

**Lantau Development Advisory Committee
Traffic and Transport Subcommittee**

Provision of Green Transport in Lantau

INTRODUCTION

The Government has been encouraging the public transport sectors to use more environment-friendly vehicles in Hong Kong. This paper illustrates how the Government promotes the use of environment-friendly vehicles among the franchised bus operators and the taxi sector, including the provision of public transport services by franchised buses and taxis in Lantau.

FRANCHISED BUSES

2. At present, franchised bus companies purchasing new buses to replace retiring ones are required to procure Euro V buses complying with the latest Euro statutory emission standards. To reduce pollutants emission, in-service Euro IV or earlier franchised buses are required to be installed with the following environment-friendly devices:

- (i) Euro I franchised buses: All have been installed with “diesel catalysts”;
- (ii) Euro II and III franchised buses: All have been installed with “diesel particulate filters”. Moreover, the Government will fully subsidise the cost of retrofitting “selective catalytic reduction devices” on some 1 400 Euro II and III franchised buses for upgrading their emission performance comparable to the level of Euro IV standards, with a view to reducing emission of nitrogen oxides. The retrofitting programme is targeted for completion on a best endeavour basis by the end of 2016.

(Translated Version)

3. To maintain a consistent progress in taking forward environmental initiatives among the franchised bus companies, the Government added clauses in the three new franchises granted¹ in 2012, requiring the bus companies to acquire the most environmentally friendly, technologically proven and commercially available vehicles when acquiring new buses. They were also required to adopt technologies and products on their buses to reduce exhaust and noise emissions. Similar clauses will be included in the other three franchises² (including the Franchise for the New Lantau Bus Company (1973) Limited) when they will expire in 2016/17.

4. Apart from encouraging the franchised bus companies to use of new environment-friendly model vehicles, the Government also fully subsidises the cost of procuring six hybrid buses, eight supercapacitor buses and 28 battery-electric buses for trial run on several bus routes across the territory. Trial of hybrid buses began in November 2014 for a period of two years. The two-year trial of supercapacitor buses and battery-electric buses will commence in the second quarter and the second half of 2015 respectively. These trial programmes will provide the Government and the bus companies with useful data to evaluate the technical, operational and financial viability of the use of these green buses in Hong Kong.

5. According to the current plan, a total of 6 battery-electric buses will be deployed to Long Win Bus Routes No. E31 (Tung Chung (Yat Tung Estate) - Tsuen Wan (Discovery Park Bus Terminus)) and S64 (Tung Chung (Yat Tung Estate) - Airport (Passenger Terminal Building) (Cir.)), and New Lantau Bus Route No. 38 (Tung Chung (Yat Tung Estate) - Tung Chung Station (Cir.)) on a trial basis, in order to test the feasibility of operating these battery-electric buses on Lantau. If the results are satisfactory, the Government will discuss with the bus companies to increase the deployment of green/electric buses over the territory, including Lantau.

¹ Franchises for the New World First Bus Services Limited, Long Win Bus Company Limited and Citybus Limited (Franchise for Airport and North Lantau bus network).

² Franchises for the Kowloon Motor Bus Company (1933) Limited, Citybus Limited (Franchise for the Hong Kong Island and cross-harbour bus network) and New Lantau Bus Company (1973) Limited.

TAXIS

6. Since 2000, the Government has been promoting the introduction of liquefied petroleum gas (“LPG”) taxis for replacement of diesel taxis in the taxi trade. At present, there are 18 138 taxis in the market. Apart from a few dozen taxis using alternative fuels such as the electric or hybrid taxis mentioned below, all the remaining taxis have been replaced by LPG taxis.

7. The Government has been encouraging taxi owners to introduce other green vehicles for the provision of taxi services. As at November 2014, the green vehicles introduced included 12 electric-petroleum hybrid taxis and 48 electric taxis. All of these electric taxis are ‘e6’ electric vehicles manufactured by the BYD Company Limited (“BYD”). Among them, 2 were purchased by taxi owners with the subsidy by the Environmental Protection Department under the Pilot Green Transport Fund, while the remaining 46 have been rented to some taxi owners progressively by the BYD for operation since mid-2013. According to these taxi owners who rented the e6 from BYD, there is room for improvement on the travel range per charge and the efficiency of the charging facilities. At present, all of the 12 electric-petroleum hybrid taxis and 48 electric taxis are not Lantau taxis.

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