

二零零二年度運輸署環保報告

Environmental Report of Transport Department 2002



Foreword

This is the first environmental report produced by the Transport Department. In the past, the then Transport Bureau, Transport Department and Highways Department used to jointly produce their annual environmental reports. With the ex-Transport Bureau becoming a branch of the Environment, Transport and Works Bureau, this Department begins to issue its own environmental report starting from 2002.

As a densely populated and fast moving city, Hong Kong needs a transport system that is environmentally friendly besides safe, reliable and efficient in order to make it truly sustainable. We respond to such needs through more efficient use of road spaces, reducing vehicular emissions and improving the pedestrian environments. Actions are in place for better co-ordination of different public transport modes, more bus-bus interchanges and route rationalization, tightening of emissions control, application of IT to transport management and more pedestrian schemes.

We are encouraged to note that the air quality is improving and the pedestrian schemes are receiving more and more community support. We will continue our efforts to minimize the impacts of transport activities on our environment and provide Hong Kong people with an efficient and yet environmentally friendly transport system that will meet their needs.

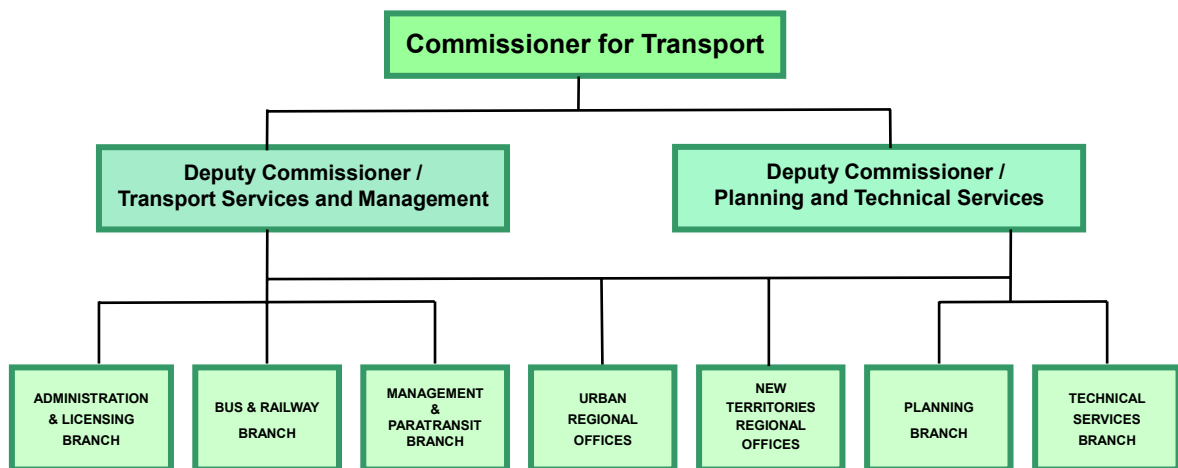
Chapter 1 – Introduction

Environmental Policy

We are committed to providing transport systems and services in an environmentally acceptable manner to ensure the sustainable development of Hong Kong.

Organisation and Responsibilities

2. In pursuing the above environmental policy, we have about 1,450 staff working closely together under seven branches. They are mainly comprised of engineers of different disciplines who look after the engineering and technology side and transport officers who look after the transport operation and management side, with the support of technical and general grade staff.



Organisational Structure of Transport Department

3. Our departmental objective is to provide the world's best transport system which is safe, reliable, efficient, environmentally friendly and satisfying to both users and operators. We will:

- manage road use, reduce congestion and promote safety
- expand and improve our transport infrastructure network
- seek and support environmental improvement measures in transport-related areas
- improve the quality and co-ordination of public transport services

4. In providing a transport system which meets the economic, social, recreational and environmental needs of the community, and is capable of supporting sustainability and the future development of Hong Kong, we will:

- implement policies on public transport development, franchising and regulation, and assist in the formulation of infrastructure development programmes
- regulate vehicles and drivers
- plan and implement traffic management, road improvement and pedestrian schemes; monitor and regulate public transport services; formulate and implement road safety strategies and measures
- ensure the efficient management of tunnels, bridges, parking metres and Government multi-storey car parks
- ensure safe, efficient and environmentally friendly road usage with the assistance of IT
- ensure the efficient management and operation of rebus services and improve access to public transport for people with disabilities

Our Contribution to a Better Environment

5. Air pollution, a better pedestrian environment and green office management are our major concerns. To protect and enhance the environment, we are taking the following measures:

- giving priority to efficient, environmentally friendly transport modes such as railways
- reduction of traffic and greater emphasis on pedestrian facilities
- further tightening of vehicle emission controls
- exploring the use of alternative fuel vehicles to replace diesel vehicles
- application of advanced technologies to enhance road efficiency
- green office management

Chapter 2 – Performance in 2002

Reduction in Traffic

6. Railways are the most environmentally friendly and efficient mass carriers in Hong Kong, carrying over 30% of our public transport passengers. With railway as the backbone of Hong Kong's public transport system, efforts have been devoted to enhancing the co-ordination between railway and other public transport modes. This avoids wasteful duplication of public transport resources. An example is the reorganisation of public transport with the opening of the MTR Tseung Kwan O Line in August 2002. Together with the implementation of more bus-bus interchange schemes, rationalisation of bus routes and stops, and park-and-ride schemes, traffic in busy areas and hence the impact on the environment is reduced.

Bus-bus Interchange Schemes

7. Bus-bus interchange schemes are pursued as one of the measures to:

- achieve more efficient use of bus resources
- relieve congestion and minimize environmental impact on busy corridors
- reduce the need for long-haul point-to-point bus routes

8. As at end 2002, a total of 96 bus-bus interchange schemes have been implemented and some 103,000 passengers are using these interchanges every day. The schemes have facilitated and enhanced inter-district travel without the need to introduce additional bus routes. Through the provision of fare discount incentives and selection of convenient interchanging locations, passengers generally welcome the implementation of these schemes.



**Bus-bus interchange
Scheme in Wan Chai**

Bus-rail Interchange Scheme

9. With effect from 1 September 2001, the Mass Transit Railway

Corporation Limited and the New Lantao Bus Co. (1973) Ltd. (NLB) jointly implemented a bus-rail interchange scheme between the Tung Chung MTR Line and NLB's services. Passengers are offered \$1 fare discount for interchanging between MTR and NLB's routes 37, 37A, 38 and N38. Response to the scheme is generally positive and about 3,100 passengers use the interchange every day.

Green Minibus-rail Interchange Schemes

10. A trial green minibus-rail interchange scheme for interchanging between MTR Tseung Kwan O Line and NT Green Minibus (GMB) routes 15M, 17M and 108M has been implemented since 1 October 2002. NT GMB route 101M has also been included in the scheme from 1 November 2002. Passengers are offered \$0.5 to \$1 fare discount for interchange between MTR and the GMB routes.

Rationalisation of Bus Routes and Stops

11. Bus activities and buses weaving into/out of bus stops is one of the causes of road congestion, in particular on the major corridors which are overloaded. Road congestion results in more vehicle emissions. To improve the efficiency of bus operation and to alleviate the traffic and environmental impact, we have been working together with the franchised bus companies to rationalise bus services.

12. Through route amalgamation, route truncation and frequency adjustment, about 350 bus trips passing through Central and 140 bus trips passing through Yee Wo Street per day were removed in 2002. On the Kowloon side, about 250 bus trips per day were removed from Nathan Road, in which a large portion of trips was removed as a result of bus route rationalization upon opening of MTR Tseung Kwan O Line on 18 August 2002.

13. Moreover, bus stop rationalisation schemes were implemented to reduce about 120 bus stoppings per peak hour between Central and Causeway Bay on Hong Kong Island and about 190 bus stoppings per peak hour along sections of Nathan Road.

Park-and-ride Facilities

14. Park-and-ride (PnR) facilities are designed to encourage existing commuters who normally use their private cars to travel to busy urban areas to

switch to public transport. 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 are now operating at Choi Yuen Road near the Sheung Shui KCR Station (200 parking spaces) and Hong Kong (150 parking spaces), Kowloon (220 parking spaces) and Tsing Yi Stations (400 parking spaces) of the Airport Express Line.

Cycle Parks at Railway Stations

15. With residential developments generally more scattered and further away from railway stations, riding bicycles is a popular and environmental-friendly means of accessing railway stations in the New Territories. To meet such demands, bicycle parking facilities are provided in the vicinity of the East Rail stations in the New Territories, and bicycle parks have been planned at the future stations of West Rail and Ma On Shan Rail. Provision of these facilities would also help reduce the demand for vehicular short trips and shuttle services to and from the stations.

Tightening of Emissions Control

Retrofitting of Diesel Catalysts by Franchised Bus Companies

16. As at end 2002, there were some 6,400 franchised buses operating in Hong Kong. Among them, about 74% were running with engines that were in compliance with Euro emission standards. All the remaining pre-Euro buses have been retrofitted with diesel catalysts by end 2002.



Euro III bus

Tightened Emission Standards

17. With effect from 1 October 2001, all new franchised buses and newly imported medium and heavy diesel vehicles over 3.5 tonnes are required to comply with the latest Euro emission standards when they are registered in Hong Kong.

Strengthened Smoke Tests

18. We have progressively strengthened the smoke tests for diesel vehicles in their annual roadworthiness examination. Since early 2000, we have tightened the smoke test by checking the maximum engine speed to guard against any tampering with the engine setting to achieve better test results. In early 2001, a chassis dynamometer was installed at the Kowloon Bay Vehicle Examination Centre to test the diesel vehicles smoke emission under simulated loaded conditions. Starting from 1 July 2002, about 10% of the diesel vehicles presented for annual examination have been randomly selected to undergo the smoke test on the chassis dynamometer. Another dynamometer will be installed at the Kowloon Bay Vehicle Examination Centre in early 2005 to enhance the diesel vehicles smoke test.



A goods vehicle being tested on a dynamometer

19. Since November 2000, we have also started to conduct emission tests on petrol and liquefied petroleum gas (LPG) vehicles during the annual examination.

Using Alternative Fuelled Vehicles to Replace Diesel Vehicles

Conversion of LPG Taxis

20. Following the successful completion of the trial of LPG taxis in late 1998, most taxi owners have replaced their diesel taxis with LPG ones. As at end 2002, about 16,800 taxis (or about 92%) are operated on LPG.



LPG Taxi

Incentive Scheme for LPG/Electric Light Buses

21. After consultations with the Public Light Bus (PLB) trade, the incentive scheme for conversion of diesel PLBs to LPG and electric PLBs was launched on

27 August 2002. PLB owners who replace their diesel PLBs with LPG or electric ones can apply for a one-off grant of \$60,000 or \$80,000 respectively. The deadlines for application are end of 2004 for diesel PLBs aged 10 or above and end of 2005 for diesel PLBs aged below 10 years at the time of de-registration. At year-end of 2002, 307 LPG PLBs and 48 Euro-3 model PLBs were operating on the roads.

LPG Refilling Stations

22. As at end 2002, 41 LPG filling stations were operating in various locations of Hong Kong. At least 4 more stations will commence operation by the end of 2003. These stations provide adequate refilling facilities for taxis and light buses.



LPG Refilling Station

Use of Ultra Low Sulphur Diesel by Franchised Bus Companies

23. Since 1 February 2001, all franchised buses have switched to use ultra low sulphur diesel. This change in fuel has reduced particulate emissions of Euro buses by 5 to 10%.

A Better Pedestrian Environment

Pedestrian Schemes

24. Since March 2000, we have implemented 5 full-time pedestrian streets, 22 part-time pedestrian streets and 22 traffic calming streets in Causeway Bay, Central, Wan Chai, Tsim Sha Tsui, Jordan, Mong Kok, Sham Shui Po, Stanley and Sheung Shui. These schemes have improved the overall pedestrian environment through beautification of the area and discouraging access of non-essential traffic. They have also improved the local air quality and are very much welcomed by the District Councils, pedestrians and shop operators in the districts. The average air pollution level has been decreased by about 10% upon implementation of the pedestrian schemes. The following pedestrian streets were introduced or completed in 2002:-

District	Type	Location
Causeway Bay	Traffic Calming Street	Russell Street (outside Time Square)
		Paterson Street (outside Pearl City)
		Lee Garden Road
		Yun Ping Road (section between Kai Chiu Road and Lan Fong Road)
Central	Traffic Calming Street	Queen's Road Central
Wan Chai	Traffic Calming Street	Johnston Road (between Stone Nullah Street and Tai Yuen Street)
Tsim Sha Tsui	Landscape works	Lock Road
		Canton Road
		Hankow Road
		Ashley Road
		Ichang Street
Jordan	Part-time Pedestrianisation	Temple Street
		Nanking Street
Mong Kok	Traffic Calming Streets	Fa Yuen Street
Sham Shui Po	Part-time Pedestrianisation	Kweilin Street (section near Apliu Street)
		Apliu Street (Between Yen Chow Street and Kweilin Street)



Great George Street
(Before footpath widening)



Great George Street
(After footpath widening)

Pedestrian Walkway Systems

25. Pedestrian walkway systems can help minimise potential conflict between pedestrians and vehicles, reduce traffic congestion and air pollution, and provide a better walking environment for pedestrians. In selecting areas for

development of comprehensive walking systems, priority is accorded to areas with heavy traffic and pedestrian flows. A pedestrian walkway system in Mong Kok running along Mong Kok Road and Sai Yee Street is under construction and will be opened to public in January 2003. The elevated walkway will provide a direct connection between MTRC Mong Kok Station at Sai Yeung Choi Street South and KCRC Mong Kok Station at Bute Street. The walking time will be reduced from about 12 minutes walking at the ground level to about 6 minutes walking on the elevated walkway. In addition, a pedestrian walkway system in Wan Chai in conjunction with the pedestrian scheme for the district is under planning. The preliminary feasibility study will be completed in early 2003 and the consultancy study on detailed design will commence in mid 2003.

Application of IT to Transport Management

Intelligent Transport Systems Strategy

26. In order to meet the increasing travel demand in a sustainable manner, we have been exploring ways to maximise the capacity and performance of our existing transport system by employing advanced information and telecommunication technologies. We developed the Intelligent Transport Systems Strategy in 2001 for the implementation of transport information services and traffic management systems in the next ten years. Two new core projects are the Transport Information System and the Journey Time Indication System.

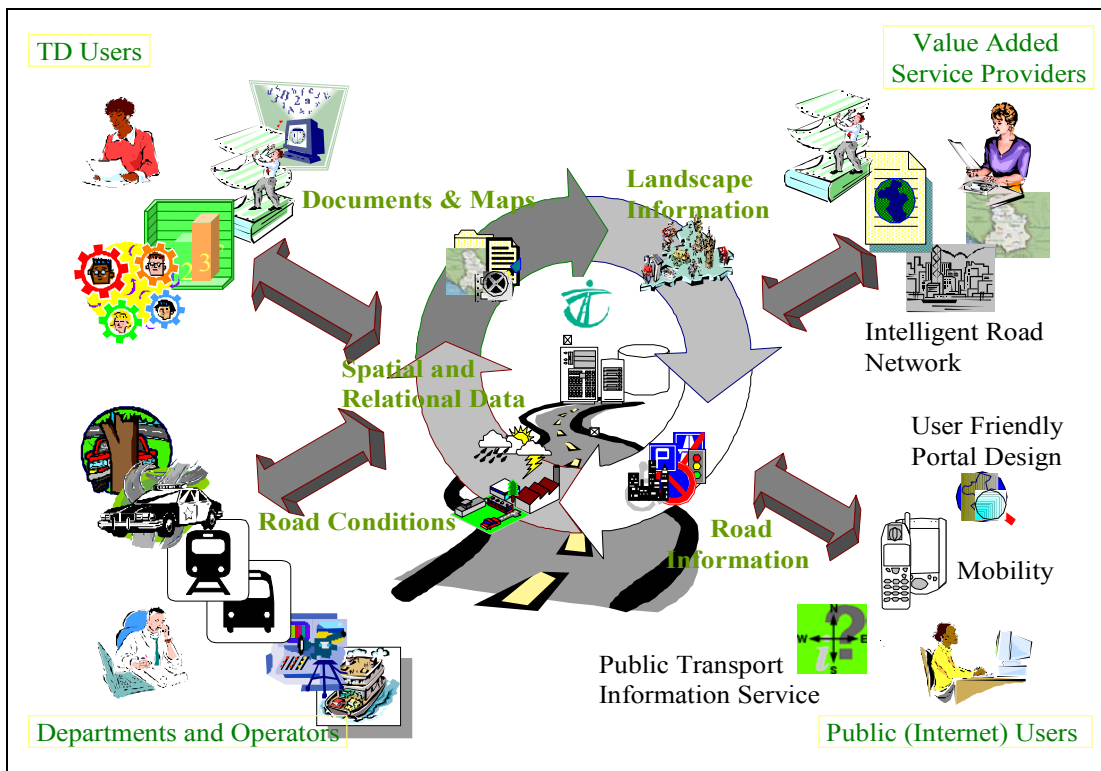
Transport Information System (TIS)

27. The TIS is a centralised data warehouse of comprehensive transport information. It will provide two main services, namely, the Public Transport Information Service and the Intelligent Road Network.

28. The Public Transport Information Service aims to assist public transport passengers and motorists to make pre-trip planning by providing the public with various options of travelling on public transport modes and motorists with a free searching function of alternative driving routes. The public may access the information via the internet, mobile phones or other means via service providers.

29. The Intelligent Road Network will provide up-to-date information on traffic directions, turning movements at road junctions and stopping restrictions, etc. Value-added service providers in the private sector can make use of the information to provide the public with services such as car navigation, fleet management systems and personalised information services.

30. Tenders for the implementation of the TIS had been invited in 2002 with the contract commencement scheduled in mid 2003.



Transport Information System

Journey Time Indication System

31. The Journey Time Indication System provides motorists with estimated journey time on key routes from Hong Kong to Kowloon via the three cross-harbour tunnels. Contract for the construction of the system had been awarded in 2002 and the indicators were scheduled for commissioning in phases in 2003.

Area Traffic Control Systems (ATC)

32. To reduce journey time, number of stops by vehicles and vehicle emission, we operate sophisticated computerised ATC in the urban areas, Tsuen Wan, Kwai Tsing, Shatin and Ma On Shan. The ATC provide real time co-ordination and adjustment of traffic signals timing to optimise the utilisation of road capacity and minimise traffic delay.



ATC Control Room

33. With more and more applications of advanced technologies to the dissemination of transport information and traffic control and management facilities, vehicle fuel consumption, emissions and travelling time will be further reduced.

Parking Meter System

34. The parking meters in HK use disposable e-Park card for payment of parking fees. Each year, about 2.4 million cards were consumed. With the recent development of reloadable cards, we have planned to replace the e-Park operated parking meters, which are now near the end of their useful life, with new electronic meters that accept reloadable smart cards. After conducting market research and operation trials, we have chosen Octopus card and credit cards as payment cards for the new generation electronic parking meters. Tender for the procurement of new parking meters had been invited in 2002 with the contract commencement scheduled in mid-2003.

2.6 Green Office Management

35. We have appointed a Directorate Officer as our Green Manager to serve as the focal point for introducing and reviewing initiatives to improve environmental performance. The Green Manager made regular contacts with all Green Executives of various Divisions to report on the trend in paper consumption and to discuss new green initiatives to reduce paper consumption. Besides, active measures have been taken to cut down energy consumption in the office premises.

36. The green management measures recommended to all staff within the year 2002 included:

Paper-reduction Measures

- Promoting the use of recycled paper
- Encouraging the use of e-mails and e-memos
- Issuing tender documents in electronic format
- Printing on both sides of paper
- Promoting the use of used paper for printing / photocopying
- Re-using envelopes and loose-minute jackets
- Uploading reports, circulars and documents on the Transport Department Intranet for internal staff to access to reduce the number of printed copies
- Sending electronic seasonal greeting cards

Recycling Measures

- Providing green boxes for the collection of waste paper and arranging with recyclers to collect waste paper periodically for recycling
- Collecting used printer toner cartridges for recycling

Energy-saving Measures

- Assigning dedicated staff to promote / monitor energy-saving measures (e.g. switching off lights, computers, etc.)
- 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 for directorate grade and professional grade staff
- Turning off unnecessary lighting when the area is not in use and putting “Save Energy” stickers near the switch to remind staff to save energy
- Adopting an open office plan concept through the use of half-glass walls to allow light to pass through
- Using T8 fluorescent lamps to replace T10 fluorescent lamps for energy saving



Other Measures

- Introducing no-smoking policy and enforce no-smoking area within the offices of the Transport Department
- Inviting the Environmental Protection Department to give talks on green measures and attending energy-saving workshops organized by EMSD

Staff Awareness and Training

37. We endeavor to promote the environmental awareness of staff. Our Green Manager held regular meetings with all green executives in the Department to review the work on green management and discuss any new green initiatives.

38. The Green Management concept was also enhanced through arrangements of workshop and circulation of green tips. To further inculcate a green and clean culture, a Clean Office Campaign has been held where, among others, we focused on adopting an open plan concept and observing a NO SMOKING policy so that our staff can enjoy more natural sunlight and clean air.



Open plan office



Open plan corridor



No smoking office

Chapter 3 – Targets for 2003

Reduction in Traffic

Better Co-ordination of Public Transport Modes

39. With the objective of making railway the backbone of the public transport system, efforts have been devoted to enhancing the co-ordination between railway and other public transport modes. To ensure provision of the appropriate level of public transport services to meet demand and to optimise the use of resources, studies on co-ordination of other public transport services with new railways which would become operational between 2002 and 2005 have been completed in 2001. Findings from the studies will form the basis for the planning and implementation of a co-ordinated public transport network along the new railway corridors.

40. To tie in with the opening of the KCRC West Rail line in late 2003, a number of rationalization measures on bus will be implemented to match the changing demand and maintain a balanced and co-ordinated public transport system while providing passengers with reasonable choices of transport. We will adopt a similar approach upon commencement of new railways in the coming years.

More Bus-bus, Bus-rail and Green Minibus-rail Interchange Schemes

41. To reduce the number of bus trips and the demand for more direct bus services, particularly those into the Central Business District, we will continue to promote bus-bus interchange schemes. About 21 new bus-bus interchange schemes will be implemented in various districts in 2003.

42. We will continue to encourage the bus and green minibus operators and railway corporations to provide interchange schemes. Schemes being actively pursued include those for the West Rail and Ma On Shan Rail.

More Bus Services Rationalisation

43. We plan to further rationalize the bus services, in particular those in Causeway Bay and Nathan Road through route diversion to less congested roads,

merging of bus routes and adjusting the bus service level to match passenger demands. We will also explore the feasibility to truncate bus routes of low occupancy rates at the periphery of congested areas. In addition, there are plans to rationalize the bus stops on Nathan Road, Connaught Road Central, Des Voeux Road Central, Hennessy Road, Yee Wo Street and King's Road to make more efficient use of road space.

More Park-and-ride (PnR)

44. PnR facilities have been planned at the existing Choi Hung MTR Station and future KCR stations at Tsuen Wan West, Kam Sheung Road, Tin Shui Wai, Tuen Mun Centre and Wu Kai Sha. Construction of the Choi Hung PnR scheme which will provide 450 parking spaces commenced in 2001 with target completion in 2006. With the commissioning of West Rail in late 2003, the PnR facilities at Kam Sheung Road Station will be brought into operation. In planning future rail stations and major transport interchanges, especially those on the fringe of the urban area, we will provide PnR facilities wherever practicable.

More Cycle Parks at Railway Stations

45. With the commissioning of West Rail in late 2003, the cycle parks at all the six stations in the New Territories, namely Tuen Mun, Siu Hong, Tin Shui Wai, Long Ping, Yuen Long and Kam Sheung Road Station, will be opened to the public.

Tightening of Emissions Control

46. The franchised bus companies have developed programmes to retrofit their Euro I buses with catalytic converters or continuous regenerating traps (CRT) to upgrade the performance of their bus fleets in terms of protecting the environment by early 2004. They will also continue with the trials of installing CRTs on Euro II buses. As at end 2002, about 1,100 Euro I buses, representing 78% of the Euro I bus fleet, have been retrofitted with catalytic converters or CRTs.

Using Alternative Fuelled Vehicles to Replace Diesel Vehicles

Incentive Scheme for LPG/Electric PLB

47. In 2003, we will continue to encourage PLB owners to participate in the incentive scheme to replace their diesel vehicles with those running on LPG or electricity.

48. Referring to Table 1, the number of licensed LPG PLBs had increased constantly in year 2002. It is predicted that the number of licensed LPG PLBs will reach 620 at the end of 2003.

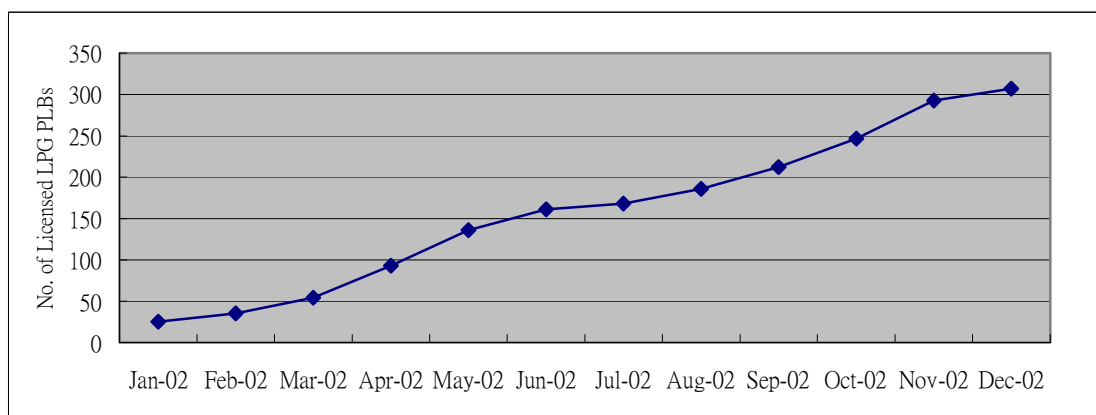


Table 1 – Number of Licensed LPG Public Light Bus

49. Referring to Table 2, the number of licensed Euro-3 model PLBs had increased in a slower speed as compared with LPG PLBs in year 2002. The number of licensed Euro-3 model PLBs is expected to reach 100 at the end of 2003.

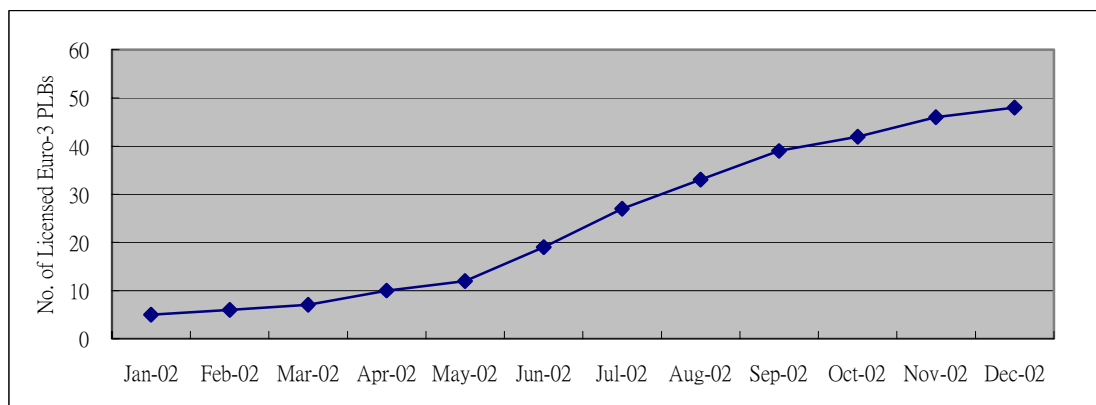


Table 2 – Number of Licensed Euro-3 Model Public Light Bus

Environmentally Friendly Transport Modes

50. We completed a study to examine the feasibility of introducing trolley bus operation in Hong Kong in June 2001. The study concluded that the introduction of trolley buses was not recommended for existing built-up areas, whilst the possibility of trolley bus operation in new development areas could be further explored. In this connection, the merits of introducing trolley buses as against other environmentally friendly transport modes in the South East Kowloon Development will be examined to determine the best transport mode for this new development area.

A Better Pedestrian Environment

51. As pedestrian schemes are generally welcome by the public, more pedestrian schemes will be implemented in Causeway Bay, Mong Kok, Sham Shui Po and Stanley in 2003. In Causeway Bay, a part-time pedestrian scheme is being planned in Pak Sha Road and a section of Lee Garden Road will be closed to vehicular traffic. In Mong Kok, the existing daily part-time closure is being planned for extension to include Nelson Street, Soy Street and the remaining sections of Sai Yeung Choi Street South. In Sham Shui Po, part-time closure will be introduced at a section of Fuk Wa Street and at Kweilin Street. In Stanley, the part-time closure of Stanley Main Street for pedestrians will be extended to include Fridays in addition to Saturdays and General Holidays.

52. Footpath widening and/or landscape work will be carried out in various pedestrianisation areas, including Great George Street (outside Windsor House) in Causeway Bay; Chiu Lung Street and the Lan Kwai Fong Area in Central; Johnston Road in Wan Chai; Temple Street and Nanking Street in Jordan; Shan Tung Street in Mong Kok; Apliu Street and Kweilin Street in Sham Shui Po; Stanley Market Street and New Street in Stanley; and San Hong Street and San Kung Street in Sheung Shui.

53. There are also rising community aspirations for a better quality environment in many old urban areas, which were planned and developed decades ago and do not meet today's planning standards. A comprehensive area improvement study will be commissioned jointly by the Transport Department and Planning Department in late 2003 to bring about substantial improvement to

the urban and pedestrian environment in Tsim Sha Tsui area, including area-wide pedestrian schemes and improvement to linkage and signage for pedestrians.

Application of IT to Transport Management

54. We will continue to implement the core projects under the Intelligent Transport Systems Strategy. Contracts for the implementation of the Transport Information System and Reloadable Card Operated Parking Meters will commence in 2003. The Public Transport Information Service will be commissioned in phases in 2004.

55. Journey time indicators will be provided at Gloucester Road near Revenue Tower, Canal Road Flyover near Aberdeen Tunnel and Island Eastern Corridor near City Garden. They will be commissioned in phases in 2003. By then, motorists will enjoy the benefit of being able to make choices on their driving route based upon the information provided and thus saving their travelling time.



Journey Time Indicators on Gloucester Road

56. In view of the significant benefits of the Area Traffic Control System (ATC) to optimise the utilisation of road capacity, minimise traffic delay and reduce vehicle emission, we are carrying out works to expand ATC to cover Tai Po and North Districts by 2004. Also, design is in hand to replace the existing ATC on Hong Kong Island by a modern one so as to continue to provide a more efficient management of the road network.

Green Office Management

57. We will seek continuous improvement in the efficient use of resources and energy. We aim to cut down paper and energy consumption by 2.5% and 1.5% respectively in 2003, through the following green initiatives:-

Paper

- To set fax machines to block junk fax
- To set the spacing between lines of Word documents from the larger Chinese format to the smaller English format
- To print 2 pages of documents on 1 single page for drafting purposes



Lighting and Electricity

- To replace T10 or T12 fluorescent lamps (fat tubes) with T8 fluorescent lamps (thin tubes) as a short-term measure
- To replace T8 fluorescent lamps with T5 fluorescent lamps in the long term
- To reduce power consumption at Public Transport Interchanges
- To unplug electrical appliances if they are not frequently used in office

Green Procurement

- To procure energy-saving photocopiers and plain paper fax machines which are issued with energy labels by EMSD
- To procure more environmentally friendly products such as recycled paper, refillable ball pens, pencils and environmental friendly thinner
- To replace the remaining CRT monitors with more energy-efficient LCD monitors for staff



Green Activities

- To attend seminars / workshops on green measures

Staff Awareness and Training

58. We will seek continuous improvement in the efficient use of resources and energy. We shall continue to support green events organized by other

departments or organizations and encourage our staff to attend training sessions and green activities.

Feedback

59. If you have any comments or suggestions on this Environmental Report, please send them to us at: tdenq@td.gov.hk