

空氣質素指標檢討工作小組
The Air Quality Objectives Review Working Group
陸路運輸專家小組
Road Transportation Sub-group
第五次會議
Fifth Meeting

日期： 2017年1月24日（星期二）

Date: 24 January 2017 (Tuesday)

時間： 下午4時正

Time: 4:00 pm

地點： 灣仔告士打道5號稅務大樓33樓會議室

Venue: Conference room, 33/F, Revenue Tower, 5 Gloucester Road, Wanchai

會議議程

Agenda

1.	通過第四次會議摘要 Confirmation of digest of the fourth meeting
2.	執行“措施C - 推動行人友善及單車友善環境”建議措施的可行性評估 Assessments on the practicality to implement the proposed measures under “Measure C - Fostering a "pedestrian-friendly" and "bicycle-friendly" environment”
3.	討論執行以下類別的建議措施及其主要考慮因素 Discussion on key considerations for the implementation of proposed measures under the following categories 措施D“推動低排放的交通模式” Measure D “Promotion of low-emission transport mode” 措施E“運用智能運輸系統” Measure E “Utilization of intelligent transport systems” 措施F“土地及運輸基建規劃” Measure F “Land use and Transport Infrastructure Planning”
4.	其他事項 Any other business
5.	下次會議日期 Date of next meeting

*建議措施的列表載於附件 (see Annex for the list of proposed measures)

附件 (Annex)

Proposed new air quality improvement measures	建議的新空氣質素改善措施
A. Tunnel toll policy and toll collection method (隧道的收費政策及模式)	
1. Review the tunnel toll policy and level (e.g. the Government to buy back the tunnels, tunnel toll-subsidy pilot scheme).	檢討隧道的收費政策及水平(例如回購隧道經營權、推出隧道費資助試驗計劃)。
2. Consider replacing the existing system with complete automatic toll collection system.	考慮以全自動的收費系統取代現有系統。
B. Maintenance and repair of vehicle exhaust system (車輛尾氣排放系統維修保養)	
1. Propose to use chassis dynamometer for testing vehicle tailpipe emissions.	建議使用功率機檢驗車輛尾氣排放。
2. Tighten the annual vehicle examination for private cars from over six years old to over three years old (or consider adopting vehicle kilometres travelled as the vehicle examination criterion).	收緊私家車的檢驗年期，由現時超過 6 年減至超過 3 年開始年檢(或考慮以行車里數作為檢驗準則)。
3. Provide vehicle tailpipe emission testing equipment for rent by small and medium-sized vehicle repair workshops.	提供尾氣排放檢驗儀器，供中小型維修業界租用。
4. Establish a maintenance information database of vehicle tailpipe emission system.	建立車輛尾氣排放系統的維修數據平台。
5. Raise awareness on the importance of vehicle maintenance and repair.	加強宣傳車輛維修保養的重要性。
C. Fostering a "pedestrian-friendly" and "bicycle-friendly" environment (推動行人友善及單車友善環境)	
1. Foster "pedestrian-friendly" environment (such as widening of footpaths, construction of covered walkways and enhancing the pedestrian connections) to encourage people to walk.	推動行人友善環境(如擴闊行人路、興建有蓋行人道、優化行人通道網絡聯繫)，以鼓勵市民步行。
2. Foster "bicycle-friendly" environment and study into the provision of ancillary facilities for cycling (such as provision of cycling track network and bicycle parking spaces, park-and-ride facilities at public transport interchanges and bike-friendly policies to facilitate carriage of bicycles on public transport).	推動單車友善環境，並研究提供配套設施(如單車徑網絡、單車停放處、公共運輸交匯處的泊車轉乘設施及對公共交通乘客攜帶單車的友善政策)。

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3. Set up cycling and walking shared space at harborfront areas.	在海濱地帶建造單車與行人共享空間。
4. Establish lower vehicle speed limits zones (e.g. 30km/h) in community roads, school zone and areas with elderly centres, to foster pedestrian environment.	在學校區、老人院舍區及社區路段設立低車速限制區(如每小時 30 公里)，以改善步行環境。
D. Promotion of low-emission transport mode (推動低排放的交通模式)	
1. Tram or electric bus interchange schemes at busy road sections (e.g. Nathan Road) to replace the franchised bus services so as to reduce the number of buses and boarding/alighting passengers on the road section. - Consider using electric buses with ultra-fast charge or super-capacitor models for the interchange schemes. - Set up priority lanes for trams/electric vehicles within the pilot areas.	在繁忙路段(如彌敦道)推行電車或電動巴士轉乘計劃，以取代現時在該路段行駛的專營巴士服務，從而減少在同一路段行駛及上落乘客的巴士數目。 - 轉乘計劃中的電動巴士可考慮使用超級快充或超級電容的型號。 - 試行區可同時設立電車/電動車專線。
2. Electric vehicles pilot schemes - switching the existing vehicle fleet of selected routes to electric vehicles. - Targeting green minibus or franchised bus routes. - With the support of vehicle supplier, work out the best configurations for electric vehicles of the selected routes for the trial. - The scale of the pilot scheme must be large enough to attract vehicle suppliers to provide comprehensive technical and maintenance support.	推出單一路線電動車試驗計劃，將指定路線的現有車隊轉換為電動車。 - 可選擇專線小巴或專營巴士路線。 - 為提升測試的成效，必須與電動車生產商商討為車種的零組件就試驗路線的路況作適當的調整。 - 為吸引生產商提供比較完善的技術支援及維修配套，試驗路線車輛數目必須達一定規模。
3. Promotion of hybrid private cars.	推動使用混合動力私家車。
4. Exploring the use of new-energy vehicles	探討新能源車種的使用。
E. Utilization of intelligent transport systems (運用智能運輸系統)	
1. Launch one-stop mobile app for the public to choose the most time-saving, economical and low-emission transportation mode.	推出統合各種運輸工具的流動應用程式以供市民選擇最省時、最省錢及低排放的交通模式。
2. Launch one-stop mobile app for the public to access real-time information on car parking vacancies which helps them choose the best parking location and	推出統合各停車場空置泊車位實時資訊的流動應用程式，讓市民選擇最佳的泊車地點並縮短行車距離。

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shortening the driving distance.	
3. Implement electronic road pricing scheme to tackle road traffic congestion at busy roads.	在繁忙路段實施電子道路收費，處理繁忙路段的交通擠塞情況。
4. Introduce intelligent transport systems (e.g. manage traffic flow by traffic signal control, install smart sensors and surveillance cameras for illegal parking enforcement).	引入智能運輸系統 (如監控交通燈號以控制交通流量、安裝智能感測器和攝影機處理違例泊車)。
F. Land use and Transport Infrastructure Planning (土地及運輸基建規劃)	
1. Through proper land use planning to redress the current imbalance in home-job distribution and bring jobs closer to home so as to reduce commuting time and private car usage.	透過妥善的土地規劃，改善居所與就業地點分佈失衡的現狀，使居民可以在當區就業，從而縮短交通時間和減少使用私家車次數。
2. Use urban planning and design solutions together with transport management to improve air ventilation in high density development.	透過良好的城市規劃及設計，配合交通管理，從而改善高密度發展所引起的空氣流通問題。
3. Conduct comprehensive review on the development of road transportation infrastructure and networks (such as construction of new tunnels and roads) to cope with population growth and to tackle road traffic congestion.	全面檢討陸路運輸建設的發展和道路網絡(如興建新的隧道和道路)，以配合人口的增長，改善塞車問題。
4. Provide low-emission transport mode to the residents of new development areas.	為新發展區的居民提供低排放的交通模式。
5. Enhance district-based publicity on bus route rationalization.	加強推動巴士路線重組的地區宣傳。
G. Managing road space (管理路面空間)	
1. Raise the first registration tax of highly polluting vehicles as well as private cars and impose emission limits on vehicle licences to manage the growth of vehicles.	增加較污染的車種及私家車的首次登記稅，並以限制車輛排放的牌照，控制車輛增長數目。
2. Enhance enforcement against illegal parking.	加強打擊違例泊車。
3. Review on-street metered parking fees.	檢討路旁停車位收費。
H. Other suggestions (其他建議)	
1. Provide information on the energy efficiency, emission performance and	提供車輛能源效益、廢氣排放、噪音數值等資訊以方便市民作出更環保的選

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noise level of vehicles, etc. to facilitate the public to make a more environmentally-friendly choice.	擇。
2. Set out objectives/policies to support the use of cleaner vehicle fuels.	訂立使用更清潔車用燃料的目標/政策。
3. Extend the coverage areas of the existing low emission zones and its restriction to other vehicle types.	擴大現時低排放區的範圍及涵蓋至其他車輛種類。
4. Address the personal and operational needs of heavy vehicle drivers, such as provision of parking space and arrangement of meal and rest breaks at the Kwai Chung Container Terminals area, so as to reduce air pollution arising from idling engines.	改善重型車輛在停泊、用膳及休息的問題(如葵涌貨櫃碼頭區)，以處理重型車駕駛者的個人及營運需要，從而降低重型車空轉引擎所造成的空氣污染。
5. Set up priority lanes for public vehicles.	設立公共車輛專線。
6. Review the policy on replacement of franchised buses.	檢討替換專營巴士的政策。
7. Provide funding support to innovative projects initiated by the public that can alleviate traffic congestion and improve air quality.	設立基金，資助那些由市民發起與改善交通擠塞及空氣質素相關的創新計劃。
8. Raise public awareness on environmental protection, promote green living and encourage the public to use public transport systems as well as low emission transportation options.	提高市民的環保意識，推廣良好的個人環保習慣，鼓勵市民使用公共運輸系統或低排放的交通模式。