

**Progress Report on the 16 Measures Proposed by the former
LegCo All Party Clean Air Alliance Working Group in May 2000
(as at 21 March 2003)**

	Proposal	Present Position	Details
1	Increase action against illegal diesel activities	Implemented	The Dutiable Commodities Ordinance was amended in 2000 to enhance the deterrent effect against illicit fuels. In addition, the Customs and Excise Department (C&ED) has stepped up enforcement actions against illegal fuel activities. As a result, the number of illicit refilling black spots dropped from 110 in 1999 to 27 in 2002. The total amount of illicit motor diesel seized by C&ED dropped from 8 million litres in 1999 to 1.5 million litres in 2002 (-81%). In 2002, only 1.5% of the vehicles spot-checked by C&ED were found using diesel oil with a sulphur content in excess of the statutory limit.
2	Step up enforcement of "on-the spot" fines for smoky vehicles and increase the number of smoky vehicle spotters	Implemented	The Police conducted 400 to 550 roadside operations each year in 2001 and 2002. EPD has organised 40 courses to train new smoky vehicle spotters and 13 refresher courses for in-service spotters since 2000. About 800 new spotters have been trained and appointed since 2000. The number of smoky vehicles dropped by 70% between 1999 and 2002.
3	Increase penalties for smoky vehicles	Implemented	The fixed penalty on smoky vehicles was increased from \$450 to \$1000 in December 2000.

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4	Speed up legislative procedures against idling engines	Not pursued, but advisory approach being used to encourage switching off of engines while waiting	Reference has been made to practices of other places. Only a small number of them have legislated against idling engines. As far as it can be ascertained, the authorities give out advice rather than taking out prosecutions. In one of the places, the regulation is not enforced when the ambient temperature is above 27 degrees Celsius. If that is applied to Hong Kong, no restriction will be applied during most days in the summer months when drivers are prone to keep their engines idling to maintain the air-conditioning. We are also mindful that many drivers may choose to circulate on the road rather than switching off their engines if engine idling is made an offence, particularly during the hot weather. Since a moving vehicle will give out more emissions than one with its engine idling, more pollutants may be emitted into the air as a result. After extensive consultations, we have decided to adopt an advisory approach and have issued guidelines to all sectors of the transport trade. We have also launched a series of promotional campaigns to encourage drivers switch off idling engines. We have informed LegCo of our programme.
5	Introduce ultra low sulphur diesel (ULSD)	Implemented	ULSD has been the only motor diesel available at petrol filling stations since September 2000 and is the current statutory standard.

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6	<p>Set up tax-free diesel filling stations at the boundary</p> <p>Limit the quantity of diesel brought in by cross-border vehicles</p>	<p>Not pursued, but problem of illicit use of Mainland diesel in Hong Kong has been brought under more stringent control</p> <p>Implemented</p>	<p>Even if duty is not levied on the motor diesel at such stations, motor diesel will still be much cheaper in the Mainland than that at these stations. Therefore, there would be no incentives for them to refill in Hong Kong. The problem of illicit use of Mainland motor diesel in Hong Kong has been brought under more stringent control and the situation has greatly improved as explained in Item 1 above.</p> <p>The Dutiable Commodities Ordinance limits the quantity of diesel cross-boundary vehicles can carry in their fuel tanks when entering Hong Kong.</p>
7	<p>Install particulate traps for light diesel vehicles</p>	<p>Implemented</p>	<p>A programme to retrofit pre-Euro light diesel vehicles with particulate removal devices was completed in October 2001. About 24 000 vehicles participated in the retrofit programme. We will introduce legislation in mid-2003 to make the installation a pre-requisite for licence renewal for this class of vehicles.</p>

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8	<p>Encourage replacement of pre-Euro medium and heavy diesel vehicles through provision of First Registration Tax (FRT) exemption</p> <p>Consider retrofitting them with catalysts</p>	<p>Not pursued</p> <p>Being implemented</p>	<p>We have consulted the transport trades concerned. Their view is that FRT exemption (18% in 2002-03, the 2003-04 Budget proposes to adjust it to 15%) will be too small to encourage replacement.</p> <p>A programme has been launched since end-2002 to retrofit pre-Euro diesel medium and heavy vehicles with diesel oxidation catalysts. The programme will be completed before 2005.</p>
9	Designate pedestrian zones in congested areas	Implemented	Since March 2000, we have implemented pedestrianisation schemes in congested areas at various districts including Central, Causeway Bay, Tsimshatsui, and Mong Kok. For most of the cases, the schemes are welcomed by the District Councils, pedestrians and shop operators in the area.
10	Promote the LPG taxi scheme	Implemented	Since August 2000, we have been implementing an incentive programme to encourage owners to replace their diesel taxis with LPG taxis. 17 000 taxis (93% of the entire taxi fleet) now run on LPG.

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11	Rationalise bus routes	Implemented	<p>It is our ongoing task to rationalise bus services having regard to changes in passenger travelling patterns. As an example, since 1999, nine bus routes serving the Central District have been cancelled and many more have their frequencies reduced. Together with arrangements for amalgamation, truncation and diversion of bus routes, this has reduced about 1,700 bus trips passing through Central per day. Bus stops in the busy districts have also been re-organised to improve road traffic. The rationalisation of bus stops on Hong Kong Island has reduced over 2,500 stoppings per peak hour in various busy areas. We also have plans to rationalise bus services in the areas where new railway lines will be provided. For example, to tie in with the commencement of MTR Tseung Kwan O Line, after consultation we have re-organised the public transport network of Tseung Kwan O, reducing long haul bus services. To tie in with the commissioning of the West Rail later this year, we are developing a similar plan for Northwest New Territories for consultation.</p>
12	Reduce private vehicle flow	Implemented	<p>At present, park-and-ride facilities are provided at Sheung Shui KCR Station, and Hong Kong, Kowloon and Tsing Yi Stations of the Airport Express Line. Similar facilities have been planned at the existing MTR station at Choi Hung. In planning future rail stations and major transport interchanges, especially those on the fringe of the urban area, we will consider provision of park-and-ride facilities as appropriate.</p> <p>The Government promotes the usage of public transport services by maintaining their quality and improving their co-ordination. Our transport strategy is to accord priority to railways, which are environmentally friendly and efficient mass carriers, to make them the backbone of Hong Kong's transport system.</p>

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13	Spray water on roads in busy traffic areas	Implemented	To improve the environment and reduce fugitive dust released from street surface, the Food and Environmental Hygiene Department has stepped up the street flushing activities in the urban areas. From mid-2000 onwards, two cleaning vans have been deployed to flush 20 major roads regularly around midnight.
14	Limit loading and unloading of goods to night-time	Not pursued but no-stopping zones for goods vehicles have been specified as appropriate.	Limiting loading and unloading of goods only to night-time would cause undue inconvenience and in some cases noise nuisance to nearby residents. A more sensible way is to designate no-stopping zones for goods vehicles at specified hours, taking into account the impact on the traffic flow, nearby residents and shops. We have already designated a number of these no-stopping zones for goods vehicles in Central. We will continue to explore the need for similar arrangements in other locations.
15	Work closely with the Mainland authorities to fight air pollution problems	Implemented	<p>We are working hand in hand with Guangdong Provincial Government to improve regional air quality. The two Governments reached a consensus in April 2002 to reduce, on a best endeavour basis, the regional emissions of four major pollutants by 20% to 55% respectively by 2010, using 1997 as the base year. These reduction targets, when met, will enable Hong Kong to meet our air quality objectives and improve the air quality in the Pearl River Delta Region. The two Governments have set up an expert group to take this forward.</p> <p>We are also studying with Guangdong Authorities the feasibility of setting up a pilot scheme for emissions trading among power stations in Hong Kong and Guangdong.</p>

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16	Set a high level commission to address air quality problems	Implemented	An interdepartmental task force, headed by the then Secretary for the Environment and Food, was set up to coordinate actions of the bureaux and departments concerned and implement the comprehensive programme to reduce motor vehicle emission announced in the 1999 Policy Address. The programme has been fully implemented.