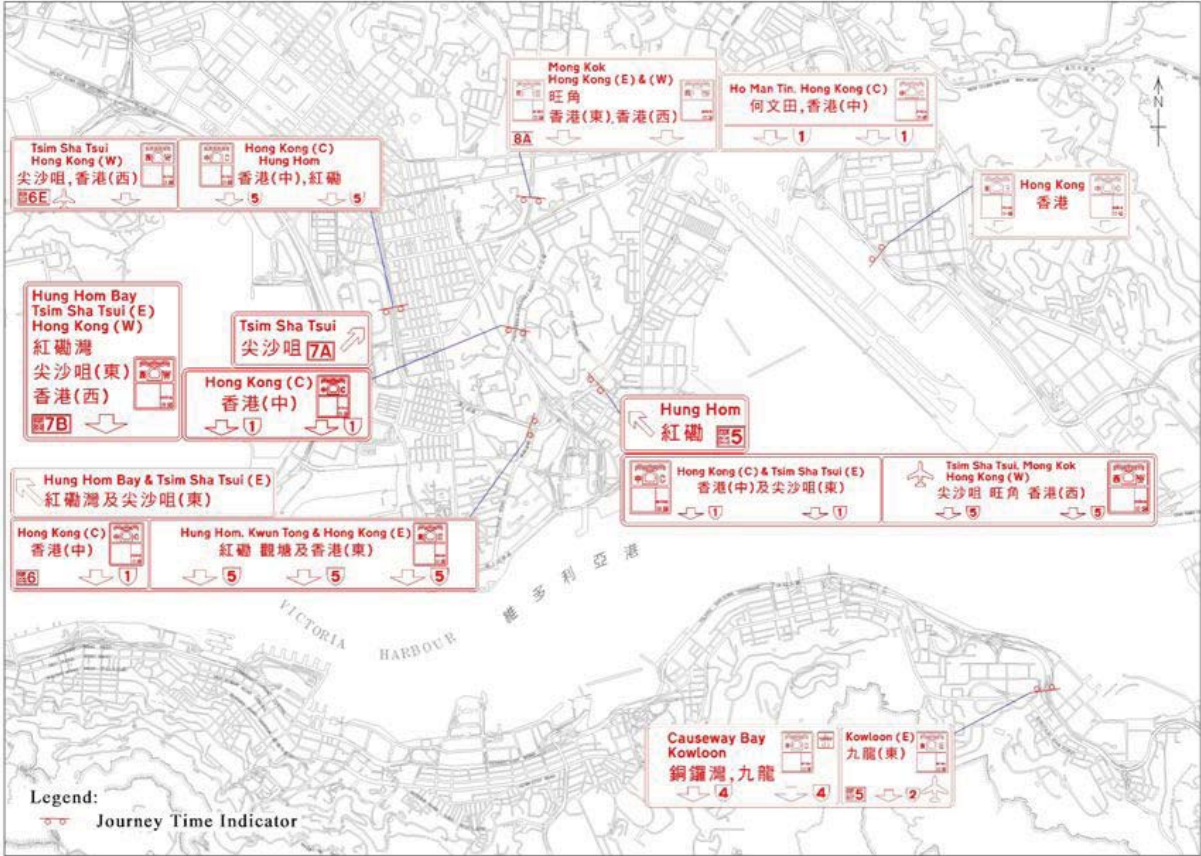
Application of IT to transport management

We continue to promote the deployment of advanced information and telecommunication technologies to enhance the performance of the transport system in Hong Kong. Such enhancement enables road users to access real-time traffic information, thus helping them to plan ahead their driving routes or transportation means in a more efficient manner. Road users will enjoy smoother journeys with reduced journey time, thereby contributing towards lower fuel consumption and vehicle emissions.

Journey Time Indication System

In light of the satisfactory performance of the Journey Time Indication System

on Hong Kong Island, the system was expanded to cover Kowloon and Hong Kong Island in May 2010. The system provides the latest traffic situation for motorists crossing the harbour so that they can make informed route choices and avoid congested tunnels. The real-time cross-harbour journey time is also shown on the Traffic Speed Map on TD's website.



Locations of Journey Time Indicators in Kowloon and Eastern District



Journey Time Indicators at Waterloo Road Southbound (near Kowloon Hospital)

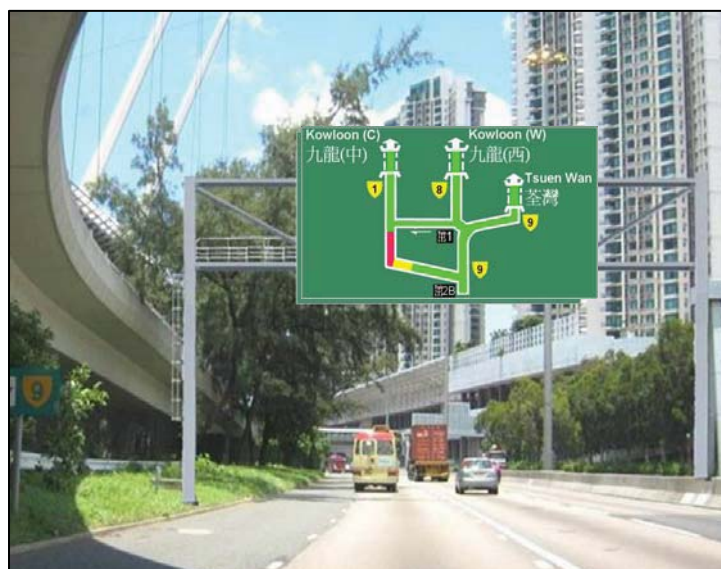
Area Traffic Control System

In view of the significant benefits of the Area Traffic Control (ATC) system in optimising the utilisation of road capacity, minimising traffic delay and reducing vehicle emissions, we have expanded the system in phases to cover more districts. By the end of 2011, we will expand the system to Tseung Kwan O. With the greater coverage of the ATC system, overall traffic delay at intersections is minimized and journey time is reduced. Due to better coordination of traffic signals resulting in less stop and start activities, fuel consumption and emissions of vehicles are also reduced.

We also plan to replace the conventional traffic signals with light-emitting diodes (LED) in 3 phases to reduce power consumption. Phase 1 (Hong Kong Island) was completed in May 2010. Phase 2 (Kowloon) and Phase 3 (New Territories) are being implemented, and are expected to be completed in March 2011 and July 2012 respectively.

Speed Map Panels

We are carrying out a project to install 5 Speed Map Panels on strategic routes in the New Territories. The project will be completed in early 2012, and the new Speed Map Panels will provide motorists with traffic conditions of the roads towards Kowloon by gantry signs in map format.



Proposed Speed Map Panel at Tai Po Road, Shatin, near Racecourse

Traffic and Incident Management System

We are developing the Traffic and Incident Management System (TIMS) to enhance efficiency and effectiveness in managing traffic and transport incidents and in disseminating traffic and transport information to the public. TIMS is scheduled for commissioning in mid 2015.

Public Services on the Internet

To help motorists and other road users better plan their journeys, we have been providing information on road network, traffic conditions and public transport services on the Internet.

We enhanced the Road Traffic Information Service, which provides real-time traffic information on the Internet to facilitate the selection of optimum transport modes and routes, by launching a mobile version of the website in May 2010.

The pilot version of the Driving Route Search Service, which provides motorists with the optimum driving route options based on selected criteria such as distance, travel time, toll, etc. was launched on the Internet in April 2010. We are developing a mobile version, which will be launched in the third quarter of 2011.

To enable commuters to make better use of public transport services, we will launch the mobile version of the Public Transport Enquiry Service (PTES) comprising an iPhone application and a mobile website in the third quarter of 2011 and rename it "Hong Kong eTransport". The PTES is a one-stop multi-modal public transport route search system with map information launched in April 2009 to provide a point-to-point search service covering various public transport modes with map display.

CIVIL AVIATION

AA and CAD have implemented a range of initiatives to safeguard the environment. The former is responsible for the operation and development of HKIA and the latter is the regulator for civil aviation and provider of air traffic control services.

□ ***Initiatives by AA***

AA's Environmental Commitment

HKIA is committed to being the greenest airport in the world and a leading environmental performer in Hong Kong. AA's environmental policy focuses on adopting and encouraging practices that minimise pollution and maximise energy and natural resource use efficiencies.

AA signed the Hong Kong General Chamber of Commerce's Clean Air Charter in 2007. Today — out of 619 signatories — AA is one of 33 that have obtained third-party certification for honouring the charter commitments. In 2008, AA endorsed the Aviation Industry Commitment to Action on Climate Change, a global initiative to mitigate our industry's environmental impact. AA signed the Environmental Protection Department's Carbon Reduction Charter and in 2010 a carbon footprint was established for the entire airport. Using this footprint as a baseline, in December 2010, AA led an airport-wide pledge to cut carbon emissions by 25% per workload unit (defined as one passenger or 100 kilogrammes of cargo) by 2015 based on the 2008 levels. To achieve this goal, AA worked with 37 business partners to develop over 300 carbon reduction initiatives covering all major buildings and facilities at HKIA.

Emissions Reduction

To reduce both greenhouse gas and air pollutant emissions, AA promotes the use of electric, hybrid and liquefied petroleum gas-powered vehicles at HKIA. The airport has one of Hong Kong's largest fleets of EV and ground service equipment comprising 236 electric, 22 liquefied petroleum gas (LPG), 9 hybrid and 114 diesel vehicles that use biodiesel. A number of EV charging stations and an LPG filling station opened in the airside restricted area during 2010. In June 2010, AA added the airport's first public EV charging station, in Car Park 4.

In June 2008, AA banned idling engines on the airside. All of AA's 70 diesel vehicles now use B5 biodiesel, a mixture of 95% conventional diesel and 5% biodiesel

which recycled from used cooking oil. Since 2008, AA has facilitated the collection of used cooking oil at the airport with more than 150000 litres collected and recycled into biodiesel.

AA also provides fixed ground power (FGP) and pre-conditioned air (PCA) systems, which minimise the need for aircraft to use their auxiliary power units while parked thus reducing emissions. Currently, about 75% of the passenger flights departing from the airport use FGP, which is available at over 100 parking stands, and PCA, which is available at all bridge-served stands. By 2014, AA targets more than 90% use of FGP and PCA systems by aircraft on turnaround at HKIA, partly achieved through improvements to FGP systems before 2014, all resulting in reductions in both local air pollutants and carbon emissions. A new, low global-warming potential refrigerant is being adopted in the PCA systems, further reducing carbon emissions.

Energy Savings

AA takes great care in tracking and managing the airport's electricity consumption. AA continually seeks to minimise energy use while maintaining high levels of service, safety and efficiency. Lighting, which represents about 10% of HKIA's electricity use, is an area where new technologies are yielding significant energy savings. AA is now replacing conventional lights primarily with energy efficient LED models. By 2013, AA plans to install over 81000 LED lights, representing about 60% of the total in the passenger terminals, giving an annual saving of about 13.8 million kilowatt hours (kWh) or 7,730 tonnes of carbon emissions¹. AA is also converting more than 1000 T8 fluorescent tubes in airport car parks to T5 lamps, and is increasingly using timers and photo sensors to maintain appropriate lighting levels.

During the year, the air-conditioning systems in both Terminal 1 (T1) and the Ground Transportation Centre, and in T2, HKIA Tower and the Airport World Trade Centre have been optimised, so that chillers of various sizes can be operated more effectively with cooling demand in different areas of different buildings being better served with appropriate use of our different sized chillers. In addition to enhancing operational flexibility and reliability, this change will save 5.0 million kWh or 2800 tonnes of carbon emissions every year.

20 travelators have been upgraded in T1 to more energy efficient, dual-speed

¹ CLP 2009 emission factor 0.56 kgCO₂e/kWh was adopted in the calculation.

models and AA installed the airport's first green roof in 2010. AA has also commenced trials of street lights powered by photovoltaic cells and a feasibility study into the use of wind turbines at the airport is underway.

Water and Waste Recycling

AA installed a second food composter in December 2010, increasing its processing capacity to up to 12 tonnes of food waste each month. Food scraps are collected from restaurants at HKIA, treated in the composters with composting residues used as soil conditioner for airport landscaping.

Starting in December 2010, the Marine Cargo Terminal has reused all of the wooden pallets collected in AA's waste stream. Over the year, AA continued to reuse asphalt waste at HKIA and looked at milled asphalt use in road resurfacing projects on a trial basis. AA now plans to use asphalt waste in the base and sub-base courses of the future airfield pavement in the midfield.

During the year, AA joined the Conscientious Recycling Charter organised by Friends of the Earth (HK). The scheme, which reuses or recycles electronic equipment through Caritas Hong Kong and other environmentally sound channels, facilitated the safe disposal of more than 250 items of computer equipment.

In addition to internal programmes, AA has continued to work with stakeholders to increase the amount of waste that is recycled at the airport. In September 2010, AA hosted a waste management and green purchasing seminar for businesses operating at HKIA.

AA strives to make HKIA a water-neutral airport. Rainwater and seawater are used in HKIA's air-conditioning systems and seawater is used to flush toilets. AA recovers and treats waste water from restaurants, aircraft catering and cleaning operations, as well as from bathroom sinks.

Local Ecology and Greening

HKIA is an increasingly green place. The airside has 2.6 million square metres, or about 320 football fields, of grass and trees, while the landside has 796000 square metres of vegetation. There are over 700000 shrubs and trees on the airport island and AA is working to expand the airport's green area by 130000 square metres.

Environmental Awards

During the year, AA's efforts have been recognised at the Hong Kong Awards for Environmental Excellence. In 2010, AA received the Gold award in the public sector category and was also awarded a "Good Class" IAQwi\$e label for the air quality in T1 and T2. In September 2010, AA received a "Class of Excellence" Energywi\$e label for energy conservation efforts in T1 and a "Carbon 'Less' Certificate" for achieving a verifiable, absolute cut in the carbon emissions in the passenger terminals and HKIA Tower.

In December 2010, AA received a silver Purchaswi\$e award from the Green Council in the Hong Kong Green Awards.

□ **Initiatives by CAD**

CAD implemented a series of aircraft noise mitigation measures and closely monitored the implementation. Such measures include noise abatement departure procedures, Continuous Descent Approach procedures to reduce aircraft noise experienced by residents in Sai Kung and Ma On Shan, and use of flight paths over water to avoid overflying residential areas whenever possible.

CAD requires all airlines to adopt the noise abatement departure procedures stipulated by the International Civil Aviation Organization for aircraft departing to the northeast of the airport.

In 2010, CAD recorded that 86% (the remaining percentage was due to weather) of arriving aircraft were able to land from the southwest of HKIA (i.e. over water) between midnight and 7 am; and 99% of aircraft departing to the northeast of the airport were able to take the southbound route over the West Lamma Channel between 11 pm and 7 am.

Older and noisier aircraft stipulated in Chapter 2 of Annex 16 Volume I Part II of the Convention on International Civil Aviation are banned from operating at the HKIA. All aircraft operating at the HKIA meet stringent noise standards.

CAD also provides periodic reports on aircraft noise measurements. Moreover, CAD meets members of the public and maintains a hotline to handle enquiries or complaints on aircraft noise.

Rationalisation of flight paths

Taking advantage of the latest development in satellite navigation technologies, CAD has been able to achieve air routes rationalisation with a view to enhancing the operating efficiency of the Hong Kong air route system

CAD has implemented new air routes with effect from October 22, 2009, which have shorter travelling distances for arrival aircraft from the west and the north of Hong Kong. Each flight coming to Hong Kong from the Mainland, South East Asia and Europe has been able to save up to about 210 kilometres in flight journey or 14 minutes in flight time. During 2010, more than 57,000 flights benefited from these shortened routes.

CAD would continue to develop and progressively apply more advanced aviation technologies and closely work with the airline operators to further enhance the air route system in the Hong Kong Flight Information Region.

PORT AND MARITIME SERVICES

The Marine Department (MD), which is responsible for maritime and navigational safety matters within the waters of Hong Kong, has implemented various initiatives to protect and improve the environment -

- MD operates a fleet of patrol vessels to ensure compliance with marine regulations against offences such as littering, illegal transfer or discharge of oil, and smoke emission by ships in Hong Kong waters.
- MD monitors the exhaust of vessels and conducts spot checks on vessels within Hong Kong waters. On receipt of complaint and sufficient evidence of excessive dark smoke emission causing nuisance, MD will initiate prosecution.
- MD adopts performance-based contracts for the scavenging of floating refuse and collection of refuse from ocean-going ships and local vessels to ensure the effectiveness and efficiency of the marine cleansing services.
- MD maintains a Maritime Oil Spill Response Plan to co-ordinate

- MD has signed a cooperation arrangement with the port administration of Guangdong, Shenzhen and Macao to adopt the Regional Maritime Oil Spill Response Plan for the Pearl River Estuary.
- MD maintains energy saving plans to minimise energy consumption in the China Ferry Terminal and the Macau Ferry Terminal by economising on the use of lighting and air conditioning.
- MD has adopted green measures on all fronts in the operation of the Government Dockyard, including annual review and upgrading of facilities with environmentally friendly engines, equipment and products, regular air quality checks on indoor worksites and emission measurements for engines installed on government vessels, etc. A feasibility study on the installation of Selective Catalytic Reduction devices on some government vessels for the reduction of the emission of Nitrogen Oxide has been carried out.
- MD implements relevant international conventions on marine pollution prevention through the enactment and enforcement of legislation. These conventions include the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78), and the International Convention on Oil Pollution Preparedness Response and Co-operation 1990. These conventions apply to all ships in Hong Kong waters and Hong Kong registered ships anywhere in the world.
- MARPOL 73/78 has six Annexes to prevent or minimise pollution from ship operations in respect of (I) oil; (II) noxious liquid substances; (III) harmful substances in packaged form; (IV) sewage; (V) garbage; and (VI) emissions into the atmosphere. All six Annexes have been extended to Hong Kong Special Administrative Region.
- We also work closely with operators of container terminals, mid-stream and river trade operators to preserve a clean and safe environment for sea transport. We encourage the application of IT in port operations. For example, MD has established an “Extensible Markup Language Dangerous Goods System” to facilitate the direct system-to-system submission of dangerous goods manifests by shipping operators. As to the provision of e-business service, the Electronic Business System has

- Container terminal operators have also implemented other measures, such as the use of energy saving equipment, reduction of unnecessary light fittings, installation of grease traps and oil interceptors in workshops and kitchens, engaging specialised contractors to handle waste disposal, and the use of liquefied petroleum gas shuttle buses to reduce air pollution.
- We recognise that the protection of the marine environment is not only important in its own right but also instrumental in enhancing Hong Kong's position as a world-class port. In the course of port planning and development, we will continue to work with Environmental Protection Department and the Sustainable Development Unit to comply with relevant environmental impacts and sustainability assessment requirements.

LOGISTICS

We encourage the use of paperless exchange of information in the logistics industry through the promotion of wider use of IT along the supply chain. For example, sponsorships were provided to small and medium logistics service providers to carry out projects on IT applications. Besides, an On-Board Trucker Information System (OBTIS) pilot study is underway. OBTIS provides an information and technology platform for enhanced efficiency in fleet management and better communication between truckers and stakeholders of the supply chain.

GREEN OFFICE MANAGEMENT

MANAGING PAPER AND ENERGY CONSUMPTION

It is our mission to improve and conserve our environment, and to optimise the use of resources to reduce pollution and waste. We strive to implement various green housekeeping measures in daily office operations with a view to maintaining a green workplace. Our main focus of the green office management is on reducing paper and energy consumption.

With the advocacy of environmental conservation over the past few years, staff awareness in this respect has been highly enhanced and staff members have developed good practices by adopting of the following green initiatives -

On Paper Consumption

- to use recycled paper in office operations;
- to print and photocopy on both sides of paper;
- to reuse single-side used paper for drafting, printing and receiving fax;
- to reuse envelopes and loose minute jackets for internal transmission of documents and correspondence;
- to communicate and disseminate information by electronic means within bureaux/departments as well as with members of the public;
- to avoid printing or photocopying documents unless hard copy is absolutely necessary;
- to distribute softcopies by emails, diskettes or CD-ROMs instead of print-outs; and
- to upload reports, circulars and other publicity materials on e-bulletin board, intranet and internet website for general reference.

□ ***On Energy Consumption***

- to turn off some lighting when the occupancy is low, e.g. during lunch and after office hours;
- to switch off unnecessary lighting in public communal areas, such as reception counters, corridors, lift lobbies, etc., during lunch and after normal office hours;
- to replace all of the high power incandescent lamps by more energy-efficient fluorescent lamps;
- to switch on air-conditioning for pre-cooling no earlier than 15 minutes before conference rooms are to be occupied and switch off as soon as the room is unoccupied;
- to regulate room temperature to 23.5°C by modifying all the air conditioners' thermostats at our offices;
- to activate the standby mode or hibernation mode features of personal computers;
- to switch off personal computers (including both monitor and computer processing unit) after office hours;
- to switch off non-essential servers at night, on Saturday and public holidays;
- to appoint energy wardens and assign last-man-out to check the effectiveness of energy saving measures; and
- to encourage staff to walk up or down one or two storeys rather than using the lift.

GREEN PURCHASING

“Green” stationery items supplied by the Government Logistics Department, such as clutch pencils, refillable ball pens, recycled pencils and furniture made of chip board, are now widely used in TB. Other green items e.g. recyclable laser printer toner cartridges and box files made of recycled paper are also ordered from contractors for office use.

It has all along been our practice to purchase only office equipment such as photocopiers and printers with Energy Efficiency label. We also use e-tender whenever applicable.

STAFF AWARENESS

The support and cooperation of staff members are always the key to the success of our green office management. For the years to come, we will continue to work closely with our staff with a view to fostering a green culture and ensuring that our offices operate in an environmentally responsible manner.

VIEWS AND SUGGESTIONS

If you have any views and suggestions in connection with this Environmental Report, you are welcome to contact us via email at environmentalreport@thb.gov.hk or by fax on 2868 4643 or write to us at 15/F., Murray Building, Garden Road, Central, Hong Kong.