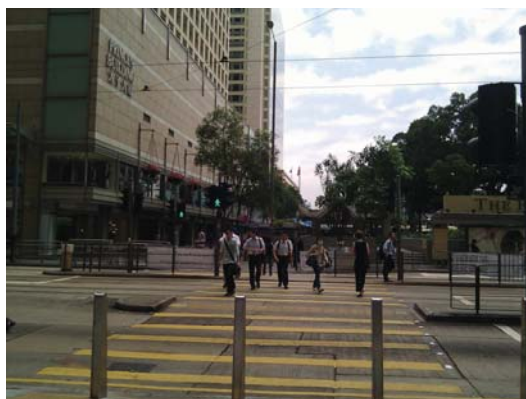


Environmental Report 2009



FOREWORD

The Transport Department is fully committed to environmental protection. We are conscious of the commitments under the Clean Air Charter and have been working whole-heartedly to improve air quality by taking proactive measures to mitigate the air pollution generated from our transport system. We have also exerted influence over our business partners in the transport sector, for example, franchised bus, public light bus and taxi operators, to encourage them to join us in pursuing the wide range of measures aimed at protecting the environment.



We will continue to strive for achievement of our Departmental Vision, viz. “*we will provide the world’s best transport system which is safe, reliable, efficient, environmentally friendly and satisfying to both users and operators*”. In this issue of our Environmental Report we aim to advise the readers what has been done in 2009 by or through the Transport Department to improve the quality of our living environment.

ABOUT THIS REPORT

This Environmental Report covers the period from 1 January 2009 to 31 December 2009. It is published in electronic version on our web site for the sake of reducing paper consumption. Its target readers are members of the general public. The readers will be informed of the business of our Department, the efforts we have made and the measures we have taken to protect the environment.

Any suggestions or comments on this report are most welcome and can be sent to tdenq@td.gov.hk.



ABOUT TRANSPORT DEPARTMENT

Our Department is responsible for the implementation of the Government's transport policy under the following 5 programme areas:

- (i) Planning and Development;
- (ii) Licensing of Vehicles and Drivers;
- (iii) District Traffic and Transport Services;
- (iv) Management of Transport Services; and
- (v) Transport Services for People with Disabilities.

Our headquarters are located in the Immigration Tower in Wanchai. We have also some 20 sub-offices accommodated in other government offices or private commercial buildings. As at 31 December 2009, we had an establishment of 26 directorate posts and 1246 non-directorate posts. In our daily business, we manage or operate the following main types of facilities:

- (i) public transport interchanges/termini;
- (ii) vehicle inspection centres;
- (iii) driving test centres;
- (iv) traffic lights;
- (v) escalators;
- (vi) CCTV and variable message signs;
- (vii) intelligent transport systems; and
- (viii) roads and pedestrian facilities.



Besides other government departments, our business partners include the operators of franchised and non-franchised buses, tram, taxi, ferry, green mini-buses and public light buses. We also run maintenance, operation and management contracts with the various tunnel and Government carpark operators.

ENVIRONMENTAL GOAL

Our environmental goal is to provide an environmentally friendly transport system in Hong Kong.



ENVIRONMENTAL POLICY

We are committed to providing a transport system in an environmentally acceptable manner to align with the sustainable development of Hong Kong.

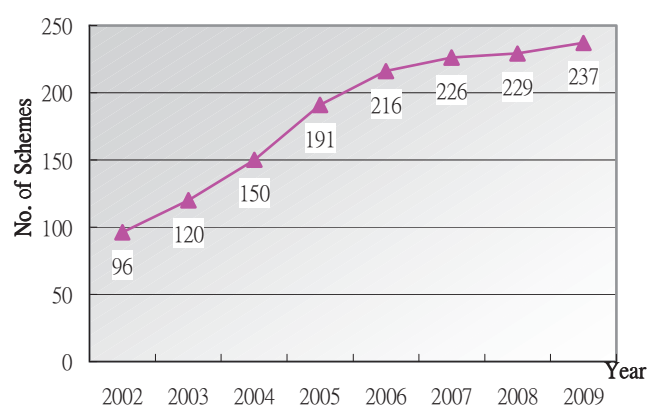
ENVIRONMENTAL OBJECTIVES

Environmental Objective No. 1 - Reduction in Vehicular Traffic

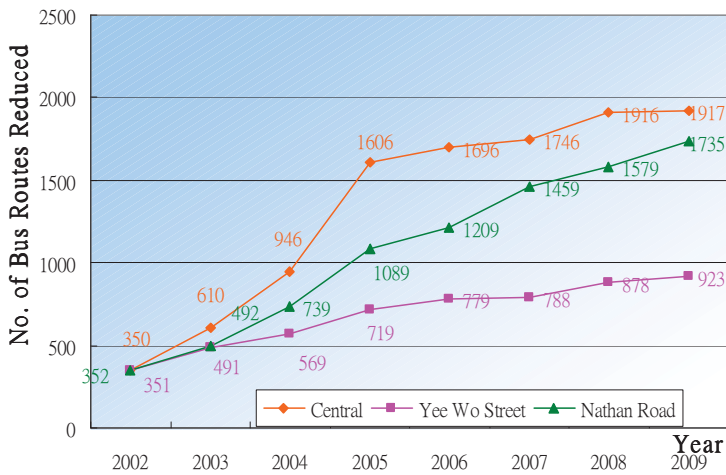
In managing the public transport system, we coordinate the roles played by the various public transport modes, including the rail, bus, tram, taxi, ferry etc., so as to achieve the highest possible overall efficiency. This includes rationalizing public transport services to improve accessibility whilst avoiding duplication and raising the level of service to improve attractiveness. In the end, it helps to reduce vehicular traffic and mitigate air pollution. With these benefits in mind, we make our best efforts to enhance the efficiency of the transport system in the following ways:

(i) Implementation of public transport interchange schemes

The introduction of interchange schemes enable passengers to make the most efficient use of the transport system across different modes. They include bus-rail interchange, green minibus-rail interchange, taxi-rail interchange, and bus-bus interchange schemes. **The numbers of bus-bus interchange schemes implemented since 2002 are shown in the graph on the right.**



(ii) Rationalization of bus routes and stops

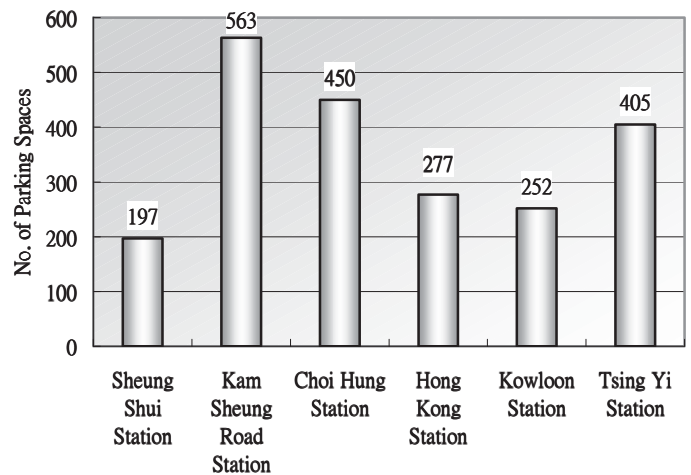


This process includes amalgamation, truncation and modification of bus routes, re-location of bus stops and adjustment of bus schedules to match the prevailing passenger demands. The resulting arrangements can help to reduce traffic congestion. **The cumulative reduction of the number of bus trips since 2002 is shown in the graph on the left.**

(iii) Provision of park-and-ride (PnR) facilities

These facilities are carparks provided near railway stations. People can shorten their private car trips and switch to the rail for the major part of their journeys.

The number of parking spaces provided in each PnR facility is shown in the graph on the right.



(iv) Provision of bicycle parks

In the New Territories, we monitor the demand for bicycle parks, and make provisions (amounting to a total of about 7,400 cycle parking spaces) close to railway stations to enable bicycle riders to change to the rail.



Environmental Objective No. 2 - Tightening of Emission Control



We have adopted the Euro IV emissions standards since 1 October 2006 to tighten the control over the emission of air pollutants by vehicles in the following manner:

(i) **Franchised buses imported before 1 October 2006**

We encourage the franchised bus operators to retrofit emission reduction devices on their serving buses to reduce their particulates emission. For all those pre-Euro and Euro I buses, the retrofitting works have been completed since 2003 and we keep on encouraging the retrofitting works for their Euro II and III buses where technically feasible. The target is to complete such retrofitting work within 2010.

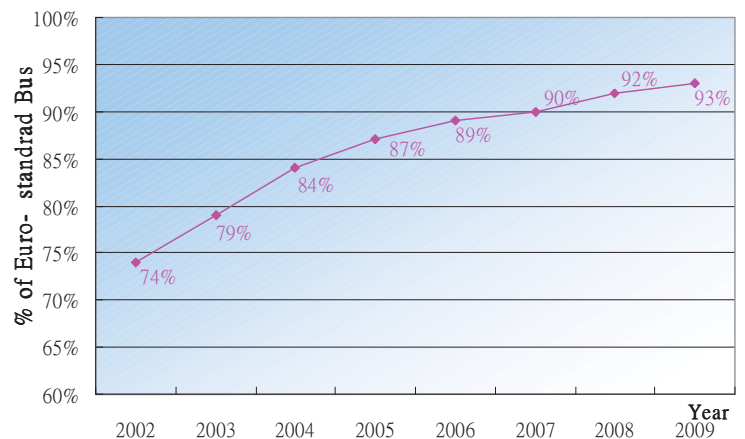
(ii) **Franchised buses and medium & heavy diesel vehicles over 3.5 tonnes imported on or after 1 October 2006**

◦ Euro V



We require Franchised buses and medium & heavy diesel vehicles over 3.5 tonnes imported on or after 1 October 2006 to comply with Euro IV emission standards for registration in Hong Kong.

The yearly variation of the percentages of buses complying with the Euro Emission Standard since 2002 is shown in the graph on the right.



(iii) All private cars, taxis, light buses, goods vehicles, buses and special purpose vehicles

We require them to pass smoke or emission tests during their annual inspection. We also select 40 diesel vehicles per day to undergo the dynamometer smoke test at the Kowloon Bay Vehicle Examination Centre. The legislative amendment to tighten the in-use diesel vehicle emission standard from 60 Hartridge Smoke Units (HSU) to 50 HSU has been effective from 1 May 2008.



Smoke Test

Further, we encourage the franchised bus operators to deploy Euro II or above buses to run in busy corridors such as Yee Wo Street, Hennessy Road, Queensway, Des Voeus Road Central and Nathan Road.

Environmental Objective No.3 - Use of Alternative Fuel Vehicles to replace Diesel Vehicles

Since February 2001, in response to our appeal, the franchised bus operators have switched the fuel of all franchised buses to ultra low sulphur diesel, which can reduce particulate emission by 5 to 10%. Euro V diesel was introduced on 1 December 2007 and replaced Ultra Low Sulphur Diesel since then.

Besides, we took part jointly with other Government departments in the promotion of “cleaner” fuel such as liquefied petroleum gas (LPG) or electricity in place of diesel. Our efforts include the implementation of the following:

(i) Conversion of diesel taxis to LPG taxis



As at end of 2009, over 99.9% (i.e. 18,135 Nos.) of the taxis were LPG taxis.

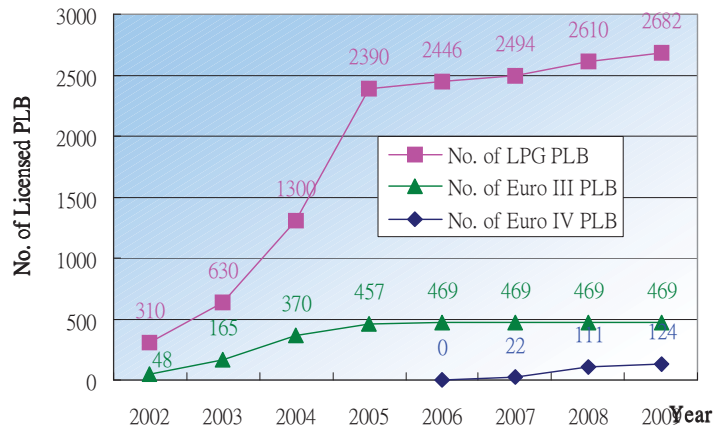
(ii) Set-up of LPG Refilling Stations

We work jointly with other departments to facilitate the setting up of LPG refilling stations at convenient locations. Up to end 2009, there were a total of 57 LPG refilling stations in Hong Kong.

(iii) Incentive scheme for LPG/Electric Light Buses

We launched an incentive scheme in August 2002 to encourage Public Light Bus (PLB) owners to replace their diesel PLBs by LPG or electric ones. Under the scheme, one-off grants of \$60,000 and \$80,000 were awarded for replacement of diesel PLBs by LPG and electric PLBs respectively. The scheme ended in December 2005 and was followed by another one launched on 1 April 2007 (under the title of "To Replace pre-Euro and Euro I Diesel Commercial Vehicles by New Commercial Vehicles Incentive Scheme"). Under the latter scheme, similar one-off grants of \$40,000, \$60,000 and \$80,000 were introduced for Euro IV, LPG and electric replacement vehicles respectively. As at end 2009, the number of LPG PLBs was 2,682 against 469 Nos. of Euro III diesel PLBs, and there were also 124 licensed Euro IV diesel PLBs.

The numbers of licensed LPG PLB, Euro III and IV Diesel PLB since 2002 are shown in the graph on the right.

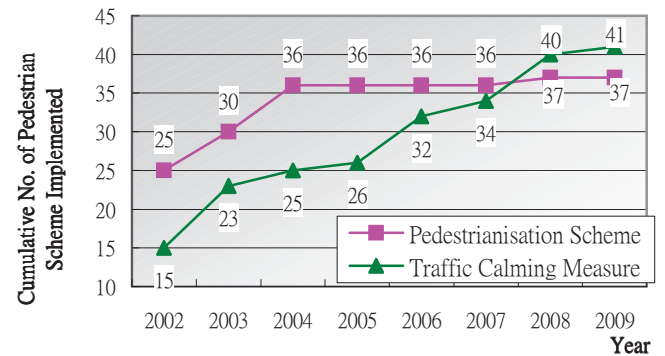


(iv) Replacement of pre-Euro and Euro I diesel commercial vehicles

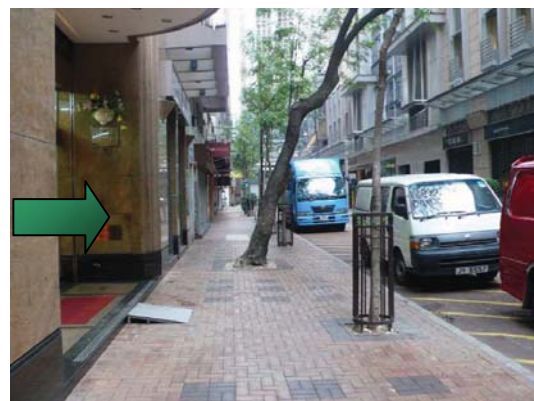
The second incentive scheme mentioned in (iii) above for PLBs applies also to other pre-Euro and Euro I diesel commercial vehicles.

Environmental Objective No. 4 - Pedestrian & Traffic Calming Schemes

The merits of these schemes in improving local air quality and streetscape have been recognized since we first introduced them to busy areas like Causeway Bay and Mong Kok in 2000. **The cumulative numbers of pedestrian schemes implemented since 2002 are shown in the graph on the right.**



Traffic Calming Street: Jaffe Road (near O'Brien Road)



Traffic Calming Street: Minden Avenue

Environmental Objective No. 5 - Efficient Use of Road Space through Application of Advanced Technologies

We aim to reduce the journey times of motorists, and hence the consumption of vehicle fuel and emission of air pollutants from vehicles, through the enhancement of

the efficiency of the transport network by the application of advanced technologies in the following aspects:

(i) Promotion of Intelligent Transport Systems

We promote the use of advanced technologies to collect and process real-time traffic information for dissemination to the public and motorists via the Internet and on-road display facilities.

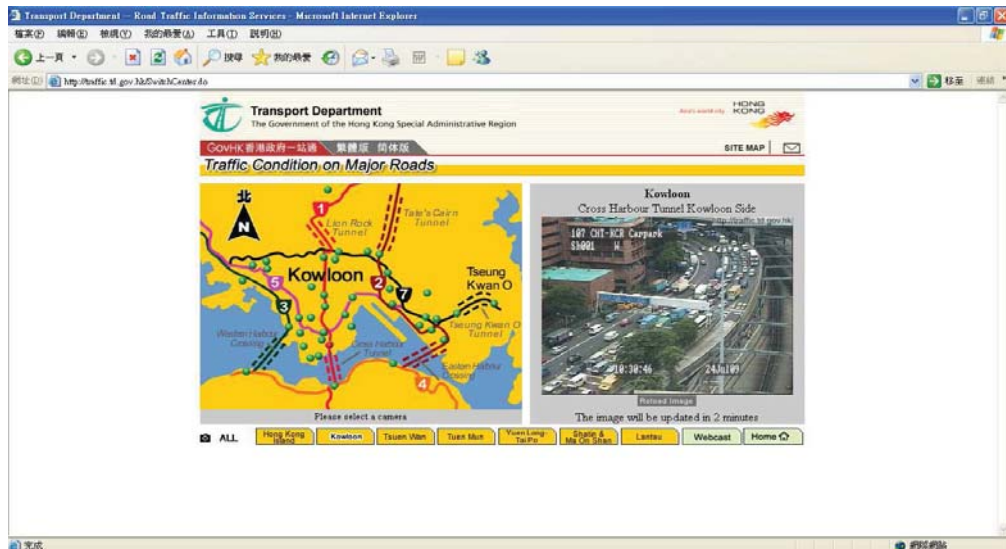
(ii) Provision of Internet Public Services

We have been providing traffic and transport information through the Internet on our Homepage for the motorists and passengers to plan their journeys and make better use of the road network and public transport services.



Traffic Speed Map on the Internet

In February 2009, we launched the Road Traffic Information Service (RTIS) on the Internet to integrate special traffic news, real-time CCTV images and a traffic speed map on a common platform for the road users to better plan their journeys thus avoiding traffic congestions. Such information can also be accessed through mobile phones and PDA. The traffic speed map covers major roads on northern Hong Kong Island, Kowloon and New Territories South.



Real-time CCTV Images



To enable commuters to make better use of the public transport services, we launched the Public Transport Enquiry Service (PTES) in April 2009. The PTES is a free one-stop multi-modal public transport route search system with map information available to the public on the Internet.

We plan to launch a trial version of the Driving Route Search Service (DRSS) in the first half-year of 2010 to provide motorists an optimum driving route search service based on the shortest distance, shortest time and lowest toll on the Internet. Moreover, useful information such as no stopping restrictions, part-time pedestrian streets and major public car parks are also shown for motorists' reference.

(iii) Dissemination of Real-time Traffic Information

We install full variable message signs (FVMS) and Journey Time Indication System (JTIS) along strategic corridors to inform motorists of the latest traffic conditions and journey times. Furthermore, we have awarded a contract early this year with a target completion in early 2012 for the supply and installation of speed map panels along selected strategic corridors in the New Territories to display traffic congestion levels in alternative routes. With the benefit of such information, motorists can plan their journeys ahead to avoid traffic congestion, thus reducing their journey times.



There are now 36 FVMS in operation in Kai Tak, Lion Rock, Cross Harbour and Aberdeen Tunnel Areas, the Tsing Ma and Tsing Sha Control Areas and the northwest New Territories. JTIS is presently operated at 3 strategic locations on Hong Kong Island. We are carrying out a project to expand it to Kowloon and Eastern District so that real time cross-harbour journey times from Kowloon to Hong Kong, and vice versa, can be shown to motorists. The project is scheduled for commissioning in mid 2010.

(iv) Operation of Area Traffic Control (ATC) Systems

We operate computerized ATC systems in the Urban Area, Tsuen Wan, Kwai Tsing, Sha Tin and Ma On Shan, Tai Po and North, Tuen Mun and Yuen Long District. The ATC systems carry out real-time coordination and adjustments to the green time settings of traffic signals to suit daily traffic variations as well as seasonal traffic characteristics. The result is that overall traffic delay at intersections is minimized and journey time on the road is reduced. Furthermore, it is estimated that the operation of the ATC systems also reduces the number of stops of vehicles by 28% and hence the vehicle emission associated with the stop and start activities.



Environmental Objective No. 6 - Saving Electricity at our facilities

Our facilities that have major consumption of electricity are broadly divided into 3 categories for the sake of formulating our electricity saving measures:

(i) category 1 including all our offices, vehicle inspection centres, and driving test centres

We adopt green office management to reduce electricity consumption in this category of facilities.



Driving Test Centre

(ii) category 2 including traffic lights, CCTV, variable message signs, intelligent transport systems and journey time indication systems, etc, that are in operation round the clock for the purpose of regulating and monitoring road traffic



We are replacing the conventional traffic signal by LED in 3 phases to reduce power consumption. Phase 1 (Hong Kong Island) and Phase 2 (Kowloon) contracts are being implemented for completion in May 2010 and March 2011 respectively. The remaining Phase 3 is actively planned for commencement in October 2010 for completion in 2012 .

(iii) category 3 including escalators and public transport interchanges/terminus that serve pedestrians and public transport passengers

There is room for energy- saving but we have to strike a balance between the saving of electricity and the service to the public. The measures adopted to reduce electricity consumption by the facilities in this category include the following:



- escalators are turned off at the end of the operating period
- the ventilation and part of the lighting of the public transport interchanges/termini are turned off as soon as the public transport services cease every night
- lighting of low power consumption rating is used
- the ventilation systems are properly maintained to work efficiently in respect of power consumption

The situation of electricity consumption of the above category 1 and 3 facilities since 2006 is shown in the following table:

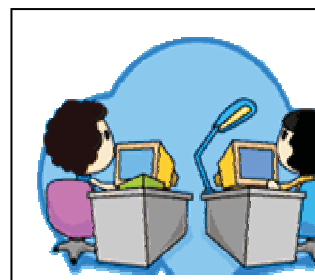
Year	2006	2007	2008	2009
Electricity consumed (Kwh)	3,289,090	3,454,563	3,469,056	3,394,615

Environmental Objective No. 7 - Green Office Management

We always keep abreast of the green practices recommended by the Environmental Protection Department and Electrical & Mechanical Services Department and introduce them to our offices whenever appropriate. Our aim is to reduce paper and electricity consumption as far as possible and to use recycled materials as much as possible. The latest green office practices adopted by us are summarized below.

Paper-reduction Measures

- Sharing documents via the Local Area Network and the Internet by uploading reports, circulars and other documents on the Transport Department Intranet and Internet website
- Using e-mails and e-memos within the department and, as far as practicable, when communicating with other departments and the public
- Reducing the font size of the letters and characters, and the line spacing for drafting, and preview of documents before final print
- Issuing tender documents in electronic format
- Printing and photocopying on both sides of paper and on used paper
- Re-using envelopes and loose-minute jackets
- Sending unclassified documents without using envelopes
- Sending electronic seasonal greeting cards
- Sending no originals when these are sent by fax
- Using no covering sheets when documents are faxed
- Using CD-ROM to carry departmental publications and consultancy study reports instead of hard copies
- Monitoring the quantity of paper consumed quarterly
- Adopting e-Filing system where appropriate



The situation of paper consumption since 2004 is shown in the following table:

Year	2004	2005	2006	2007	2008	2009
A4 Paper equivalent (reams)	21,345	21,985	20,090	27,785	25,573	26,682

Energy-saving Measures

- Monitoring and promoting energy-saving measures (e.g. switching off air-conditioning units, computers, etc.) by designated staff
- Setting the air conditioning temperature to 25.5°C in the summer months
- Reminding all staff to switch off lights when not in office
- Turning off unnecessary lighting when the area is not in use and affixing “Save Energy” stickers near switches to remind staff to save energy
- Turning off some air-conditioning units when the occupancy is low (e.g. after normal office-hours)
- Reminding all staff to set all computers and office equipment to energy-saving mode during office hours and to turn them off after use
- Replacing CRT monitors with more energy-efficient LCD monitors
- Adopting an open plan office concept through the use of half-glass walls to allow light to pass through when designing the layout of a new office
- Using T8 fluorescent lamps to replace T10 fluorescent lamps for energy saving
- Promoting walking up and down the floors instead of using lifts



Recycling Measures

- Providing green boxes for the collection of waste paper and arranging with recyclers to collect waste paper for recycling
- Collecting used printer toner cartridges for recycling
- Promoting the use of recycled paper
- Collecting used CD-ROM discs for recycling



Other Measures

- Practising no-smoking policy within all our offices



Environmental Objective No. 8 - Staff Awareness

Transport Department

Environmental Seminar
2009

HK's Air Quality and Green
Office

**By Environmental Protection
Department**

We try to develop a green culture within the Department and make all staff environmentally conscious. To this end we regularly arrange EPD to deliver seminars to our staff, nominate staff to attend energy-saving workshops organised by EMSD and disseminate green messages to everybody via the computer network. We also distribute among the staff, leaflets obtained from EPD about environmental protection tips.

ENVIRONMENTAL ACHIEVEMENTS IN 2009

The progress/achievements versus the targets for 2009 are summarized in the following table.

Objectives	2009 Targets	Progress & Achievements
Reduction in Vehicular Traffic	(i) To continue the existing bus-rail interchange schemes between MTRC and Bus companies.	Passengers were offered \$1 fare discount for interchanging between MTR Tung Chung Line and New Lantau Bus (NLB)'s 37, 37P, 38, 38P and N38. Passengers were also offered \$1 and \$0.5 fare discount for interchanging between MTR and Kowloon Motor Bus (KMB) 12 (West Rail Line) and 273B (East Rail Line) respectively. Besides, passengers travelling on MTR East Rail Line can enjoy free interchange on MTR feeder bus routes K12, K14, K17 and K18 which are operated by KMB at designated MTR stations. (Remark: MTRC offers free transfer on MTR bus routes for West Rail and Light Rail Passengers in North-west Transit Service Area at the moment.)
	(ii) To continue the existing GMB-rail interchange schemes	Passengers are offered \$0.3 to \$3.0 fare discount for interchanging between 54 GMB routes and MTR.

Objectives	2009 Targets	Progress & Achievements
	<p>(iii) To continue the existing taxi-rail interchange schemes at the Airport Express Line</p> <p>(iv) To rationalize more bus routes in busy areas and on busy roads</p>	<p>(iii) Taxi passengers enjoy a 50 % fare discount by using an Octopus Card on the Airport Express Line by presenting a taxi receipt of amount not less than \$60 on the same day at Kowloon and Tsing Yi Stations.</p> <p>(iv) 1 bus trips in Central, 45 bus trips in Yee Wo Street and 156 bus trips on Nathan Road were reduced.</p>
Tightening of Emission Control	(i) To encourage the franchised bus operators to retrofit emission reduction devices on more buses	(i) To encourage the franchised bus operators to retrofit emission reduction devices on more buses.
Use of Alternative Fuel Vehicles to Replace Diesel Vehicles	(i) To continue the incentive scheme and encourage more owners to have their diesel Public Light Buses converted to LPG or electric ones.	(i) The number of LPG PLBs increased from 2,610 in 2008 to 2,682 in 2009.
Pedestrian Schemes	(i) To explore more opportunities for the implementation of pedestrian schemes	<p>➤ The works for the shared surface pedestrian scheme at Lockhart Road and the pedestrian scheme at Bowring Street were completed in end 2009.</p> <p>➤ The works for pedestrian schemes at Fuk Wing Street and Yu Chau Street in Sham Shui Po were in progress for completion in early 2010.</p> <p>➤ The works for pedestrian scheme at Saigon Street and Woosung Street in Jordan were in progress for</p>

Objectives	2009 Targets	Progress & Achievements
Efficient Use of Road Space through Application of Advanced Technologies	<p>(i) To continue the collection and dissemination of real-time traffic information to the public</p> <p>(ii) To implement the Road Traffic Information Service (RTIS), Public Transport Enquiry Service (PTES) and Driving Route Search Service (DRSS).</p> <p>(iii) To expand the Journey Time Indication System (JTIS) to Kowloon.</p> <p>(iv) To expand the traffic speed map in the Internet and to install speed map panels in the New Territories</p> <p>(v) To continue the project for replacing the existing obsolete Area Traffic Control Systems for Kowloon, Tsuen Wan and Sha Tin and Expansion of the System to Tseung Kwan O.</p>	<p>completion in end 2010 and mid 2011 tentatively.</p> <p>Target achieved.</p> <p>The trial version of RTIS and pilot version of PTES were launched in Feb 2009 and Apr 2009 respectively. The user testing for DRSS was in progress.</p> <p>Journey time indicators were being installed in Kowloon and Eastern District. The project was scheduled for commissioning in mid 2010.</p> <p>The internet speed map was being upgraded and new interface would be launched in mid 2010. Tendering for the project “Speed Map Panels in the New Territories” was invited in Sep 2009 and targeted for contract commencement in Jan 2010.</p> <p>In end 2009, the project for replacing the existing obsolete Area Traffic Control Systems for Kowloon, Tsuen Wan and Sha Tin and Expansion of the System to Tseung Kwan O achieved 45% completion.</p>

Objectives	2009 Targets	Progress & Achievements
Saving Electricity at our facilities	<p>(i) To award contracts for Phases 1 & 2 of the project for replacing the existing conventional traffic signals with LED signals.</p> <p>(ii) In line with the Government's 5-Year Energy Saving Target, to reduce electricity consumption in our offices by 5% by FY2013-14 (using FY2007-08 as baseline).</p> <p>(iii) To contain the electricity consumption of our non-office facilities to the level of 2008 as far as possible.</p>	<p>(i) Contracts for Phases 1 and 2 of the project for replacing the existing conventional traffic signals with LED signals were awarded in February and September 2009 respectively.</p> <p>(ii) Target achieved.</p> <p>(iii) An increase of 0.6%. Target achieved.</p>
Green Office Management	<p>(i) To continue with the green office management practices</p> <p>(ii) To contain the paper consumption to the level of 2008.</p>	<p>(i) Target achieved.</p> <p>(ii) Paper consumption in 2009 has increased by 4%. We continue to encourage colleagues to reduce paper consumption and use recycled paper if possible.</p>
Staff Awareness	<p>(i) To arrange EPD to deliver a seminar to our staff.</p>	<p>(i) "Environmental Seminar 2009 – HK's Air Quality and Green Office" was delivered by EPD on 4 December 2009.</p>

OUR 2010 OBJECTIVES & TARGETS

Objectives	Targets
Reduction in Vehicular Traffic	<ul style="list-style-type: none"> (i) To continue the existing bus-rail interchange schemes (ii) To continue the existing GMB-rail interchange schemes (iii) To continue the existing taxi-rail interchange schemes at the Airport (iv) To rationalize more bus routes in busy area and on busy road.
Tightening of Emission Control	<ul style="list-style-type: none"> (i) To encourage the franchised bus operators to retrofit emission reduction devices on more buses.
Use of Alternative Fuel Vehicles to Replace Diesel Vehicles	<ul style="list-style-type: none"> (i) The administration will launch a new incentive scheme later this year for the replacement of Euro II commercial vehicles, which includes Public Light Buses. We will continue to encourage more owners to have their diesel Public Light Buses converted to LPG or electric ones.
Pedestrian Schemes	<ul style="list-style-type: none"> (i) To explore more opportunities for the implementation of pedestrian schemes.
Efficient Use of Road Space through Application of Advanced Technologies	<ul style="list-style-type: none"> (i) To continue the collection and dissemination of real-time traffic information to the public. (ii) To plan for the launch of the full versions of Road Traffic Information Service (RTIS) and Public Transport Enquiry Service (PTES). (iii) To launch the pilot version of the Driving Route Search Service (DRSS) in the first half year. (iv) To expand the Journey Time Indication System (JTIS) to Kowloon.

Objectives	Targets
Efficient Use of Road Space through Application of Advanced Technologies (cont')	<ul style="list-style-type: none"> (v) To expand the traffic speed map in the Internet and to install speed map panels in the New Territories. (vi) To continue the project for replacing the existing obsolete Area Traffic Control Systems for Kowloon, Tsuen Wan and Sha Tin and Expansion of the System to Tseung Kwan O for completion by end 2011.
Saving Electricity at our facilities	<ul style="list-style-type: none"> (i) To award contract for Phase 3 of the project for replacing the existing conventional traffic signals in New Territories with LED signals. (ii) To contain the electricity consumption of our non-office facilities to the level of 2009 as far as possible.
Green Office Management	<ul style="list-style-type: none"> (i) To continue with the green office management practices. (ii) To contain the paper consumption to the level of 2009. (iii) To encourage the use of re-cycle paper.
Staff Awareness	<ul style="list-style-type: none"> (i) To arrange EPD to deliver a seminar to our staff.