

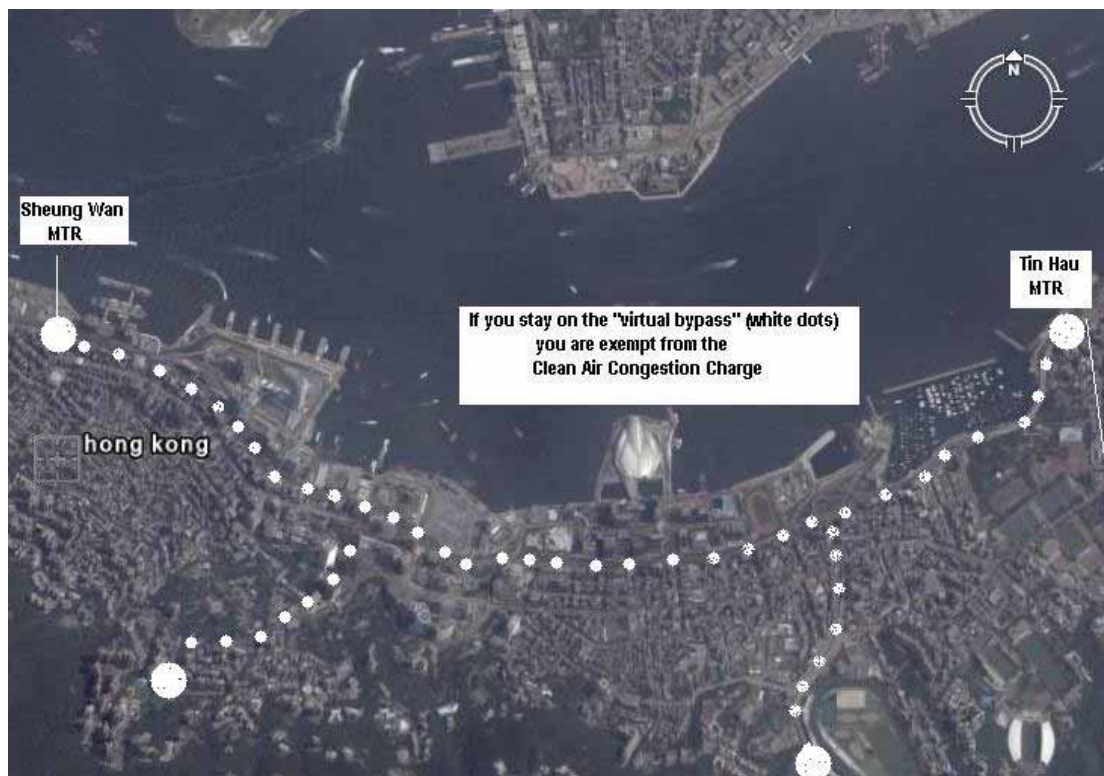
**Date:** June 22, 2006

## WDII - Outcome of Public Engagement at the Envisioning Stage

Dear Honorable Members,

The vast majority of the public want *Clean Air Congestion Charging* (also known as Electronic Road Pricing or ERP) to be implemented as soon as possible to reduce traffic, delay the need to build the trunk road known as the “Central Wanchai Bypass”, and protect our Harbour.

Many experts also state that to gain public support “bypass” traffic, vehicles that will only be traveling through, and not into, the congested areas, should not be charged the congestion fee.



**Fig 1.** The “electronic bypass” for “Clean Air Congestion Charging” is shown in white dots. If you start at any of the entry/exit points (large dots) and stay on the designated road to one of the entry/exit points, you would be exempt from the congestion charge.

Dr. Andy Green who works for the well respected company Kingsmith, has been actively involved in advising on ERP technology to a number of Asian and European Governments. He also sits on both the World and European Standards Committees for defining global ERP standards and confirms that an “electronic bypass” is technically feasible and therefore an effective “alternate route” for through traffic.



The Expert Panel concluded that the Central Wanchai Bypass, by itself, will not be able to meet the goal of reducing traffic unless ***Clean Air Congestion Charging*** is also implemented. This is because the proposed freeway will create serious bottlenecks at either end of the bypass and at any and all exit and entry points.

The *Harbour Protection Ordinance* requires Government to implement “reasonable” alternatives before reclamation is even considered. ***Clean Air Congestion Charging*** together with the “electronic bypass” described above provides that reasonable alternative.

Therefore, all plans discussed today that assume reclamation is necessary to “reduce traffic” are likely to be invalid under the Harbor Protection Ordinance.

Please do beautify the waterfront, but be advised that the reclamation for the underground freeway is likely to be in contravention of the Harbour Protection Ordinance because there is a reasonable alternative to solve the present problem of traffic congestion in the Central – Causeway Bay corridor.

*Summary*

***Clean Air Congestion Charging*** is a reasonable alternative to reclamation to serve the overriding, present public need to reduce traffic congestion. It is

1. ***Better*** – no reclamation, complies with the Harbour Protection Ordinance
2. ***Faster*** – can be completed in two years and
3. ***Cheaper*** – Clean Air Congestion Charging actually makes money

Best Regards,

Annelise Connell  
Chairperson  
Clear the Air