

KMB Greening Its Operations

九巴貫徹綠色營運



Chamber members pose for a group photo at KMB's Lai Chi Kok Depot.
 本會會員於九巴荔枝角車廠前留影。

Visitors to Hong Kong never fail to be impressed by the efficiency and variety of modes of public transportation that shuttle commuters around this compact city. MTR trains, double-decker busses, mini-busses, and ferries rarely leave passengers waiting for more than a few minutes. The price we have to pay for this high efficiency, however, is high roadside air pollution.

Bus operators have been criticized for putting too many old polluting busses on the roads to raise revenues from bus advertisements, rather than responding to passenger load factors. As a result, dozens of practically empty busses clog the roads and emit hazardous emissions throughout the day. Members of the travelling public, on the other hand, often wish busses were more frequent.

To see what some bus operators are doing to reduce their impact on the environment, the

Chamber visited Kowloon Motor Bus (KMB) Depot in Lai Chi Kok on September 7. The company operates around 4,000 busses, which serve around 2.8 million passenger trips a day.

Members learned that 580 KMB busses reach Euro IV-standard emissions when they are on the road, and in 2006 the company took delivery of two Euro IV E-Friendly busses.

KMB's Lai Chi Kok bus depot obtained ISO14011 certification in 2003, the internationally recognized standard for environmental management systems. In addition to recycling water to wash busses, the company also retreads around 32,400 tyres every year, equivalent to about 60% of tyres in use on KMB busses.

The tour was a partner event with the Council for Sustainable Development for its public engagement exercise on improving air quality. ✿

香港的公共交通工具每日不停接載乘客穿梭這繁忙都市的每個角落，其效率之高和種類之多，總會給旅客留下深刻的印象。地鐵、雙層巴士、小巴及渡輪的班次也十分頻繁，甚少讓乘客等候超過數分鐘。然而，享受高效率交通服務，卻要付出路邊空氣污染嚴重的代價。

巴士營運商為了增加廣告收入，往往未有考慮載客量而調派更多舊式巴士在路上行走，嚴重污染路邊空氣，這種做法一直為人詬病。結果，大量空載巴士整天塞滿道路，排出有害的廢氣。另一方面，乘客則希望巴士增加班次。

為了解部分巴士營運商的環保措施，本會於9月7日率團考察九龍巴士有限公司(九巴)位於荔枝角的車廠。九巴現時共有4,000多部巴士，每日載客量約280萬人次。

參觀期間，會員得悉九巴目前有580部巴士已達至歐盟第四代的排放水平，而該公司更於2006年引入兩部配備歐盟第四代環保引擎的巴士。

九巴荔枝角車廠於2003年獲頒ISO14011環境管理系統證書，證明有關系統已符合國際認可的標準。除了循環再用清洗巴士所需的用水外，該公司也會每年翻新約32,400條車胎，相當於九巴車隊六成的車胎用量。

是次考察團是本會與可持續發展委員會就有關改善空氣質素的社會參與過程合辦的其中一項活動。✿



Exhaust Emissions

廢氣排放量

Engine 引擎型號	Carbon Monoxide 一氧化碳	Hydrocarbons 碳氫化物	Nitrogen Oxides 氮氧化物	Particulate Matter 懸浮粒子
Euro I 歐盟第一代	4.5	1.1	8.0	0.36
Euro II 歐盟第二代	4.0	1.1	7.0	0.15
Euro III 歐盟第三代	2.1	0.66	5.0	0.10
Euro IV 歐盟第四代	1.5	0.46	3.5	0.02

Monitoring the Air We Breathe

Continuing its efforts to tackle air pollution, the Chamber organized a visit to the Central Air Pollution Index and air monitoring station on September 12. The facility, located at the junction of Chater Road & Des Voeux Road, sends real time air quality readings to the EPD's air quality data processing centre to calculate the API.



“We update the API on our Website every hour to alert the public, especially schools, so if air pollution in the area is very high, they can decide to postpone events such as sporting activities, or the public will be aware of the high air pollution,” explained Albert Leung, Senior Environmental Protection Officer with the EPD's Air Science Group.

He added that the readings are also used to forecast the coming day's API by inputting data together with weather forecasts from the Hong Kong observatory into its air quality model. The technique allows the EPD to predict air pollution rates for the coming two days. The API on the EPD's Website also lists a breakdown of each pollutant level.

Members said they hoped such indexes could be more visible, such as publishing them in newspapers or on electronic billboards at roadsides to give citizens more information about the current air quality situation. They also agreed that an Air Pollution Alert should be established, but the challenge in implementing it would be how citizens and businesses react to such a system. ✿

空氣質素監測

總會繼續貫徹其致力改善空氣污染的承諾，於9月12日率團參觀中環的空氣污染指數及空氣監測站。該儀器設於遮打道與德輔道中交界，能夠把錄得的實時空氣質素數據傳送至環境保護署的空氣質素數據處理中心，以計算空氣污染指數。

高級環境保護主任(空氣科學)梁華興解釋：「我們每小時在網上公布最新的空氣污染指數，讓市民(尤其是學校)能在區內空氣污染極高的日子，安排押後進行運動會等活動，而大眾也能清楚知道空氣污染嚴重的情況。」

他續說，有關指數也可用作預測翌日的空氣污染指數，方法是透過把數據及香港天文台的天氣預報資料輸入空氣質素模型。環保署利用這項技術預測未來兩天的空氣污染水平。環保署網站所公布的空氣污染指數資料，亦包含各污染物的濃度。

會員表示希望有關指數能有更多發布途徑，例如在報章或路邊的電子廣告牌上公布，讓市民能取得更多即時的空氣質素資訊。他們亦同意設立空氣污染預警系統，惟市民和商界的反應將會是推行有關系統時要面對的挑戰。✿