可持續發展委員會第三輪社會參與過程:
更佳空氣質素
公眾回應的獨立分析報告書

香港大學社會科學研究中心提交

2008 年 **1** 月 **30** 日

行政撮要

公眾回應：
這輪社會參與的過程取得了巨大的回響。那超過八萬份提交的回應問卷及超過三千個意見均反映出社會大眾對於更佳空氣質素的強烈關注。

高度空氣污染警示日子:
社會大眾明顯一致地認爲香港需要對高度空氣污染警示作出更積極的反應，最低限度取消那些涉及體力勞動的活動及多以公共交通工具替代其他交通模式。主流意見偏好顏色警示。當有關回應一經落實，有關方面應就提前發出警告的具體時間作出進一步的討論。

道路收費:
在交通收費升幅合理及沒有更好的替代方案的前提下，如果道路收費能顯著地改善香港的空氣質素，這政策亦會得到大眾廣泛的支持（即使現在仍未能說服汽車及的士業界認同道路收費並不會對他們帶來損失）。廣泛一致的意見認爲收費的標準該根據污染者自付的原則，並對公共巴士、學校巴士及傷殘人士車輛提供折扣優惠。人們亦準備更多使用公共交通工具，並支持以道路收費的收入，引進更環保的車輛及交通運輸的選擇。

用電需求管理／節約能源:
持份者一致地認同有需要在這方面推行新的政策（包括強制性措施及獎勵）。唯一需要進一步討論的地方是如何明確地在強制性與自願性措施之間劃分界線。廣泛支持的強制性措施包括關掉空置的辦公室及學校班房內的電燈和空調、關掉清晨時份的廣告燈光、及使用節能燈泡。大多數支持爲在非繁忙時段收取較便宜的電費，及獎勵設計和節能表現優秀的環保建築 。

社會參與過程:
有持份者關注這次社會參與過程的有關題目如何被挑選出來，以及回應表格內一些問題的用辭。這可算是在是次參與過程中若干缺乏信任的表現。

其他空氣質素的關注:
重點大概是很大部分的市民大眾都非常關注空氣質素，否則這個社會參與過程不會有如此巨大的回應。人們一方面希望政府作出行動，另一方面亦明白有需要改變個人行爲。持份者表達對空氣質素指標的關注，以加強推行高度空氣污染警示系統的基礎。他們亦希望能減少交通流量、鼓勵使用更潔淨的交通模式及燃料、推行更多公民教育及更多綠化工作。

總結:
政府現正面對一個難得的機會尋求改變，以獲得社會大眾強力的支持。那些重要卻未被一致認同的事項，只要一經解決（例如運輸行業對道路收費的憂慮），便應有可能去作出一些真實且重要的改變，以回應市民大眾的訴求及獲得他們的支持。

目錄

第一章：引言

1.1 背景

香港特別行政區政府的可持續發展委員會(SDC)透過可持續發展科委託香港大學社會科學研究中心(SSRC)，就第三輪更佳空氣質素社會參與過程收集的公眾回應進行獨立分析研究。本報告書總結各項研究結果。

1.2 顧問小組

顧問小組全體成員的詳細資料已在附錄一中列明。顧問小組由白景崇教授主持，並得到劉敏莉小姐的協助，由張家樂先生及李幸婷小姐負責分析，以及社會科學研究中心的全體員工負責數據處理和後勤支援。

1.3 社會參與過程

是次社會參與過程由 2007 年 6 月 2 日開始至 2007 年十月完結。此分析研究包含在 11 月 22 日委員會會議前收集的所有回應。可持續發展科通過與夥伴合作，組織了大量活動，包括一系列的座談會，簡報會及討論會（見附錄二）。同時，在 12 月 17 日舉行了一個關於空氣質素的高峰會，會上發表了此報告書的主要結果。

1.4 回應的分類

可持續發展委員會得到社會科學研究中心的協助，設計了一份回應表格，在社區中廣泛派發。回應表格的設計簡單易懂，任何具備中學教育程度的人士都能明白表格內的問題。給予學校使用的回應表格則略有變化－除了以一條關於回應人士現時就讀班別的問題取代那些關於回應者個人背景資料的一般問題外，基本上兩個版本是完全一樣的。回應表格備有印刷版本，以便攜式文件格式供網上下載（見附錄三）及備有網上問卷，以便廣泛使用。

除了使用回應表格的結構性回應以外，還有兩個網上討論平台及一個電郵地址可接受回應。此外，市民大眾亦可提交書面回應。

最後，在 1.3 提及的社會參與活動中的所有分享均被概括記錄，以作爲持份者回應的重要原始資料。

1.5 回應的研究分析

用量性方法分析以回應表格提交的回應可見於第二章。用質性方法分析所有以其他形式提交的回應可見於第三章。而第四章爲綜合結果及總結討論。

第二章：量性數據分析

2.1 回應數量

收回並處理的回應表格共 81,112 份，當中不包括那些除了個人資料以外並沒有其他有效資料的 585 分回應表格。同時，這亦不包括那大概 2,000 份在地區展覽期間收回的回應表格。那些表格在轉交給有關部門作分析研究之前已被遺失，因此社會科學研究中心並沒有收到這批回應表格以作處理。然而，由於可持續發展委員會就此遺失事件向公眾發出通告，並鼓勵曾經提交回應表格的市民大眾再次提交有關表格，因此遺失事件的影響該可減低。無論如何，可持續發展科相信不會有超過 2,000 份回應表格被遺失，由於這相對回應表格收回的總數只是一個細小的數字（只是約百分之二），所以對於整體結果影響輕微。值得注意的是，收回的回應表格來自超過百分之一的香港總人口，以任何社會參與過程的標準來說都是屬於高的百分比。從回應表格產生的數據集已交回可持續發展委員會作檔案保存。

2.2 統計分析

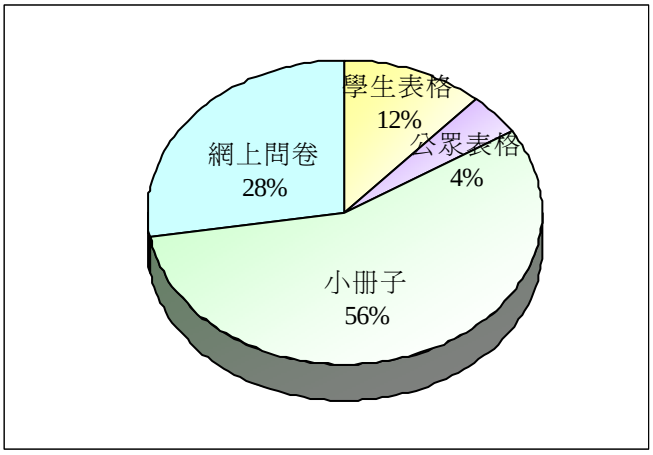
在分析中必須重點注意的是，由於回應表格並非任何人口的隨機抽樣樣本，所以那些假設就隨機抽樣樣本而進行的任何統計學測試均不適用。然而，如上文所述，由於這是一個很大的回應數目，反映公眾在社會參與的主題上有著強烈的關注，因此這分析代表了很多市民大眾的意見。以大部分的問題來說，人口統計中各組別人士的差異不大。這表示性別、年齡、就業情況與問題的回應並沒有很大關係。至於那些少數的例外，人口統計中各組別的分類已被列出[1]。由於可持續委員會強調每個回應的聲音都會被計算在內，所以社會科學研究中心不會歧視對任何回應人士提出的意見。

[1]大過 0.1 的可能性系數表見附錄五及最大的系數表見本章節

2.3 回應表格的種類

圖 2.1 指出稍微超過一半的回應表格爲印刷的小冊子及超過四分之一爲網上提交的表格，其他則爲使用下載的公眾及學生回應表格。

圖 2.1 81,112 份問卷的由來

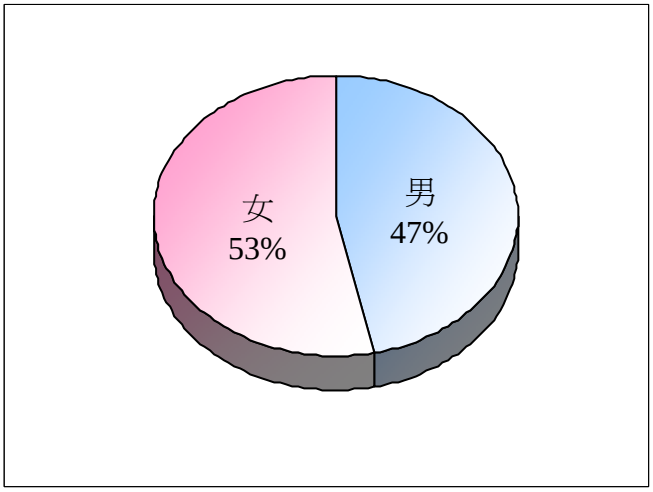


(基數=81,112)

2.4 人口統計資料

圖 2.2 指出稍微較多的女性比男性提交回應表格。

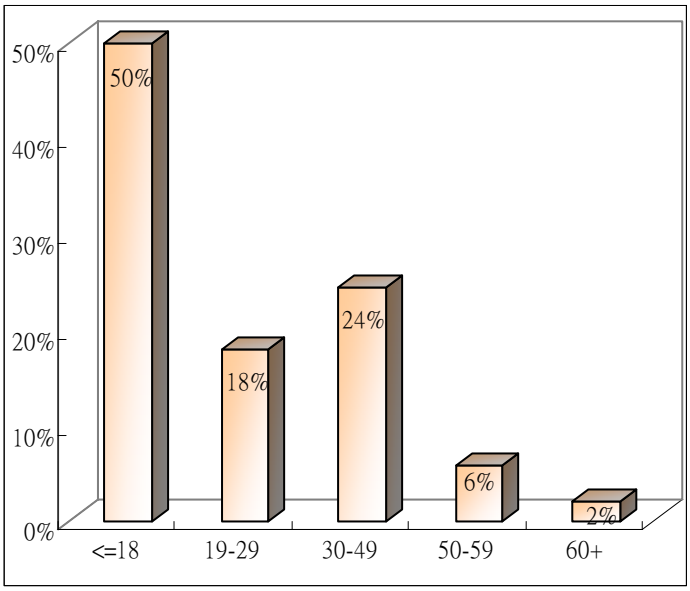
圖 2.2 性別分佈



(基數=76,787)

圖 2.3 指出大概一半的回應表格是由年滿 18 歲或以下的人士提交，亦有差不多四份分之一是由年滿 30-49 歲的人士提交。

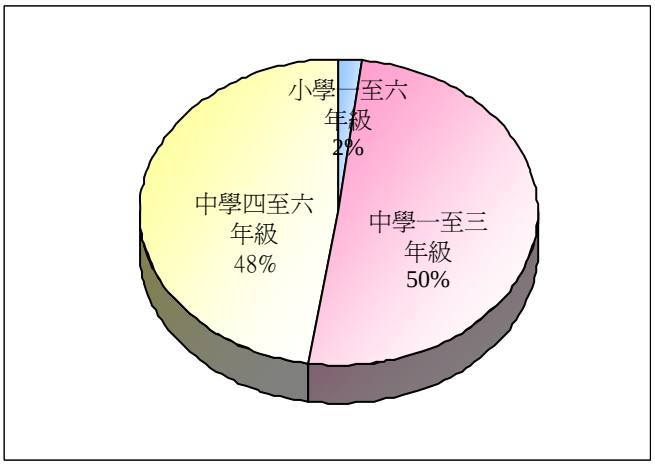
圖 2.3 年齡分佈



(基數=76,737)

圖 2.4 指出差不多所有學校表格是由中學學生完成，並近乎平均地分爲較低班別的中學及較高班別的中學。

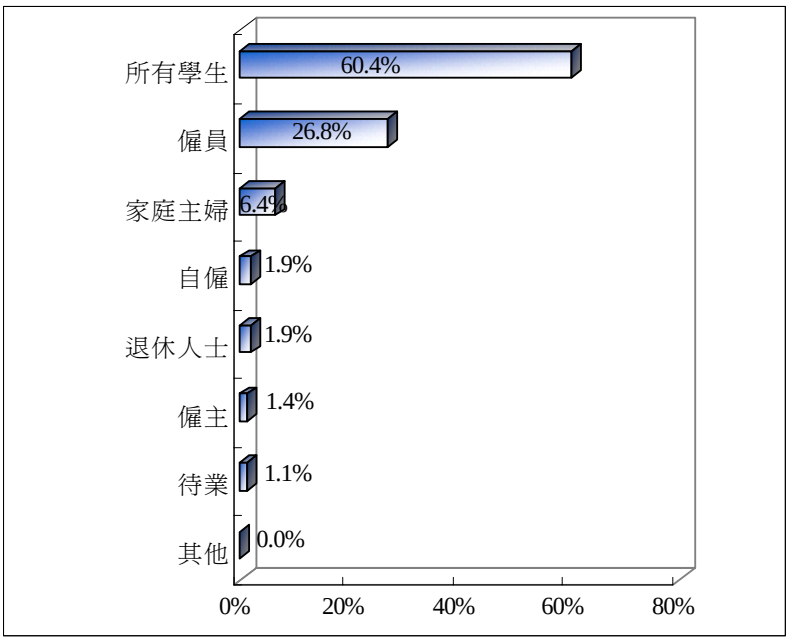
圖 2.4 年級程度 (9,275 份學校版本的表格)



(基數=9,275)

圖 2.5 指出大概有六成回應表格由學生提交（包括學校和大學）及大概四分之一由僱員提交。需要重點注意的是即使只有百分之一點四的表格爲來自僱主，這仍代表了大約 1,000 名僱主的意見。

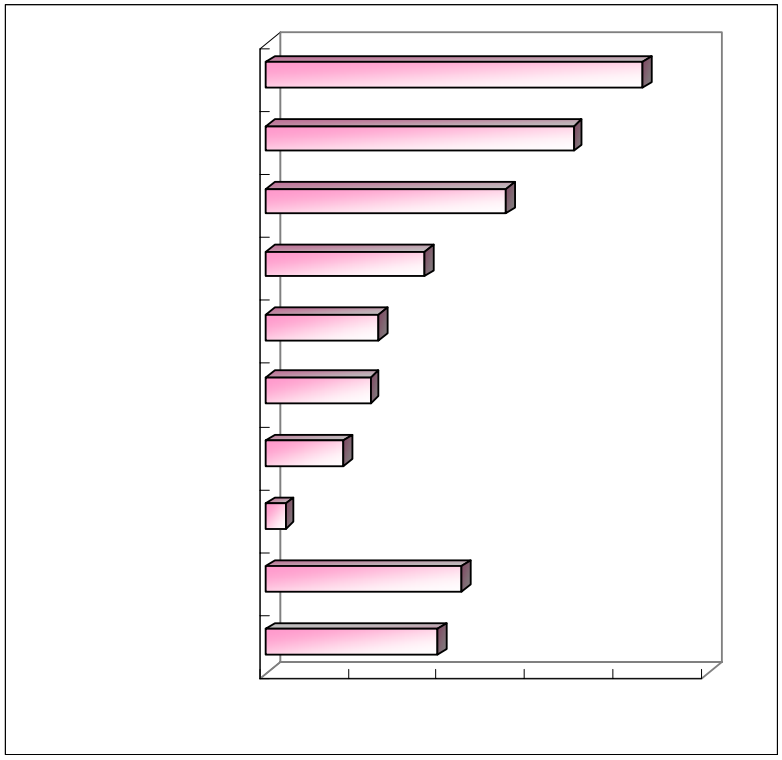
圖 2.5 就業情況



(基數=76,256)

圖 2.6 指出僱員來自範圍廣泛的界別，尤以服務界別（在香港僱員最多的界別）提交最多的回應。

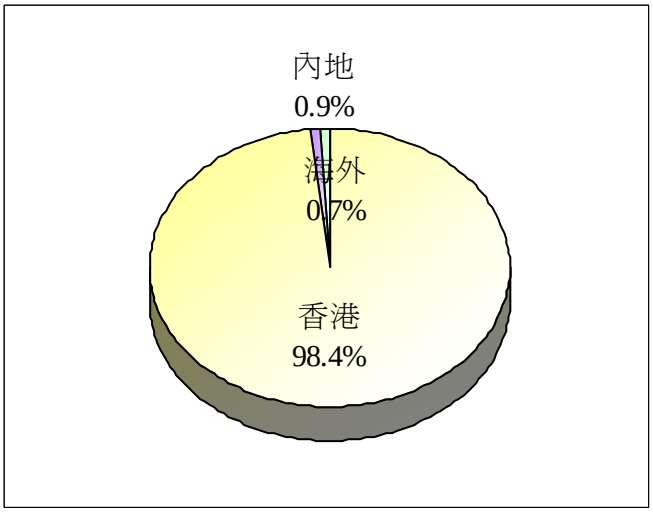
圖 2.6 受僱人士的行業



(基數=23,141)

圖 2.7 指出有小量現時住在內地或海外的人士（但超過 1,000 人）提交此回應表格。

圖 2.7 在何地居住?

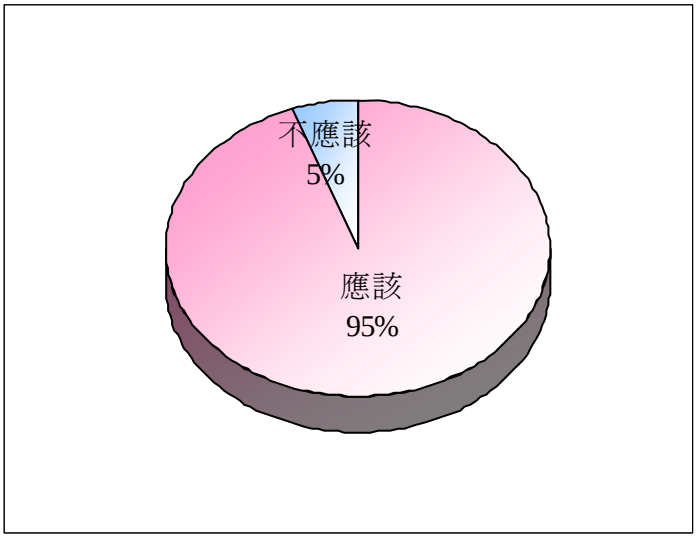


(基數=66,520)

2.5 高度空氣污染日子

圖 2.8 指出回應中強烈支持對高度空氣污染日子作出更積極的反應，支持率達到 95% 。

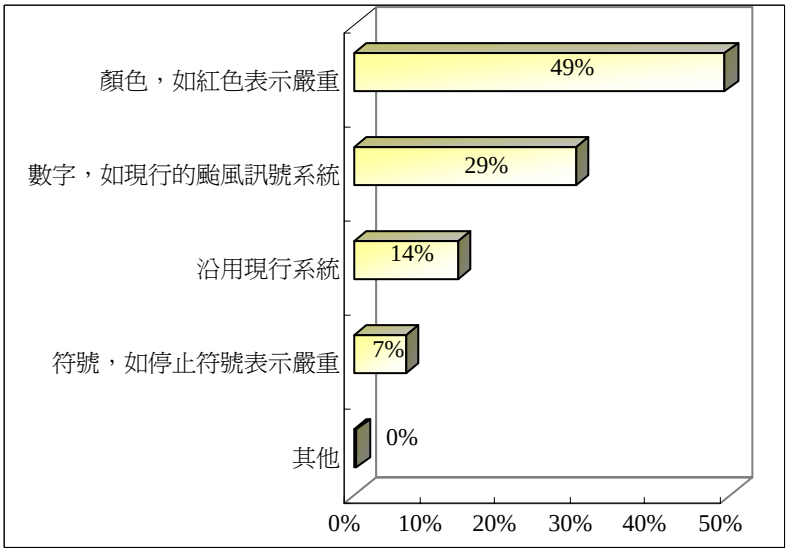
圖 2.8 應否提出更主動積極的高度空氣污染日子的警示?



(基數=75,817)

圖 2.9 指出不多一半的回應者選擇顏色警示系統，超過四分之一選擇數字系統及只有 14%選擇現行的系統。

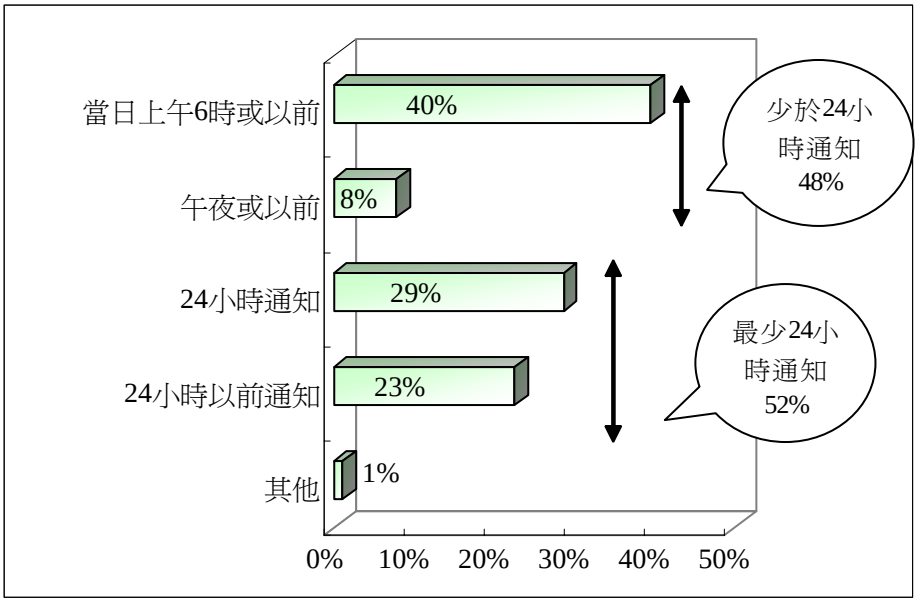
圖 2.9 應採用甚麼類型的警示系統?



(基數=74,435)

圖 2.10 指出對於在多久以前發出警示缺乏共識，支持少於 24 小時與 24 小時或以上的數字相若。這可能反映需要發出通知的程度與需要採取行動的類別有著隱含性的聯繫，亦即越激烈的行動需要更多的預早通知。

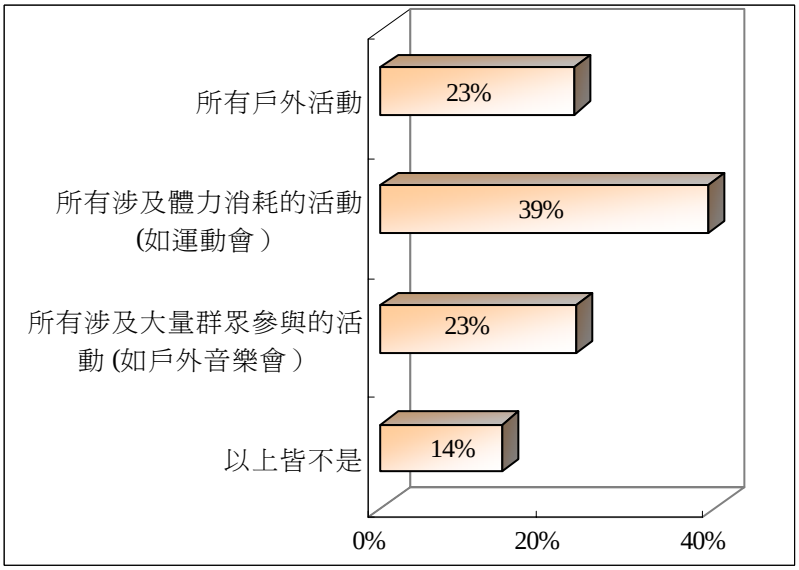
圖 2.10 應在甚麼時候發出高度空氣污染日子警示?



(基數=75,881)

圖 2.11 指出雖然只有 14%的回應者認爲沒有戶外活動應被取消 ，但對於應取消哪些類型的戶外活動卻沒有明顯一致意見。這反映普羅大眾並不清楚取消不同類型活動對健康帶來的好處。

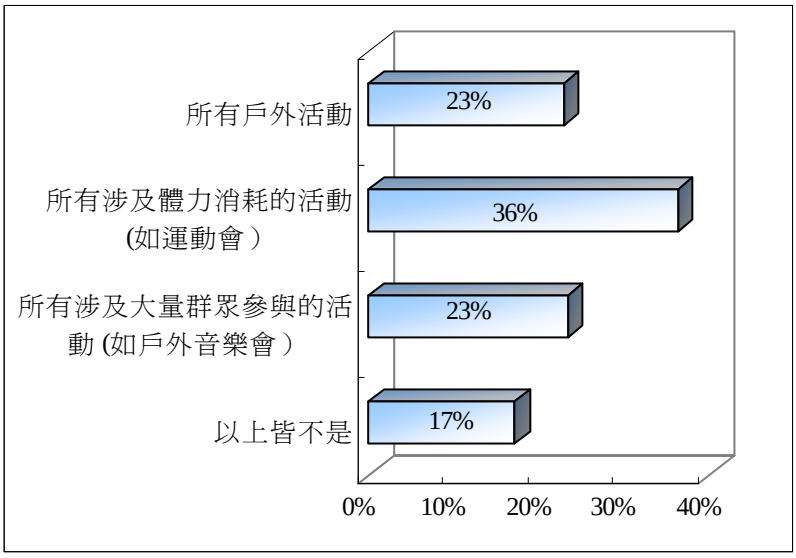
圖 2.11 哪些政府的活動在警示日子下需要取消?



(基數=76,368)

圖 2.12 指出人們對私人及政府的戶外活動具有類似的期望，其中只有 17%的回應者表示沒有需要在高度空氣污染警示日子取消私人的戶外活動 。

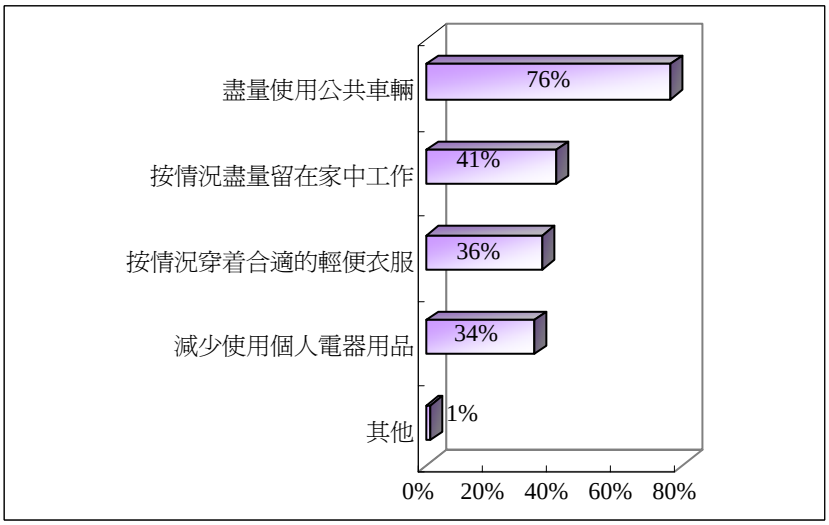
圖 2.12 哪些私人機構的活動在警示日子下需要取消?



(基數=76,352)

圖 2.13 指出廣泛的一致性意見認爲大家在警示日子應多使用公共交通工具，超過三成的回應者選擇留在家中工作、穿著合適的輕便衣服及減少使用個人電器用品。

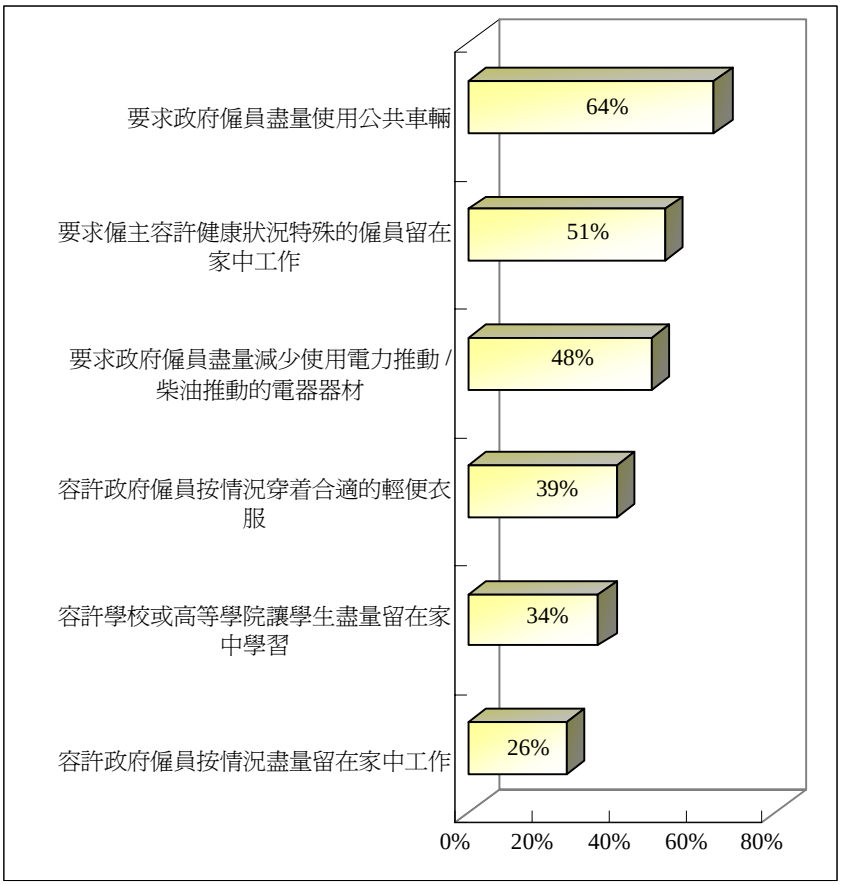
圖 2.13 我們在警示日子應作出甚麼行動? (可選擇多於一項)



(基數=76,361)

大約一半的回應者（圖 2.14）相信政府應對警示日子作出回應，要求公務員儘量使用公共交通工具及減少使用電器／柴油引擎用品，並要求僱主允許有特殊需要的員工在家中工作。大約三成回應者支持公務員應穿著合適的便服及適當地留在家中工作，同時學校也應允許學生留在家中學習。

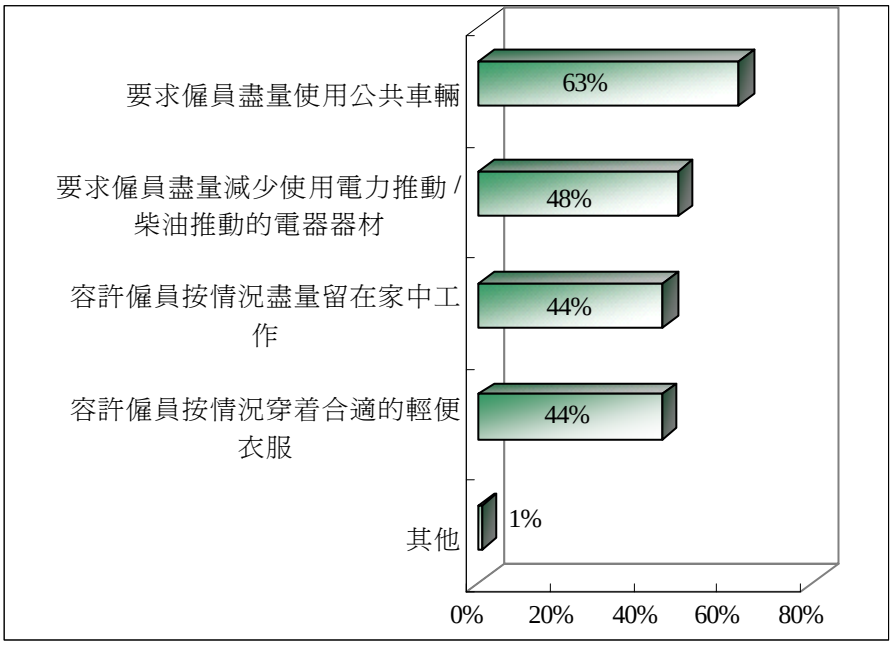
圖 2.14 除了教育 / 警示外，政府應在警示日子作出甚麼行動? (可選擇多於一項)



(基數=76,981)

圖 2.15 指出回應者亦期望私人僱主鼓勵員工使用公共交通工具、減少使用電器／柴油引擎用品、留在家中工作及穿著便服上班。

圖 2.15 僱主在警示日子應作出甚麼行動? (可選擇多於一項)

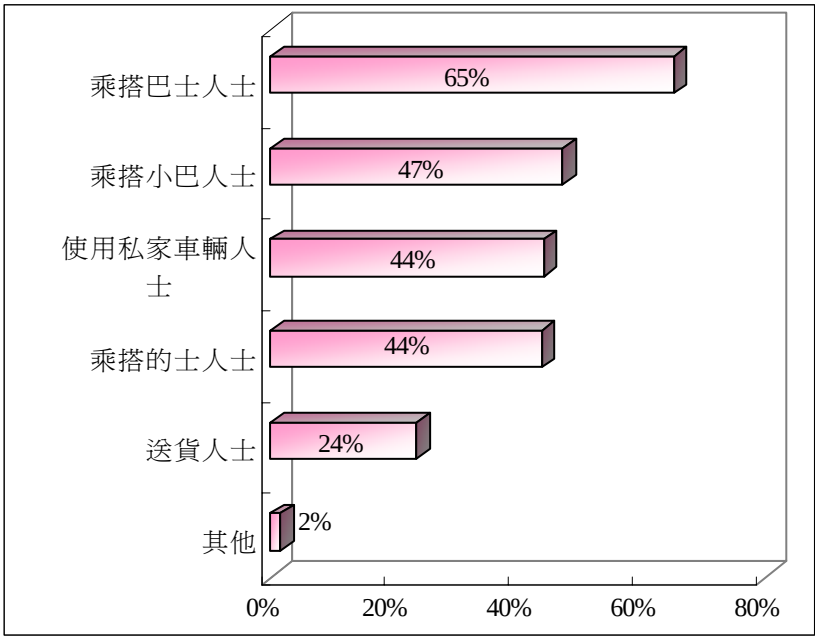


(基數=76,307)

2.6 道路收費

平均而言，回應者指出道路收費會在兩種身分上影響他們（圖 2.16），當中三分之二的回應者作爲巴士使用者，及大約一半的回應者作爲小巴、私人車輛及的士使用者。

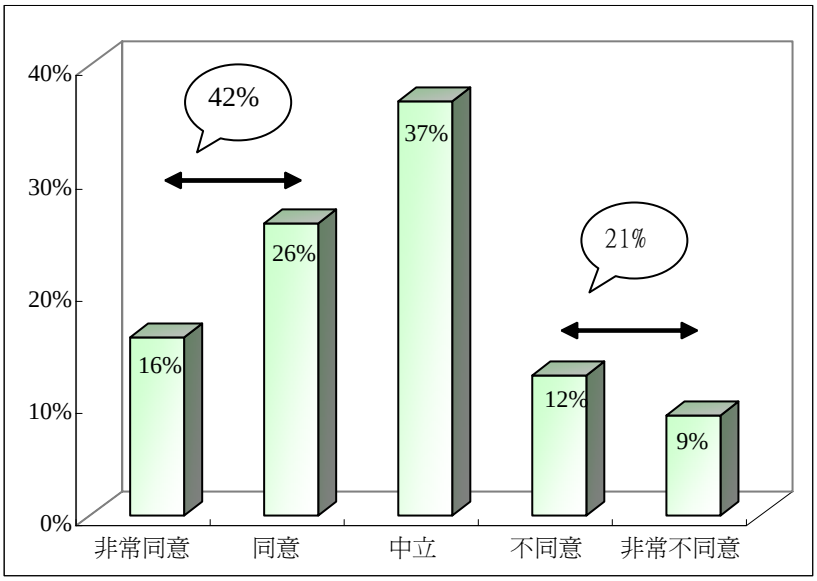
圖 2.16 道路收費在哪些方面會對你帶來影響? (可選擇多於一項)



(基數=75,836)

對於道路收費應作爲政府空氣污染政策的一部分，表示同意的回應者（42%）大概是不同意的（21%）兩倍，餘下意見（37%）爲中立（圖 2.17）。

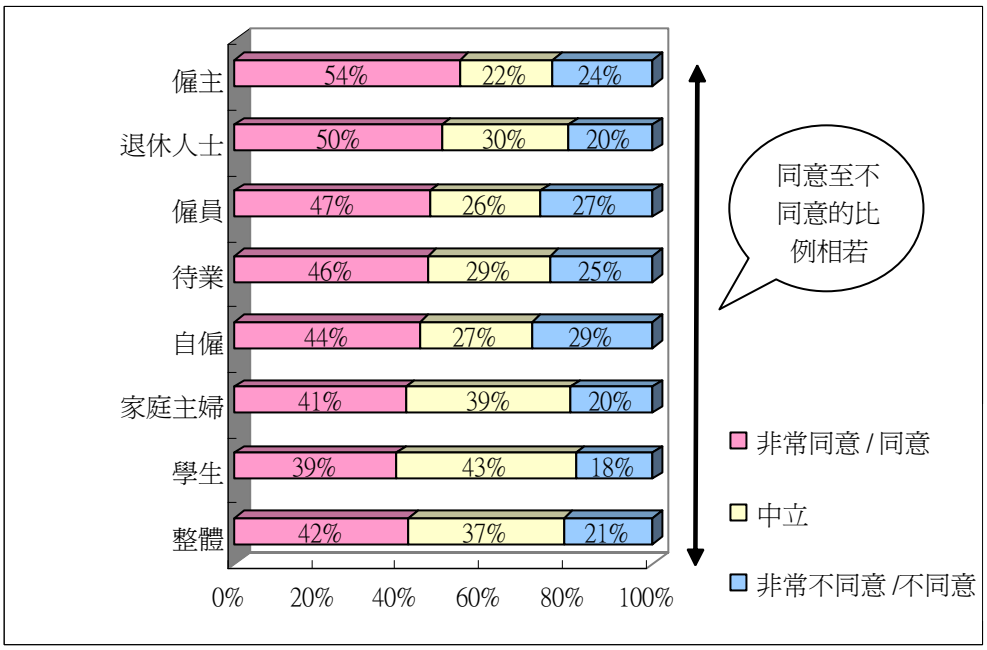
圖 2.17 道路收費應否成爲政府空氣污染政策之一?



(基數=74,463)

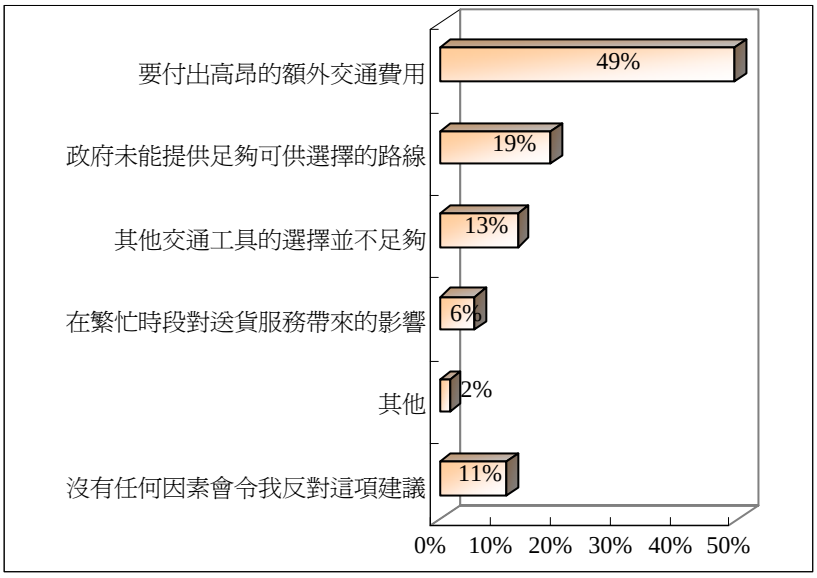
由於這是少數在各人口統計組別中存在分歧的問題之一，所以圖 2.18 展示最重要的人口統計分類。然而，最主要的分歧是表示中立的比例，在不同的職業組別中，同意與不同意的比例相若。

圖 2.18 道路收費應否成爲政府空氣污染政策之一? - 以就業情況劃分



當被問及反對道路收費最重要的原因時，大約一半回應者選擇高昂的額外交通費用，隨之爲可供選擇的路線不足及其他交通工具的選擇不足（圖 2.19）。

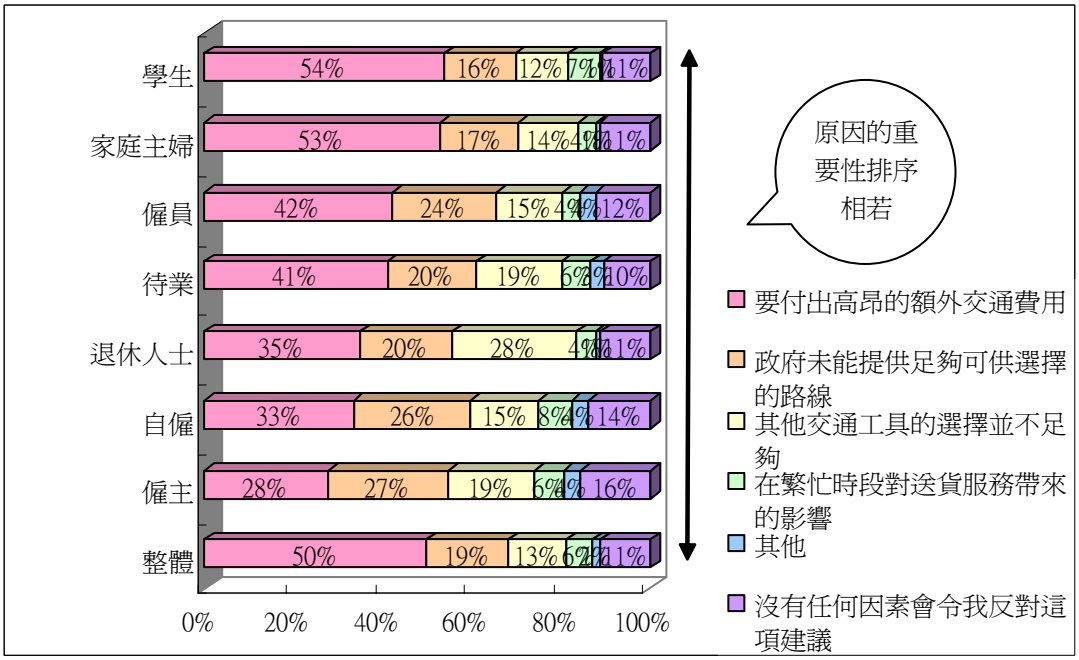
圖 2.19 反對道路收費最重要的原因?



(基數=67,135)

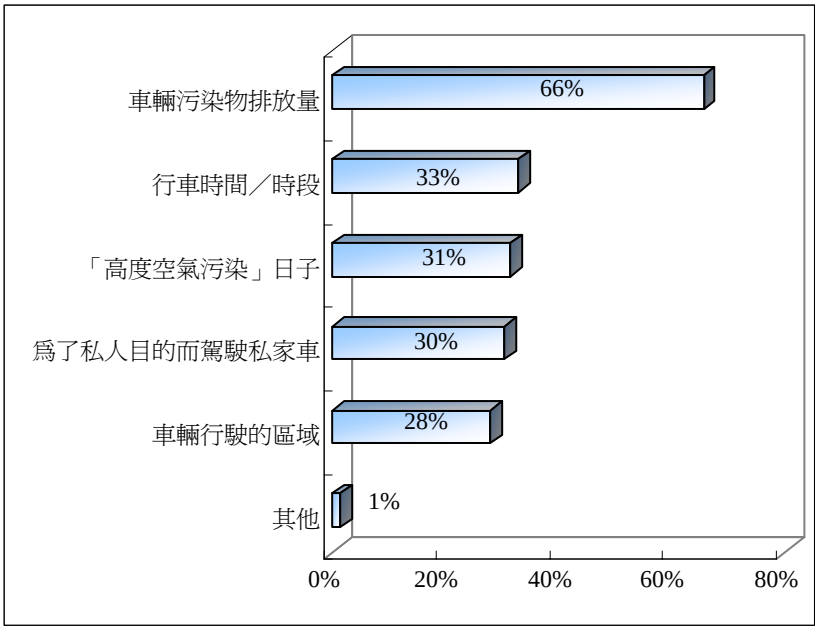
由於這問題在各人口統計組別中亦呈現重要的分歧，所以這裡展示其以職業狀況劃分的最重要的人口統計分類。即使學生比僱主更頻繁地選擇交通成本作爲最重要的原因，但值得注意的是，以組別來說，這兩組回應者皆同樣地選擇了三個最重要的原因並以同樣次序排列（圖 2.20）。

圖 2.20 反對道路收費最重要的原因 - 以就業情況劃分



三分之二的回應者選擇污染者自付作爲道路收費的費用基礎（圖 2.21），有三成人選擇以行車時間／時段、高度空氣污染日子、以私人目的而駕駛的私家車及車輛行駛的區域作爲收費的基礎。

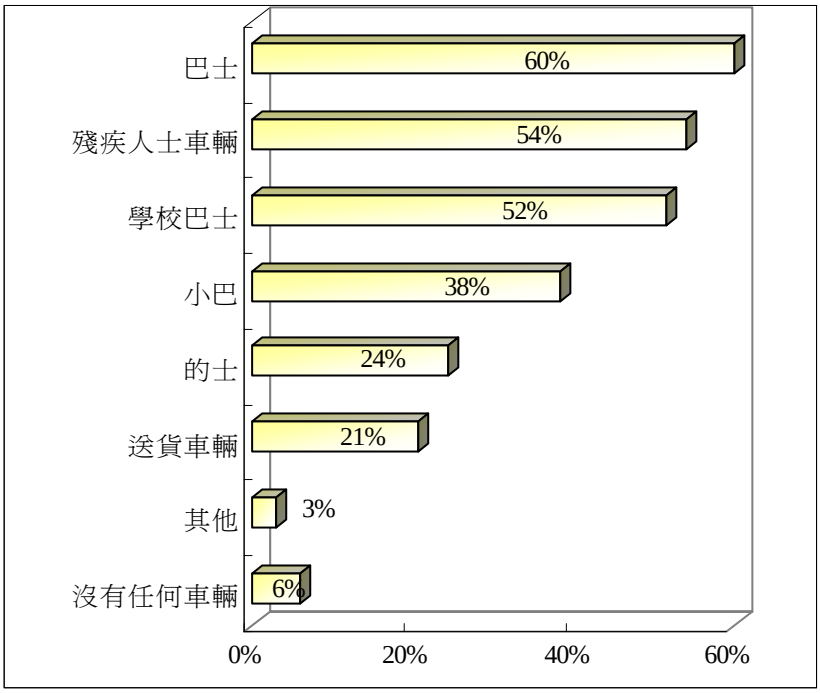
圖 2.21 甚麼因素應影響道路收費? (可選擇多於一項)



(基數=75,767)

大多數回應支持巴士、殘疾人士車輛及學校巴士應獲減免收費，但對減免小巴(38%)、的士(24%)及送貨車輛(21%)收費的支持度卻較低。

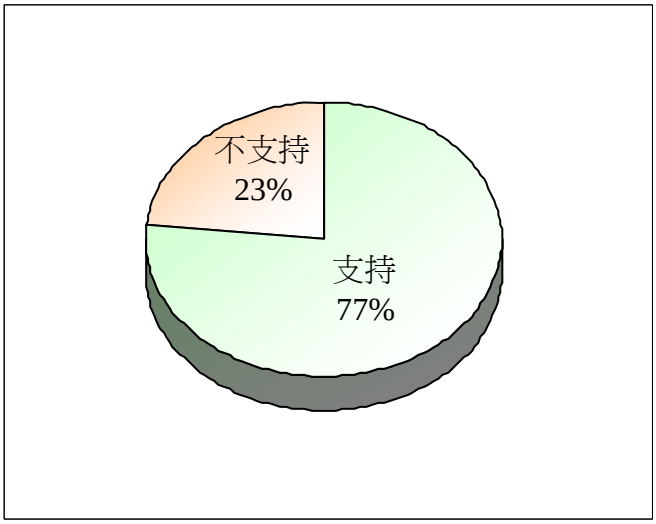
圖 2.22 哪類車輛應獲減免道路收費? (可選擇多於一項)



(基數=75,936)

假如反對道路收費較重要的原因是額外交通費用，那必須注意的重點是有四分之三的回應者支持增加一些交通費用以換取更佳的空氣質素（圖 2.23）。

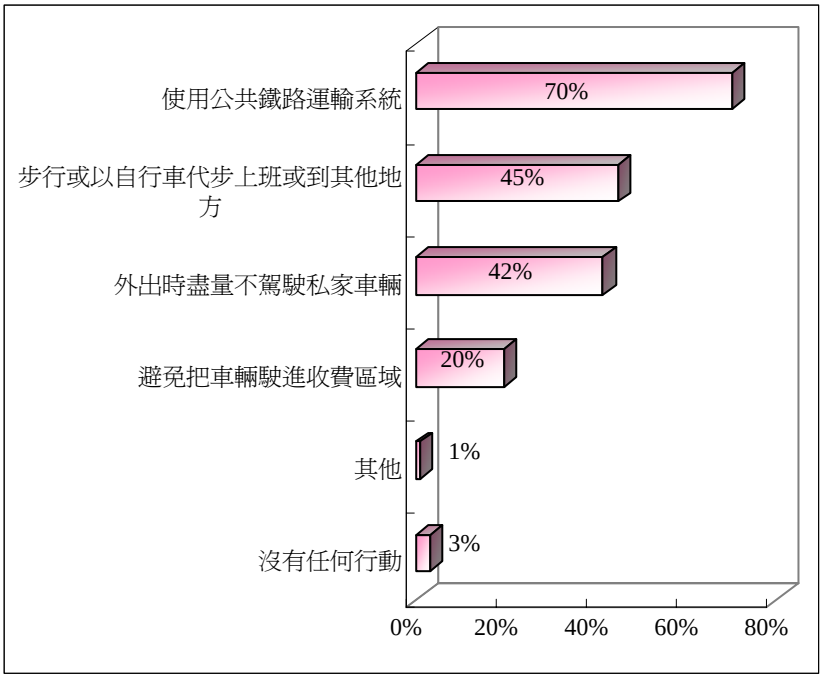
圖 2.23 是否支持增加一些交通成本以換取更佳的空氣質素?



(基數=75,315)

圖 2.24 指出極大多數（70%）的回應者會更多地使用公共鐵路運輸，以減少因道路交通而造成的空氣污染。同時，差不多一半的人士會選擇步行或騎自行車並把車輛停泊在家。

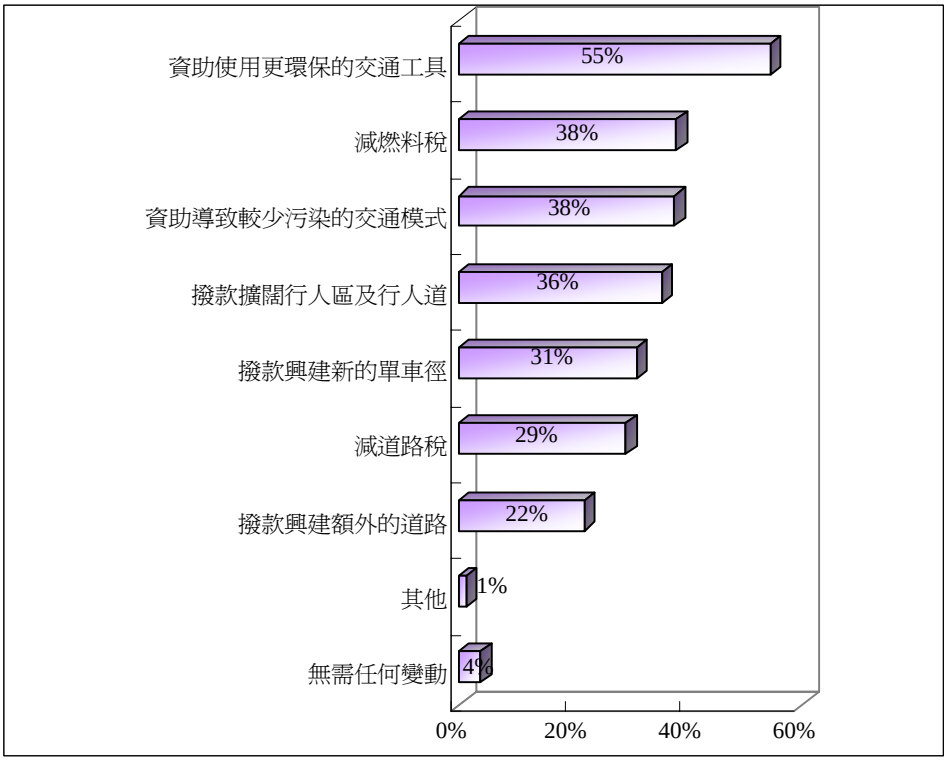
圖 2.24 你會作出甚麼行動以減少交通帶來的空氣污染? (可選擇多於一項)



(基數=75,544)

只有資助環保交通工具一項得到大多數的支持（圖 2.25），大概三分一的回應者支持減燃料稅、較少污染的交通模式、支持行人道及單車徑的興建，以及減道路稅。

圖 2.25 因爲道路收費而在稅收 / 開支上的改變? (可選擇多於一項)

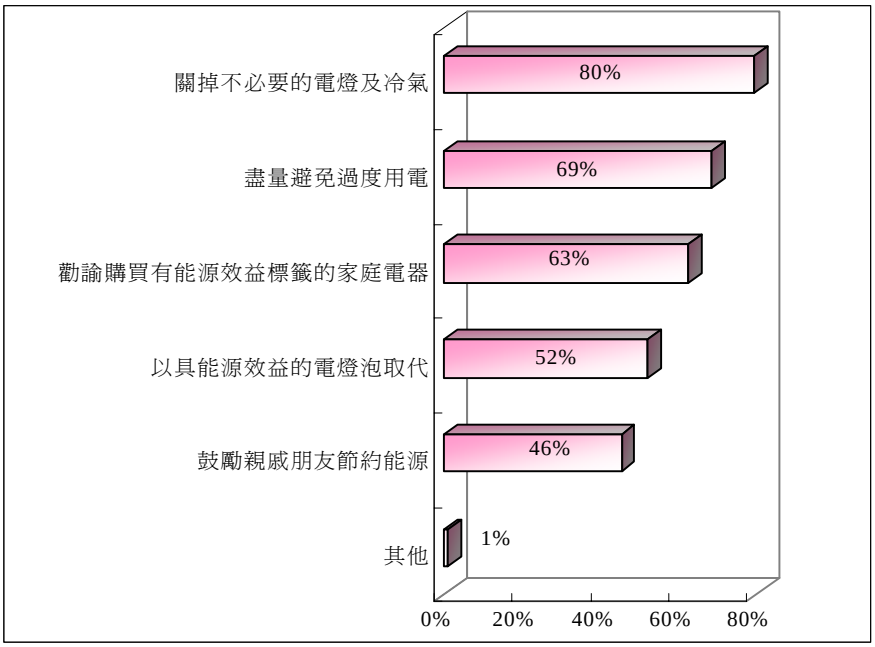


(基數=75,799)

2.7 用電需求管理／節約能源

大多數回應者已準備作出一系列的行動以助節約能源，包括關掉不必要的電燈及冷氣、避免過度用電、勸諭人們購買節能電器及使用節能燈泡（圖 2.26）。

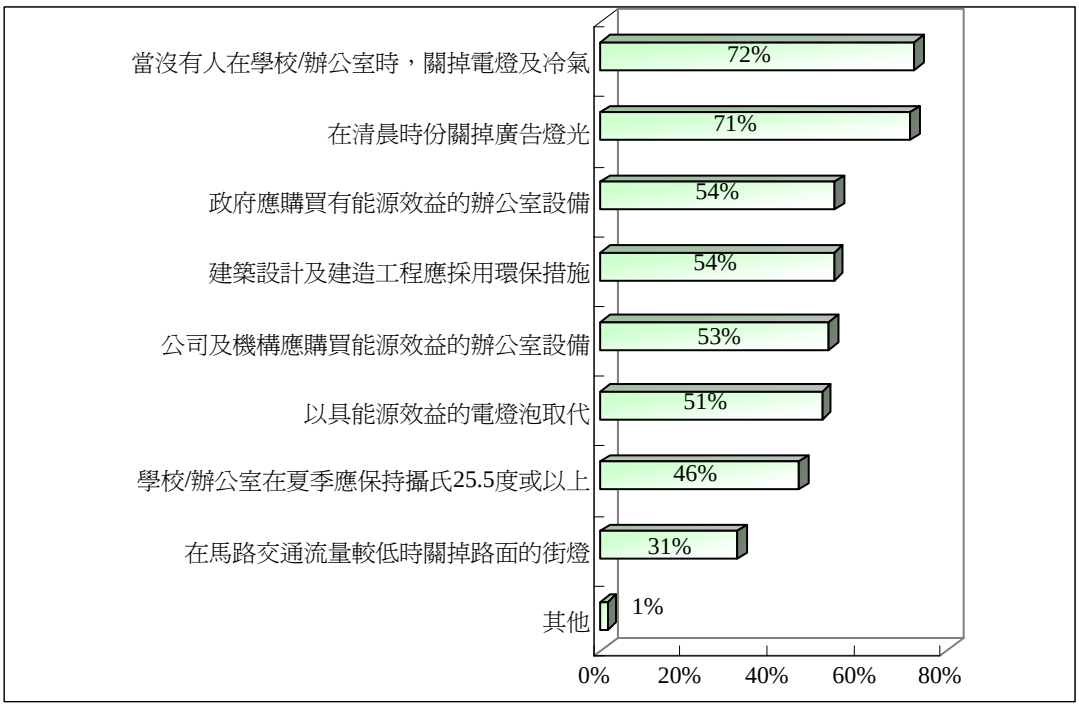
圖 2.26 你會作出甚麼行動以節約能源? (可選擇多於一項)



(基數=79,203)

極大多數回應者支持強制性關掉在空置的學校及辦公室內的電燈及冷氣（72%）及在清晨時份關掉廣告燈光（71%）。輕微多數的回應者支持在政府及公司機構內購買具能源效益的設備、環保建築及使用具能源效益的燈泡應被強制執行（圖 2.27）。

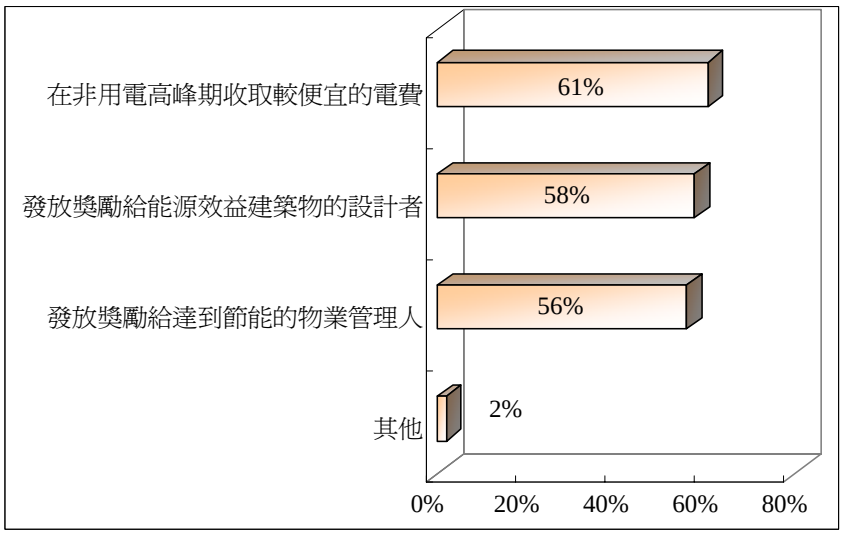
圖 2.27 在甚麼方面應被強制執行? (可選擇多於一項)



(基數=79,246)

輕微多數的回應者支持在非繁忙時段收取較便宜的電費，以及獎勵設計和節能表現優秀的環保建築（圖 2.28）。

圖 2.28 應推行甚麼政策以支持能源效益? (可選擇多於一項)



(基數=78,073)

第三章：質性數據分析

3.1 回應數量

以質性方法進行分析的回應包括：
a）691 個在兩個網上討論區發表的回應；
b）121 個寄到可持續發展科電郵地址的郵件；
c）84 份交到可持續發展委員會或可持續發展科的書面回應；
d）在 33 個與夥伴合辦的活動（總數爲 44）中發表的回應。

然而，由於部份書面回應涉及範圍太廣，所以這點算方法並未提供一個非常有用的比較數字。當我們就所有回應的種類對特定意見的數量作出點算時（對於以報告形式的回應，我們只包括行政撮要部份），獲得的意見共 3,558 項，即是報告餘下部份進行分析的基礎。所有曾經在這質性分析中使用的資料，已經退還給可持續發展委員會作爲檔案儲存。

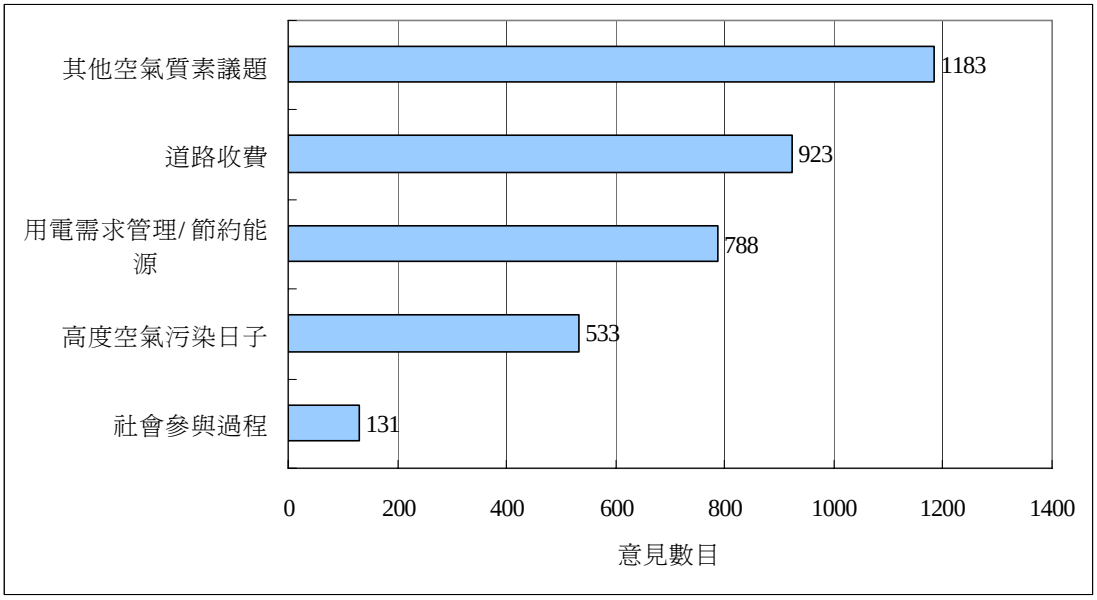
3.2 質性分析

質性分析是從一個由回應表格產生的既定分析架構（以便質量互相比較）及可持續發展委員會 2006 年的空氣質素報告爲基礎，然後根據 Glaser and Strauss 的基礎理論（ground theory）按數據本身去建構和整合分析架構的餘下部份。分層主題的分類會在每一主題下發展出來。例如：高度空氣污染日子警示的主題下會發展出五個分層主題，那包括對警示系統的一般意見、高度空氣污染日子有關政策的意見、支持高度空氣污染日子警示的意見、反對高度空氣污染日子警示的意見，及高度空氣污染日子警示其他方面的意見。分層主題的計算是將分層主題以下每個代碼的總數相加而得。有關詳細資料可見於附錄六中展示的完整的質性分析架構，與分析架構聯繫的意見的例子可見於附錄七以了解每個代碼的意思。

3.3 概括的主題

除了原本設定三個社會參與的主題外，其他兩個概括主題是關於社會參與過程本身及其他有關空氣質素的關注，幾乎全部的主題都與可持續發展委員會 2006 年發表的空氣質素報告相關。圖 3.1 指出大約三分一的意見（1,183）與上述的其他有關空氣質素的關注相關，大約三分二與原本設定的三個主題相關及約 4%與這個參與過程有關。

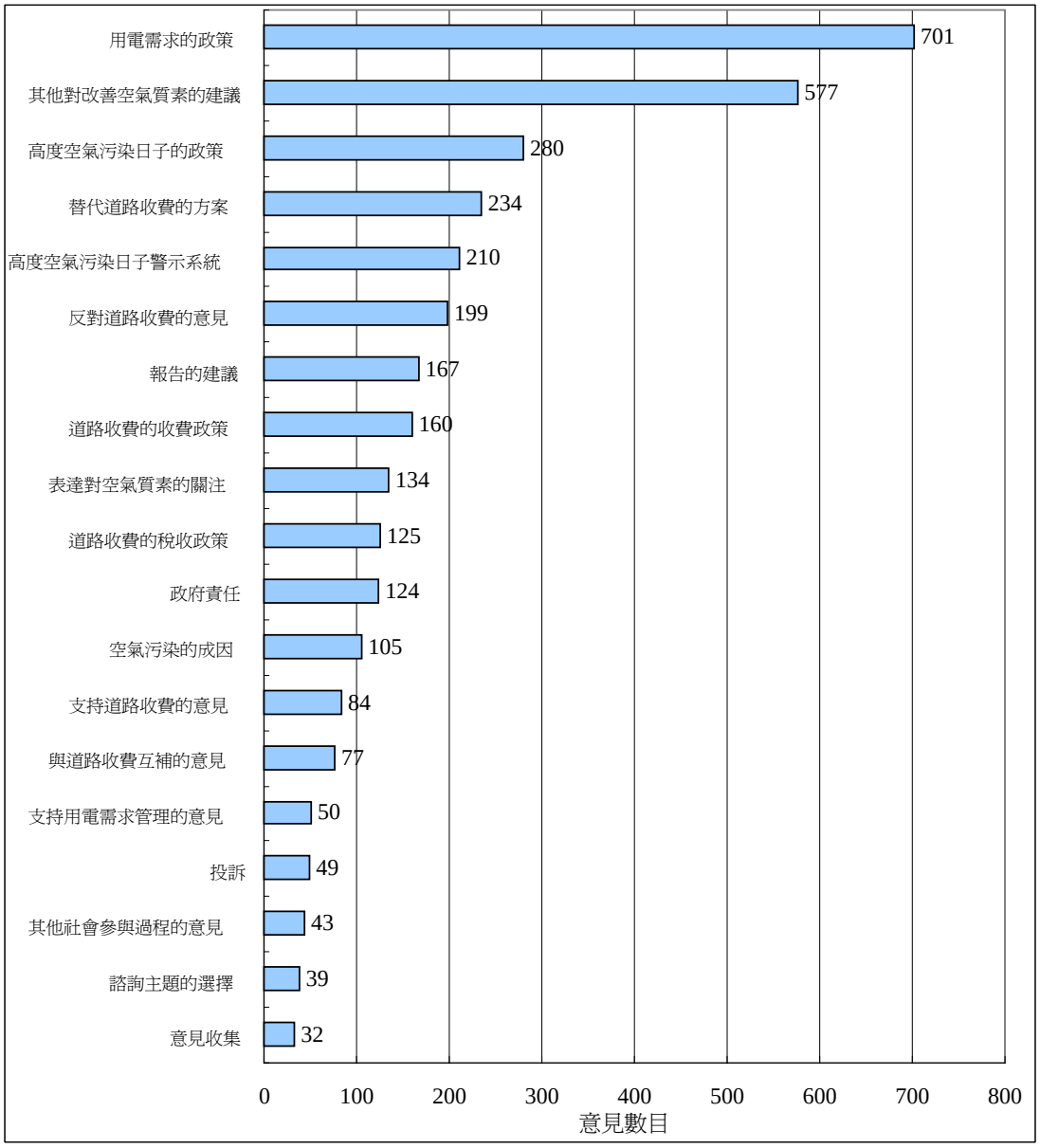
圖 3.1 主題的分佈（根據意見的數量）



3.4 普遍全面性的關注

圖 3.2 展示首二十個意見發表最多的主題。令人關注的是排名前四類主題包括有關高度空氣污染及用電需求管理的政策、其他替代電子道路收費的方案及改善空氣質素的其他建議。這些建議不但表示對三個政策主題的強烈關注，更涉及其他改善空氣質素的政策。在以下部分，我們重點地對每個收到最少 10 個意見的主題作出說明。

圖 3.2 首二十個意見類別的數量



3.5 普遍對高度空氣污染警示的關注

表 3.1 展示普遍對高度空氣污染警示的關注 。關於警示系統，支持的意見包括以顏色（22 個意見）或數字（9 個意見）作爲識別，例如颱風警示系統，以及建議報告特定的污染物水平（11 個意見）。同時，有不少意見是關於發出警示的渠道（31 個意見）。對於高度空氣污染日子的政策，很多意見是關於強制性及自願性的措施。在強制性措施方面，支持的意見爲限制車輛數目（24 個意見）及有需要取消戶外活動（16 個意見）。在自願性措施方面，支持的意見爲應提供指引以避免戶外活動（20 個意見）及向私營機構提供指引（13 個意見）。最後，很多意見關於教育和資訊，那包括高度空氣污染對健康的影響（10 個意見）。

表 3.1 高度空氣污染日子警示的意見數目

- 1.1 高度空氣污染日子警示系統 (26 個意見)
  - 1.1.1 識別系統 (4 個意見)
    - 1.1.1.1 顏色識別 (22 個意見)
    - 1.1.1.2 符號識別 (5 個意見)
    - 1.1.1.3 字母識別 (1 個意見)
    - 1.1.1.4 數字識別 (9 個意見)
    - 1.1.1.5 近似颱風訊號警示 (10 個意見)
    - 1.1.1.6 其他識別系統 (7 個意見)
  - 1.1.2 空氣污染指數 (12 個意見)
    - 1.1.2.1 以統計數字爲基本 (4 個意見)
    - 1.1.2.2 報告特定的污染物含量 (11 個意見)
    - 1.1.2.3 關於空氣污染指數的其他方面 (16 個意見)
  - 1.1.3 發出警示的時間 (1 個意見)
    - 1.1.3.1 高度空氣污染日子的提前預測 (16 個意見)
    - 1.1.3.2 定時/每小時報告(7 個意見)
    - 1.1.3.3 立刻/即時通告 (5 個意見)
    - 1.1.3.4 其他 (1 個意見)
  - 1.1.4 發出警示的渠道 (31 個意見)
  - 1.1.5 其他方面的意見 (22 個意見)
- 1.2 高度空氣污染日子的政策 (7 個意見)
  - 1.2.1 強制性措施 (9 個意見)
    - 1.2.1.1 容許僱員在家中工作 (7 個意見)
    - 1.2.1.2 限制汽車數量 (24 個意見)
    - 1.2.1.3 穿著便服 (5 個意見)
    - 1.2.1.4 停車熄匙 (6 個意見)
    - 1.2.1.5 監管污染物排放量偏高的汽車 (4 個意見)
    - 1.2.1.6 取消學校上課 (6 個意見)
    - 1.2.1.7 取消戶外活動 (16 個意見)
    - 1.2.1.8 其他強制性措施 (57 個意見)
  - 1.2.2 自願性措施／勸諭性措施 (13 個意見)
    - 1.2.2.1 提供勸諭／指引以避免戶外活動 (20 個意見)
    - 1.2.2.2 向私營機構提供有關指引 (13 個意見)
    - 1.2.2.3 留在家中/ 在家中工作 (5 個意見)
    - 1.2.2.4 其他勸諭性措施 (40 個意見)
  - 1.2.3 教育性措施 (2 個意見)
    - 1.2.3.1 通知大眾關於高度空氣污染引致身體健康的徵狀 (10 個意見)
    - 1.2.3.2 有關高度空氣污染警示的教育/資訊 (15 個意見)

1.2.3.3 關於高度空氣污染日子教育的其他方面 (21 個意見)

1.3 單一支持的意見 (17 個意見)

1.4 單一反對的意見 (15 個意見)

1.5 其他意見 (11 個意見)

3.6 普遍對道路收費的關注

表 3.2 展示普遍對道路收費的關注。普遍支持（84 個意見）和反對（27 個意見）的意見很多。最常見而突出的反對意見是道路收費對減少空氣污染的效用（53 個意見）、增加交通費用（22 個意見）、影響相關行業（15 個意見）、對附近區域（12 個意見）及經濟（10 個意見）帶來影響。

對於道路收費地帶的意見，主要支持以嚴重污染的道路作爲設定收費的目標（12 個意見）。道路收費時段方面，支持的意見爲繁忙時間（13 個意見）。至於車輛種類，支持的意見爲就不同車輛設定不同的收費（13 個意見），並對公共車輛（15 個意見）及環保車輛（13 個意見）給予折扣。但對道路收費最普遍的回應顯然是支持污染者自付的原則（26 個意見）。

在意見中提出與道路收費互補的措施包括可替代的路線（17 個意見）、可替代的交通工具（15 個意見）、在收費與非收費區域之間更佳的接駁服務（10 個意見），及足夠的停車場（10 個意見）。至於稅收的政策，持份者的意見爲極支持鼓勵使用環保車輛（34 個意見）、步行／以騎單車代步（24 個意見）及使用公共交通工具（22 個意見）。

此外，有不少意見是關於替代道路收費的方案，包括限制路上私人車輛（40 個意見）及巴士（26 個意見）的數量、使用更潔淨的燃料（19 個意見）、對車輛作出更佳的保養（19 個意見），及停車熄匙（17 個意見）。

表 3.2 道路收費的意見數目

2 道路收費的一般意見 (15 個意見)
- 2.1 支持的意見 (84 個意見)
- 2.2 收費政策 (13 個意見)
  - 2.2.1 道路收費的地區 (7 個意見)
    - 2.2.1.1 在嚴重污染的地區 (4 個意見)
    - 2.2.1.2 在嚴重擠塞的道路 (12 個意見)
    - 2.2.1.3 應提供特定的道路收費區域 (4 個意見)
    - 2.2.1.4 其他地區 (1 個意見)
  - 2.2.2 道路收費時段(2 個意見)
    - 2.2.2.1 在繁忙時段/交通堵塞期間 (13 個意見)
    - 2.2.2.2 在高度空氣污染期間(2 個意見)
    - 2.2.2.3 其他收費時段 (2 個意見)
  - 2.2.3 被收費的汽車種類 (3 個意見)
    - 2.2.3.1 對不同車輛實施不同的收費等級 (13 個意見)
    - 2.2.3.2 對低使用量汽車實施的收費 (2 個意見)
    - 2.2.3.3 給予環保車輛的優惠 (13 個意見)
    - 2.2.3.4 給予公共交通工具的優惠 (15 個意見)
    - 2.2.3.5 有關收費車輛種類的其他方面 (15 個意見)
  - 2.2.4 用者自付的原則 (26 個意見)
  - 2.2.5 其他收費政策 (13 個意見)
- 2.3 與道路收費互補的措施 (4 個意見)
  - 2.3.1 可替代的交通工具 (15 個意見)
  - 2.3.2 可替代的路線 (17 個意見)

2.3.3 行人/ 單車路線 (2 個意見)
2.3.4 在收費及不收費區域之間更佳的轉乘措施 (10 個意見)
2.3.5 足夠的停車空間 (10 個意見)
2.3.6 轉乘交通的優惠 (8 個意見)
2.3.7 其他互補措施 (11 個意見)
2.4 道路收費的稅收政策 (9 個意見)
2.4.1 增加燃料稅收 (7 個意見)
2.4.2 鼓勵使用環保汽車 (34 個意見)
2.4.3 鼓勵使用公共交通工具 (22 個意見)
2.4.4 鼓勵踏單車/ 步行 (24 個意見)
2.4.5 其他使用來自道路收費的收入的建議 (29 個意見)
2.5 反對的意見 (27 個意見)
2.5.1 道路收費並非有效地減少空氣污染 (53 個意見)
2.5.2 很多除車輛以外的因素會影響路邊空氣質素 (10 個意見)
2.5.3 道路收費不是唯一的措施 (3 個意見)
2.5.4 道路收費會影響有關的行業 (15 個意見)
2.5.5 道路收費會影響經濟 (10 個意見)
2.5.6 道路收費會增加人們花在交通上的費用 (22 個意見)
2.5.7 道路收費會增加鄰近地區的壓力 (12 個意見)
2.5.8 其他反對意見 (47 個意見)
2.6 其他替代道路收費的方案 (1 個意見)
2.6.1 減少巴士的數量 (26 個意見)
2.6.2 限制私家汽車的數量 (40 個意見)
2.6.3 交通分流 (11 個意見)
2.6.4 使用乾淨的燃料 (19 個意見)
2.6.5 減低樓宇密度 (6 個意見)
2.6.6 停車熄匙 (17 個意見)
2.6.7 汽車保養 (19 個意見)
2.6.8 其他取代的方案 (95 個意見)
2.7 其他意見 (29 個意見)

3.7 普遍對用電需求管理的關注

普遍對於用電需求管理的意見，很多表示支持（50 個意見），只有很少數意見表示反對（5 個意見），而最普遍的意見爲具體的強制性及鼓勵性政策。

對強制性措施的意見爲極力支持限制冷氣空調（74 個意見）和廣告燈光（47 個意見）、轉用節能燈泡（24 個意見）、使用節能產品（18 個意見）及減少街燈（28 個意見）。

鼓勵措施方面的建議眾多，最多支持的是在不同使用時段實行不同收費標準（39 個意見）、宣傳改用節能產品（32 個意見）、建設天台花園（24 個意見）、使用太陽能（23 個意見）、進行耗電量審核（14 個意見）、引入能源效益標籤（14 個意見）、爲公司提供節能資助（12 個意見）及引入樓宇的能源標籤（11 個意見）。

表 3.3 用電需求管理的意見數目

3 用電需求管理的一般意見 (7 個意見)
- 3.1 支持的意見 (50 個意見)
- 3.2 有需要就用電需求管理制定新的政策 (17 個意見)
  - 3.2.1 強制性方案 (13 個意見)
    - 3.2.1.1 綠色樓宇設計/ 建設 (45 個意見)
    - 3.2.1.2 減少激光表演 (7 個意見)
    - 3.2.1.3 減少街燈 (17 個意見)
    - 3.2.1.4 限制使用冷氣 (74 個意見)
    - 3.2.1.5 限制廣告燈光 (47 個意見)
    - 3.2.1.6 限制電力的過度使用 (4 個意見)
    - 3.2.1.7 關閉未被使用的公共設施 (10 個意見)
    - 3.2.1.8 當沒有需要時關掉街燈 (11 個意見)
    - 3.2.1.9 使用具備能源效益的產品 (18 個意見)
    - 3.2.1.10 使用具備能源效益的燈泡 (24 個意見)
    - 3.2.1.11 其他強制性方案 (55 個意見)
  - 3.2.2 鼓勵性／自願性方案 (16 個意見)
    - 3.2.2.1 根據不同情況實施不同的電力收費尺度 (39 個意見)
    - 3.2.2.2 爲公司/住戶進行能源使用審核 (14 個意見)
    - 3.2.2.3 彈性工作時間(4 個意見)
    - 3.2.2.4 5 天工作(3 個意見)
    - 3.2.2.5 加強使用能源效益標籤 (14 個意見)
    - 3.2.2.6 宣傳具能源效益的產品 (32 個意見)
    - 3.2.2.7 建設天台花園以省電 (24 個意見)
    - 3.2.2.8 利用水來降溫 (7 個意見)
    - 3.2.2.9 使用太陽能 (23 個意見)
    - 3.2.2.10 提供更多具能源效益產品的選擇 (6 個意見)
    - 3.2.2.11 節約能源比賽 (8 個意見)
    - 3.2.2.12 爲節能表現優秀的樓宇引入能源效益標籤 (11 個意見)
    - 3.2.2.13 爲購買節省能源的儀器提供資助(6 個意見)
    - 3.2.2.14 懲罰那些無法達到能源效益標準的使用者(6 個意見)
    - 3.2.2.15 爲公司機構的節能計畫提供資助 (12 個意見)
    - 3.2.2.16 其他鼓勵性／自願性方案(74 個意見)
  - 3.2.3 節約能源的教育 (43 個意見)
  - 3.2.4 其他新政策 (17 個意見)

3.3 反對的意見 (5 個意見)
3.4 其他意見 (25 個意見)

3.8 普遍對社會參與過程的關注

表 3.4 總結普遍對是次社會參與過程的關注，並指出兩個主要的關注爲邀請回應題目的挑選（39 個意見）及收集意見的方法（32 個意見）。

表 3.4 社會參與的過程

4 社會參與過程的一般意見 (10 個意見)
- 4.1 如何選擇諮詢主題(39 個意見)
- 4.2 意見收集的方法 (32 個意見)
- 4.3 如何處理意見的關注 (7 個意見)
- 4.4 其他意見 (43 個意見)

3.9 普遍對其他空氣質素問題的關注

表 3.5 總結在是次社會參與過程中討論的三個主題以外所有其他有關空氣質素的關注。持份者提出的意見中，有很多已包括在可持續發展委員會 2006 年發表的報告中。

關於在 2006 年發表的報告中提及的議題，全部與機構部門選擇相關的意見（40 個意見）與對空氣質素指標檢討的關注有關。除了普遍支持引入更多雙動力汽車（37 個意見）以外，其他關於電力生產、交通選擇及工業選擇的意見頗爲分散。關於改善空氣質素的其他建議很多，最受支持的意見爲減少交通流量（80 個意見）、教育（65 個意見）、綠化（58 個意見）、可再生能源（47 個意見）、無污染交通工具（45 個意見）、樓宇密度（44 個意見）、地區研究（17 個意見），以及多使用鐵路運輸（15 個意見）。

很多意見亦強調政府的責任，尤其是透過扮演其領導的角色以作出行動（56 個意見）。同時，也有很多意見強調個人行動的需要（27 個意見）。

表 3.5 其他關於空氣質素的意見

5 其他項目
- 5.1 表達對空氣質素的關注 (134 個意見)
- 5.2 對空氣污染成因的意見 (105 個意見)
- 5.3 報告的建議 (1 個意見)
  - 5.3.1 機構部門的選擇 (檢討空氣質素指標) (40 個意見)
  - 5.3.2 電力生產的選擇 (23 個意見)
    - 5.3.2.1 使用潔淨的煤(3 個意見)
    - 5.3.2.2 使脫硫化管道氣體的污染物管制(6 個意見)
    - 5.3.2.3 使用液化天然氣(5 個意見)
    - 5.3.2.4 售賣電力至中國(2 個意見)
  - 5.3.3 交通運輸的選擇 (16 個意見)
    - 5.3.3.1 輕型貨車轉爲使用更乾淨的燃料(輕型貨車及輕型巴士) (6 個意見)
    - 5.3.3.2 在中型/重型貨車內安裝催化劑轉化器和微粒車速檢測設施(5 個意見)
    - 5.3.3.3 翻新改進專線巴士的微粒車速檢測設施(5 個意見)
    - 5.3.3.4 禁止從深圳輸入高硫含量的柴油(3 個意見)
    - 5.3.3.5 引入更多雙動力車輛(37 個意見)
  - 5.3.4 工業的選擇 (2 個意見)
    - 5.3.4.1 把工業用柴油轉爲超低硫含量的柴油(例如: 渡輪, 建築物, 輪船) (1 個意見)
    - 5.3.4.2 宣傳更潔淨的生產方式 (10 個意見)
    - 5.3.4.3 地區原料搜購的規範 (供應商) (2 個意見)
- 5.4 改善空氣質素的建議 (166 個意見)
  - 5.4.1 綠化 (58 個意見)
  - 5.4.2 樓宇密度 (44 個意見)
  - 5.4.3 教育 (65 個意見)
  - 5.4.4 鼓勵可再生能源 (47 個意見)
  - 5.4.5 氣體排放貿易 (8 個意見)
  - 5.4.6 減少交通流量 (80 個意見)
  - 5.4.7 鼓勵更多地使用鐵路運輸(15 個意見)
  - 5.4.8 採用較環保潔淨的交通運輸模式 (例如: 步行, 腳踏車) (45 個意見)
  - 5.4.9 禁止汽車停泊卻仍開動引擎(31 個意見)
  - 5.4.10 持續地進行區域性空氣污染方面的研究(17 個意見)

3.10 不同持份者的意見模式

對於可識別的個別人士及機構所提交的回應，我們會按意見的類型分類，從而了解市民大眾的不同關注。表 3.6 指出從主題的層面來看，私營公司比較關注道路收費，而學術界則比較關注高度空氣污染警示。

表 3.6 主題

	總計	獨立人士	私人公司	學術界	專業/關注團體	環境團體	政治團體
高度空氣污染日子	15%	14%	5%	41%	17%	23%	21%
道路收費	26%	24%	35%	3%	36%	27%	16%
用電需求管理/節約能源	22%	24%	20%	15%	18%	19%	9%
社會參與過程	4%	3%	5%	6%	7%	3%	0%
其他	33%	34%	35%	35%	23%	29%	55%
總計	100%	100%	100%	100%	100%	100%	100%

表 3.7 指出在高度空氣污染警示的意見中，學術界較爲傾向提供一般的意見及反對高度空氣污染警示。

表 3.7 高度空氣污染日子警示

	總計	獨立人士	私人公司	學術界	專業/關注團體	環境團體	政治團體
高度空氣污染日子警示系統	39%	34%	36%	82%	38%	55%	40%
高度空氣污染日子的政策	53%	58%	64%	4%	49%	41%	56%
支持的意見	3%	2%	0%	0%	9%	5%	0%
反對的意見	3%	3%	0%	14%	0%	0%	0%
其他意見	2%	2%	0%	0%	5%	0%	4%
總計	100%	100%	100%	100%	100%	100%	100%

表 3.8 指出私營公司提交的意見主要是反對道路收費，而學術界及政治團體主要關注收費政策。

表 3.8 道路收費

	總計	獨立人士	私人公司	學術界	專業/關注團體	環境團體	政治團體
一般意見	2%	1%	0%	0%	3%	0%	11%
支持的意見	9%	10%	7%	0%	8%	12%	11%
收費政策	17%	17%	13%	100%	14%	28%	42%
與道路收費互補的措施	8%	9%	0%	0%	11%	10%	5%
道路收費的稅收政策	14%	13%	15%	0%	10%	22%	16%
反對的意見	22%	18%	49%	0%	29%	6%	0%
其他替代道路收費的方案	25%	31%	15%	0%	16%	8%	16%
其他意見	3%	1%	0%	0%	9%	14%	0%
總計	100%	100%	100%	100%	100%	100%	100%

表 3.9 指出所有界別主要關注實施用電需求管理的新政策。

表 3.9 用電需求管理

	總計	獨立人士	私人公司	學術界	專業/關注團體	環境團體	政治團體
用電需求管理的一般意見	1%	1%	5%	0%	0%	3%	0%
支持的意見	6%	4%	13%	0%	14%	6%	9%
有需要就用電需求管理制定新的政策	89%	92%	78%	100%	69%	91%	91%
反對的意見	1%	1%	3%	0%	0%	0%	0%
其他意見	3%	1%	3%	0%	17%	0%	0%
總計	100%	100%	100%	100%	100%	100%	100%

表 3.10 指出普遍對邀請回應題目的挑選及收集意見渠道的關注。

表 3.10 社會參與過程

	總計	獨立人士	私人公司	學術界	專業/ 關注團體	環境團體	政治團體
社會參與過程的一般意見	8%	6%	10%	0%	12%	0%	-
諮詢主題的選擇	30%	28%	20%	25%	39%	20%	-
意見收集	24%	27%	30%	50%	15%	20%	-
意見處理	5%	6%	0%	0%	6%	0%	-
其他意見	33%	33%	40%	25%	27%	60%	-
總計	100%	100%	100%	100%	100%	100%	-

最後表 3.11 指出學術界較多傾向表達對空氣質素的關注，而其他團體則較多傾向提供其他改善空氣質素的建議。

表 3.11 其他主題

	總計	獨立人士	私人公司	學術界	專業/ 關注團體	環境團體	政治團體
表達對空氣質素的關注	11%	9%	17%	42%	12%	15%	21%
空氣污染的成因	9%	8%	4%	4%	12%	15%	12%
報告的建議	14%	11%	26%	33%	24%	19%	12%
改善空氣質素的建議	49%	56%	31%	8%	27%	28%	41%
政府責任	10%	8%	9%	13%	23%	19%	11%
需要個人作出行動/ 改變行爲模式	2%	3%	1%	0%	2%	0%	3%
投訴	4%	4%	11%	0%	1%	6%	0%
總計	100%	100%	100%	100%	100%	100%	100%

第四章：綜合分析及總結

4.1 如何結合量性和質性的分析

由於量性與質性的數據是來自不同類型及數量的回應者所提交的回應，直接把兩者的分析發現作結果並沒有意義。然而，嘗試把兩者結合將有助提供一個全面的大眾意見，以及總結那些議題已達共識及那些未達共識。雖然這牽涉主觀成份，但這報告已在之前的章節對量性與質性的數據提供了基本的分析。本報告書的分析具有高度的透明度，這可讓社會各界就這些回應作出個別的總結。

4.2 高度空氣污染警示日子

社會大眾明顯一致地認爲香港需要對高度空氣污染警示作出更積極的反應，最低限度取消那些涉及體力勞動的活動及多以公共交通工具替代其他交通模式。主流意見偏好顏色警示。當有關回應一經落實，有關方面應就提前發出警告的具體時間作出進一步的討論。

4.3 道路收費

在交通收費升幅合理及沒有更好的替代方案的前提下，如果道路收費能顯著地改善香港的空氣質素，這政策亦會得到大眾廣泛的支持（即使現在仍未能說服汽車及的士業界認同道路收費並不會對他們帶來損失）。廣泛一致的意見認爲收費的標準該根據污染者自付的原則，並對公共巴士、學校巴士及傷殘人士車輛提供折扣優惠。人們亦準備更多使用公共交通工具，並支持以道路收費的收入，引進更環保的車輛及交通運輸的選擇。

4.4 用電需求管理／節約能源

持份者一致地認同有需要在這方面推行新的政策（包括強制性措施及獎勵）。唯一需要進一步討論的地方是如何明確地在強制性與自願性措施之間劃分界線。廣泛支持的強制性措施包括關掉空置的辦公室及學校班房內的電燈和空調、關掉清晨時份的廣告燈光、及使用節能燈泡。大多數支持爲在非繁忙時段收取較便宜的電費，及獎勵設計和節能表現優秀的環保建築 。

4.5 社會參與過程

有持份者關注這次社會參與過程的有關題目如何被挑選出來，以及回應表格內一些問題的用辭。這可算是在是次社會參與過程中若干缺乏信任的表現。

4.6 其他空氣質素的關注

重點大概是很大部分的市民大眾都非常關注空氣質素，否則這個社會參與過程不會有如此巨大的回應。人們一方面希望政府作出行動，另一方面亦明白有需要改變個人行爲。持份者表達對空氣質素指標的關注，以加強推行高度空氣污染警示系統的基礎。他們亦希望能減少交通流量、鼓勵使用更潔淨的交通模式及燃料、推行更多公民教育及更多綠化工作。

4.7 總結

政府現正面對一個難得的機會尋求改變，以獲得社會大眾強力的支持。那些重要卻未被一致認同的事項，只要一經解決（例如運輸行業對道路收費的憂慮），便應有可能去作出一些真實且重要的改變，以回應市民大眾的訴求及獲得他們的支持。

附錄一

顧問小組的成員及架構

顧問小組的成員及架構

一. 顧問小組成員

白景崇教授：香港大學社會科學研究中心主任
劉敏莉小姐：研究及策略經理
李子揚先生：助理技術經理
李幸婷小姐：高級研究幹事
張家樂先生：研究幹事
莊曉媚小姐：研究助理

二．顧問小組的架構

白景崇教授負責監督整個社會參與的過程、問卷設計及數據分析，並代表在更佳空氣質素高峰會上發表就公眾回應的獨立分析結果，以及負責撰寫呈交予可持續發展委員會的獨立報告書。

劉敏莉小姐負責統籌從數據收集到數據分析的工作，以及監督質性及量性工作小組的工作。她同時負責收集整理所有質性的數據及設計質性數據的分析架構，並向可持續發展科提交每個月的進度報告，以及處理主要的翻譯工作。

李子揚先生負責監督數據的輸入及處理以確保整個數據輸入過程的順暢及準確。

李幸婷小姐負責量性數據的處理及分析。

張家樂先生負責質性數據的編碼及分析。

莊曉媚小姐負責在是此社會參與過程中紀錄公眾的回應。

附錄二

可持續發展委員會主辦及／或與夥伴機構協辦的社會參與研討會、簡報會及討論會的列表

可持續發展委員會主辦及／或與夥伴機構協辦的社會參與研討會、簡報會及討論會的列表

一． 三個主題討論坊，約二百三十位參加者，當中包括公眾人士、區議會議員、公務員及非政府組織和機構之代表：

2007 年 7 月 25 日	討論坊 - 用電需求管理
2007 年 8 月 15 日	討論坊 - 道路收費
2007 年 8 月 25 日	討論坊 -「高度空氣污染」日子

二．可持續發展委員會及其伙伴機構共同籌辦的二十五個社會參與項目，約三千一百人參與：

2007 年 6 月 15 日	香港僱主聯合會早餐會
2007 年 6 月 29 日	香港總商會商界環保大聯盟及國際商會簡報會
2007 年 7 月 4 日	香港總商會午餐會
2007 年 7 月 6 日	聖公宗(香港)中學委員會聯校研討會
2007 年 7 月 20 日	香港房屋委員會簡報會
2007 年 8 月 8 日	香港浸會大學工作坊
2007 年 8 月 15 日	香港家庭計劃指導會「高度空氣污染」日子聚焦小組討論會
2007 年 8 月 21 日	香港家庭計劃指導會「道路收費」聚焦小組討論會
2007 年 8 月 22 日	香港家庭計劃指導會「用電需求管理」聚焦小組討論會
2007 年 8 月 23 日	三十會「用電需求管理」座談會
2007 年 8 月 23 日	香港家庭計劃指導會「高度空氣污染」日子聚焦小組討論會
2007 年 8 月 28 日	香港家庭計劃指導會「道路收費」聚焦小組討論會
2007 年 8 月 31 日	香港家庭計劃指導會「用電需求管理」聚焦小組討論會
2007 年 9 月 7 日	香港總商會至九龍巴士有限公司考察團
2007 年 9 月 12 日	香港總商會至路邊空氣質素監測站考察團
2007 年 9 月 13 日	香港僱主聯合會研討會
2007 年 9 月 15 日	大學教職員研討會
2007 年 9 月 22 日	三十會「高度空氣污染」日子及「道路收費」座談會
2007 年 10 月 3 日	香港大學研討會
2007 年 10 月 5 日	香港青年協會研討會
2007 年 10 月 6 日	香港可持續發展公民議會研討會
2007 年 10 月 6 日	環保建築專業議會 Zero Carbon Alliance Launching Day
2007 年 10 月 8 日	順德聯誼總會聯校座談會
2007 年 10 月 10 日	香港青年協會研討會
2007 年 10 月 12 日	商界環保協會座談會

三． 十三個簡報會，約一千一百位行政人員/專業人士/諮詢機構參與：

2007 年 7 月 31 日	九龍倉集團簡報會
2007 年 7 月 31 日	香港電燈有限公司簡報會
2007 年 8 月 6 日	香港安利公司簡報會
2007 年 8 月 8 日	香港中華煤氣有限公司午餐會
2007 年 8 月 27 日	利豐有限公司及捷成洋行有限公司簡報會
2007 年 9 月 3 日	香港上海匯豐銀行有限公司座談會
2007 年 9 月 5 日	香港上海匯豐銀行有限公司座談會
2007 年 9 月 6 日	香港女工商及專業人員聯會簡報會
2007 年 9 月 10 日	香港英商會簡報會
2007 年 9 月 10 日	政府諮詢機構簡報會
2007 年 9 月 20 日	香港運輸物流學會簡報會
2007 年 10 月 2 日	香港加拿大商會工作坊
2007 年 10 月 4 日	香港工程師學會專業團體研討會

四． 七個簡報會，約一千四百位學生參與：

2007 年 9 月 3 日	己連拿小學簡報會
2007 年 9 月 5 日至 6 日	堅尼地小學簡報會
2007 年 9 月 14 日	耀中國際學校簡報會
2007 年 9 月 17 日	啓新書院簡報會
2007 年 9 月 21 日	白普理學校簡報會
2007 年 9 月 24 日	德瑞國際學校簡報會
2007 年 10 月 5 日	畢架山小學簡報會

附錄三

雙語版本的回應表格

請填寫意見並交回本小冊子
Please fill in your comments and return this pamphlet to us.

A. 個人資料
Demographic

1. 性別：
   Record Gender:

   ☐ 男 Male
   ☐ 女 Female

2. 年齡：
   How old are you:

   ☐ < 18
   ☐ 19 - 29
   ☐ 30 - 49
   ☐ 50 - 59
   ☐ 60 +

3. 就業情況：
   What is your occupational status?

   ☐ 僱員 Employees
   ☐ 僱主 Employers
   ☐ 自僱 Self-employed
   ☐ 待業 - 跳到第 5 題 Unemployed Skip to Question 5
   ☐ 學生 - 跳到第 5 題 Student Skip to Question 5
   ☐ 家庭主婦 - 跳到第 5 題 Home-makers Skip to Question 5
   ☐ 退休人士 - 跳到第 5 題 Retirees Skip to Question 5
   ☐ 其他 (請説明) Others (please specify) _____

4. 從事行業：
   What industry you are working in?

   ☐ 政府 Government
   ☐ 非政府機構 NGOs
   ☐ 教育界 Education
   ☐ 環保業 Environmental
   ☐ 電力行業 Power
   ☐ 運輸業 Transport
   ☐ 製造業 Manufacturing
   ☐ 服務業 Services
   ☐ 其他私營界別 Other private sector
   ☐ 其他 Others

5. 居住地方：
   Where do you live?

   ☐ 香港 Hong Kong
   ☐ 內地 Mainland
   ☐ 海外 Overseas

B. 「高度空氣污染」日子的警示
High Air Pollution Day Alerts

6. 我們應否有一個較現行更主動積極的「高度空氣污染」日子的警示？
   Should we have a more active response to high air pollution day alerts than we do currently?

   ☐ 應該 Yes
   ☐ 不應該 No

7. 當局應採用哪種警示系統，以顯示空氣質素的安全程度？
   What sort of alert system should be used to identify how safe the air quality is?

☐ 顏色識別系統，例如紅色表示空氣污染達嚴重程度 Colour-coding scheme, eg. red colour for serious level
☐ 數字識別系統，例如現時實行的颱風訊號系統 Number-coding scheme, e.g. existing scheme for typhoon
☐ 符號識別系統，例如停止符號表示空氣污染達嚴重程度 Symbol-coding scheme, e.g. stop sign for serious level
☐ 沿用現行的空氣污染指數系統 Use of the current system
☐ 其他 (請説明) Others (please specify) _____

8. 在「高度空氣污染」日子， 當局應提前多久向市民發出「高度空氣污染」日子的警示(假設提前警示的時間愈早，準確性愈低)？
How long before a high air pollution alert day should a notice be issued (assuming that longer notice would be less accurate)?

☐ 24 小時以前通知 More than 24 hours' notice
☐ 24 小時通知 24 hours' notice
☐ 在午夜或以前(00:00) By midnight (00:00)
☐ 在當日上午 6 時或以前 By 6 a.m. of that day
☐ 其他 (請説明) Others (please specify) _____

9. 在「高度空氣污染」日子，哪些由政府舉辦的戶外活動應被取消？
On high air pollution alert days, what sort of outdoor events organised by the Government should be cancelled?

☐ 所有戶外活動 All outdoor events
☐ 所有涉及大量群眾參與的活動，例如戶外音樂會 All events involving large crowds such as outdoor concerts
☐ 所有涉及體力消耗的活動，例如運動會 All events involving physical activity such as sports days
☐ 以上各項皆不是 None at all

10. 在「高度空氣污染」日子，哪些由私人機構舉辦的戶外活動應被取消？
On high air pollution alert days, what sort of outdoor events organised by the private sector should be cancelled?

☐ 所有戶外活動 All outdoor events
☐ 所有涉及大量群眾參與的活動，例如戶外音樂會 All events involving large crowds such as outdoor concerts
☐ 所有涉及體力消耗的活動，例如運動會 All events involving physical activity such as sports days
☐ 以上各項皆不是 None at all

11. 除了警示系統、可能的強制性行動和教育工作外，在「高度空氣污染」日子，我們應作出什麼相應的行動？你可選擇多於一項。
In addition to warnings, possible mandated actions and education, what should we do on a high air pollution day? You may tick more than one box.

☐ 盡量使用公共車輛作為主要的交通工具 Use public transport as much as possible
☐ 盡量減少使用個人電器用品 Reduce use of personal electrical equipment as much as possible
☐ 按情況穿着合適的輕便衣服 Wear casual clothes as appropriate
☐ 按情況盡量留在家中工作 Work from home whenever as appropriate
☐ 其他 (請説明) Others (please specify) _____

12. 除了警示系統和教育工作外，在「高度空氣污染」日子， 政府應採取什麼相應的行動？你可選擇多於一項。
In addition to warnings and education, what should the Government do on a high air pollution day? You may tick more than one box.

☐ 要求政府僱員盡量使用公共車輛作為主要的交通工具 Require Government employees to use public transport as much as possible
☐ 要求政府僱員盡量減少使用電力推動或柴油推動的電器器材 Require Government employees to reduce use of electrical and diesel-powered equipment as much as possible

☐ 要求僱主容許健康狀況特殊的僱員，例如有呼吸系統毛病或心臟病等僱員留在家中工作 Require employers to allow staff with special medical needs, like people with respiratory or heart diseases, to work from home
☐ 容許政府僱員按情況穿着合適的輕便衣服 Allow Government employees to wear casual clothes as appropriate
☐ 容許政府僱員按情況盡量留在家中工作 Allow Government employees to work from home as appropriate
☐ 容許學校或高等學院讓學生盡量留在家中學習 Allow schools and tertiary institutions to let students study at home whenever possible

13. 僱主在「高度空氣污染」日子應有什麼相應的行動？你可選擇多於一項。
What should employers do on a high air pollution day? You may tick more than one box.

☐ 要求僱員盡量使用公共車輛作為主要的交通工具 Require employees to use public transport as much as possible
☐ 要求僱員盡量減少使用電力推動或柴油推動的電器器材 Require employees to reduce use of electrical and diesel-powered equipment as much as possible
☐ 容許僱員按情況盡量留在家中工作 Allow employees to work from home as appropriate
☐ 容許僱員按情況穿着合適的輕便衣服 Allow employees to wear casual clothes as appropriate
☐ 其他 (請説明) Others (please specify)_____

C. 道路收費 Road Pricing

14. 假如實施道路收費計劃，在哪些方面會對你帶來影響？你可選擇多於一項。
If road pricing is introduced, in what ways would it affect you? You may tick more than one box.

☐ 作為司機 Motorist
☐ 作為乘搭巴士人士 Bus user
☐ 作為乘搭的士人士 Taxi user
☐ 作為乘搭小巴人士 Minibus user
☐ 作為送貨人士 Goods deliveries
☐ 其他 (請説明) Others (please specify) _____

15. 你有多同意/ 不同意道路收費應為政府政策之一，以處理香港空氣污染的問題？
How strongly do you agree/disagree that road pricing should be part of Government policy to address air pollution in Hong Kong?

☐ 非常同意 Strongly agree
☐ 同意 Agree
☐ 中立 Neutral
☐ 不同意 Disagree
☐ 非常不同意 Strongly disagree

16. 哪一項最重要的因素會令你反對道路收費的建議?
What single most important factor would lead you to oppose road pricing?

☐ 政府未能提供足夠可供選擇的路線 The Government is unable to provide sufficient alternative routes
☐ 其他交通工具的選擇並不足夠 There are insufficient alternative forms of transport
☐ 要付出高昂的額外交通費用 High additional transport costs
☐ 在繁忙時段對送貨服務帶來的影響 Impact on delivery services during peak hours
☐ 其他 (請説明) Others (please specify)_____
☐ 沒有任何因素會令我反對這項建議 No factor would lead me to oppose it

17. 你認為應以什麼因素作為決定道路收費的費用的根據？你可選擇多於一項。
What factors do you support when determining the fees for road pricing? You may tick more than one box.

☐ 車輛污染物排放量 Pollution output of vehicle
☐ 行車時間/時段 Driving time/period
☐ 車輛行駛的區域 District driving in
☐ 為了私人目的而駕駛私家車 Private use
☐「高度空氣污染」日子 High air pollution days
☐ 其他 (請説明) Others (please specify) _____

18. 在考慮以上的因素後，哪類車輛應獲減收道路收費？你可選擇多於一項。
What types of vehicles should be given reduced road pricing after accounting for the above? You may tick more than one box.

☐ 的士 Taxis
☐ 巴士 Buses
☐ 小巴 Minibuses
☐ 送貨車輛 Delivery service vehicles
☐ 殘疾人士車輛 Transport for the disabled
☐ 學校巴士 School buses
☐ 其他 (請説明) Others (please specify)_____
☐ 沒有任何車輛 None

19. 假如道路收費可以令空氣質素有某程度的改善，你會否支持為了社會大眾的利益而增加整體的道路交通成本？
Would you support some increase in road transport costs for the community, if it led to a measurable improvement in air quality?

☐ 支持 Yes
☐ 不支持 No

20. 在個人層面上，你會作出什麼行動，以減少道路交通帶來的空氣污染？你可選擇多於一項。
What would you be prepared to do at a personal level to reduce air pollution from road transport? You may tick more than one box.

☐ 避免把車輛駛進收費區域 Avoid the priced zones
☐ 使用公共鐵路運輸系統 Use public rail
☐ 外出時盡量不駕駛私家車輛 Leave vehicle at home
☐ 步行或以自行車代步上班或到其他地方 Walk or cycle to work and elsewhere
☐ 其他 (請説明) Others (please specify) _____
☐ 沒有任何行動 None

21. 假如實施道路收費，你會支持政府在開支或税收上有哪些方面的變動？你可選擇多於一項。
What changes in Government spending or taxes would you support, if road pricing is introduced? You may tick more than one box.

☐ 減燃料税 To reduce fuel tax
☐ 減道路税 To reduce road tax
☐ 撥款興建新的單車徑 To subsidise construction of new cycle lanes
☐ 撥款興建額外的道路 To subsidise construction of additional roads
☐ 撥款擴闊行人區及行人道 To subsidise widening of pedestrian areas and walkways
☐ 資助導致較少污染或道路擠塞的交通模式，例如以鐵路接駁貨櫃碼頭 To subsidise less polluted or congested forms of transport, e.g. rail to the container port
☐ 資助使用更環保的交通工具，例如混合動力車 To subsidise use of more environmentally friendly forms of transport, e.g. hybrid vehicles
☐ 其他 (請説明) Others (please specify) _____
☐ 無需任何變動 None

D. 用電需求管理/節約能源
Demand Side Management/Energy Saving

22. 在個人層面上，你會作出什麼行動，以控制自己的能源需求或節約能源？你可選擇多於一項。
What things would you be prepared to do at a personal level to manage your energy demand or save energy? You may tick more than one box.

- ☐ 勸諭你的家庭成員購買有能源效益標籤的家庭電器 Persuade your household to purchase energy efficient household appliances
- ☐ 關掉不必要的電燈及冷氣 Turn off unnecessary lights and air conditioning
- ☐ 鼓勵親戚朋友採取有助能源效益及節約能源的措施 Encourage friends and relatives to adopt energy efficiency and conservation practices
- ☐ 盡量避免過度用電 Avoid excessive electricity usage wherever possible
- ☐ 以具能源效益的電燈泡取代現時的照明設備 Replace existing lighting with energy-efficient light bulbs
- ☐ 其他 (請説明) Others (please specify) _____

23. 你認為哪些項目應被強制執行，以控制能源的消耗？你可選擇多於一項。
What things do you think should be mandatory to manage energy consumption? You may tick more than one box.

- ☐ 在馬路交通流量較低時關掉路面的街燈 Street lighting turned off when there is low traffic
- ☐ 在清晨時份關掉廣告燈光 Advertising lights turned off in the early morning
- ☐ 當沒有人在學校/工作辦公室時，關掉室內的電燈及冷氣 School/office lighting and air conditioning should be switched off in empty offices
- ☐ 學校/辦公室的室溫在夏季應保持最低攝氏 25.5 度或以上 School/office temperature should be maintained at 25.5 degrees or above in the summer
- ☐ 公司及機構應購買有能源效益標籤的辦公室設備 Purchase energy efficient office equipment in companies and corporations
- ☐ 所有政府部門應購買有能源效益的辦公室設備 Purchase energy efficient office equipment in all Government departments
- ☐ 建築設計及建造工程應採用環保措施 Use environmentally friendly practices in building design and construction
- ☐ 以具能源效益的電燈泡取代現時的照明設備 Replace existing lighting with energy-efficient light bulbs
- ☐ 其他 (請説明) Others (please specify) _____

24. 你會支持推行什麼政策，以達到更大的能源效益？你可選擇多於一項。
What policies would you support to encourage greater energy efficiency? You may tick more than one box.

- ☐ 在非用電高峰期向用電者收取較便宜的電費 Cheaper off-peak electricity for consumers
- ☐ 為能夠達到節能目標的物業管理人發放獎勵 Incentives for building managers who achieve energy performance targets
- ☐ 為能夠設計出能源效益出眾的建築物的專業人士發放獎勵 Incentives to professionals who design buildings with superior energy performance
- ☐ 其他 (請説明) Others (please specify) _____

香港特別行政區政府新聞處設計
(用再造紙印刷)

附錄四

回應表格的單向頻率表

Sample size: 81,112 (in total)

A. Demographics

Form type

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Teleform (public)	3501	4.3	4.3	4.3
	Teleform (student)	9534	11.8	11.8	16.1
	Pamphlet	45708	56.4	56.4	72.4
	Online	22369	27.6	27.6	100.0
	Total	81112	100.0	100.0	

Q1. Gender:

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Male	35935	44.3	46.8	46.8
	Female	40852	50.4	53.2	100.0
	Total	76787	94.7	100.0	
Missing	Missing answer	4325	5.3		
Total		81112	100.0		

Q2. How old are you? (recoded)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	<=18	38261	47.2	49.9	49.9
	19-29	13732	16.9	17.9	67.8
	30-49	18643	23.0	24.3	92.0
	50-59	4484	5.5	5.8	97.9
	60+	1617	2.0	2.1	100.0
	Total	76737	94.6	100.0	
Missing	Missing answer	4375	5.4		
Total		81112	100.0		

**In Q2, we assumed that respondents who completed the student teleform are aged 18 or below.*

Q2 (student). What is your class level?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Primary 1 to 6	180	.2	1.9	1.9
	Secondary 1 to 3	4683	5.8	50.5	52.4
	Secondary 4 to 6	4412	5.4	47.6	100.0
	Total	9275	11.4	100.0	
Missing	Not applicable	71784	88.5		
	Missing answer	53	.1		
	Total	71837	88.6		
Total		81112	100.0		

** About 10 respondents are secondary 7, their class levels are regarded as the category "Secondary 4 to 6".*

Q3. What is your occupational status? (recoded)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Employees	20472	25.2	26.8	26.8
	Employers	1031	1.3	1.4	28.2
	Self-employed	1480	1.8	1.9	30.1
	Unemployed	853	1.1	1.1	31.3
	Students	46085	56.8	60.4	91.7
	Home-makers	4888	6.0	6.4	98.1
	Retirees	1444	1.8	1.9	100.0
	Others	3	.0	.0	100.0
	Total	76256	94.0	100.0	
Missing	Missing answer	4856	6.0		
Total		81112	100.0		

Q4. What industry you are working in?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Government	4029	5.0	17.4	17.4
	NGOs	2074	2.6	9.0	26.4
	Education	3143	3.9	13.6	40.0
	Environmental	255	.3	1.1	41.1
	Power	1018	1.3	4.4	45.5
	Transport	1483	1.8	6.4	51.9
	Manufacturing	1368	1.7	5.9	57.8
	Services	4944	6.1	21.4	79.1
	Other private sector	2572	3.2	11.1	90.3
	Others	2255	2.8	9.7	100.0
	Total	23141	28.5	100.0	
Missing	Not applicable	53131	65.5		
	Missing answer	4840	6.0		
	Total	57971	71.5		
Total		81112	100.0		

Q5. Where do you live?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Hong Kong	65435	80.7	98.4	98.4
	Mainland	591	.7	.9	99.3
	Overseas	494	.6	.7	100.0
	Total	66520	82.0	100.0	
Missing	Not applicable	9534	11.8		
	Missing answer	5058	6.2		
	Total	14592	18.0		
Total		81112	100.0		

B. High Air Pollution Day Alerts

Q6. Should we have a more active response to high air pollution day alerts than we do currently?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	71679	88.4	94.5	94.5
	No	4138	5.1	5.5	100.0
	Total	75817	93.5	100.0	
Missing	Missing answer	5295	6.5		
Total		81112	100.0		

Q7. What sort of alert system should be used to identify how safe the air quality is?

		Frequency	Percent	Valid Percent	Percent
Valid	Colour-coding scheme, e.g. red colour for serious level	36739	45.3	49.4	49.4
	Number-coding scheme, e.g. existing scheme for typhoon	21939	27.0	29.5	78.8
	Symbol-coding scheme, e.g. stop sign for serious level	5158	6.4	6.9	85.8
	Use of the current system	10342	12.8	13.9	99.7
	Others	257	.3	.3	100.0
	Total	74435	91.8	100.0	
Missing	More than 1 answer	1568	1.9		
	Missing answer	5109	6.3		
	Total	6677	8.2		
Total		81112	100.0		

Q7. What sort of alert system should be used to identify how safe the air quality is? (Others)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Use of cartoon / human figure	36	.0	14.0	14.0
	Alphabets coding scheme	12	.0	4.7	18.7
	Scale coding scheme, e.g. high - low, good - bad	13	.0	5.1	23.7
	Class or grade coding scheme, e.g. class I, II, III	10	.0	3.9	27.6
	Picture coding scheme, e.g. use of any graphic images	13	.0	5.1	32.7
	Number & symbol coding scheme	10	.0	3.9	36.6
	Colour & number coding scheme	65	.1	25.3	61.9
	Symbol & colour coding scheme	11	.0	4.3	66.1
	Colour & number & symbol coding scheme	6	.0	2.3	68.5
	All 4 listed coding systems	14	.0	5.4	73.9
	Current scheme and color coding scheme	8	.0	3.1	77.0
	Current scheme and symbol coding scheme	2	.0	.8	77.8
	Cartoon or human figure and colour coding scheme	1	.0	.4	78.2
	Cartoon or human figure, picture and scale coding scheme	1	.0	.4	78.6
	Number, cartoon or human figure, scale & colour coding scheme	1	.0	.4	79.0
	Following international standards, e.g. European standard, USA standard	36	.0	14.0	93.0
	Reporting real figures of pollutants	8	.0	3.1	96.1
	Use Pollutants Standards Index (PSI)	2	.0	.8	96.9
	Modification on the current coding scheme	2	.0	.8	97.7
	Kind of new or creative coding system	6	.0	2.3	100.0
	Total	257	.3	100.0	
Missing	System	80855	99.7		
Total		81112	100.0		

Q8. How long before a high air pollution alert day should a notice be issued (assuming that longer notice would be less accurate)?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	More than 24 hours' notice	17156	21.2	22.6	22.6
	24 hours' notice	21810	26.9	28.7	51.4
	By midnight (00:00)	6029	7.4	7.9	59.3
	By 6 a.m. of that day	30027	37.0	39.6	98.9
	Others	859	1.1	1.1	100.0
	Total	75881	93.6	100.0	
Missing	More than 1 answer	513	.6		
	Missing answer	4718	5.8		
	Total	5231	6.4		
Total		81112	100.0		

**In Q8, if any 2 or more options among the first 4 options were chosen, we use the lowest option as the answer.*

Q8. How long before a high air pollution alert day should a notice be issued (assuming that longer notice would be less accurate)? (Others)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	72 hours' notice	3	.0	.3	.3
	12 hours' notice	64	.1	7.5	7.8
	More than 12 hours' notice	2	.0	.2	8.0
	10 hours' notice	5	.0	.6	8.6
	8 hours' notice	8	.0	.9	9.5
	6 hours' notice	34	.0	4.0	13.5
	4 hours' notice	17	.0	2.0	15.5
	2 hours' notice	52	.1	6.1	21.5
	5 hours' notice	7	.0	.8	22.4
	3 hours' notice	25	.0	2.9	25.3
	1 hour' notice	23	.0	2.7	27.9
	48 hours' notice	9	.0	1.0	29.0
	Few hours' notice	1	.0	.1	29.1
	15 min.s' notice	1	.0	.1	29.2
	By 7 pm	4	.0	.5	29.7
	By 8pm	3	.0	.3	30.0
	By 9pm	5	.0	.6	30.6
	By 10pm	1	.0	.1	30.7
	By 11pm	1	.0	.1	30.8
	By 6pm	5	.0	.6	31.4
	Prior night	3	.0	.3	31.8
	By 3pm	1	.0	.1	31.9
	By 4am	11	.0	1.3	33.2
	By 5am	9	.0	1.0	34.2
	By 7am	33	.0	3.8	38.1
	By 8am	40	.0	4.7	42.7
	By 9am	10	.0	1.2	43.9
	By 10am	2	.0	.2	44.1
	At morning	2	.0	.2	44.4
	By 12:00 noon	28	.0	3.3	47.6
	By 3pm	5	.0	.6	48.2
	At afternoon	2	.0	.2	48.4
	Immediate notice	143	.2	16.6	65.1
	At the time of weather report	17	.0	2.0	67.1
	After news report	36	.0	4.2	71.2
	At evening and morning	13	.0	1.5	72.8
	AM and PM	15	.0	1.7	74.5
	Regular notice	84	.1	9.8	84.3
	At morning, afternoon & night	27	.0	3.1	87.4

	Before going to work or school	8	.0	.9	88.4
	Every Saturday or Sunday	1	.0	.1	88.5
	News report in the morning	5	.0	.6	89.1
	At morning & noon	4	.0	.5	89.5
	As soon as possible	10	.0	1.2	90.7
	Day time	1	.0	.1	90.8
	At the time of weather report and news report	2	.0	.2	91.0
	Same as now	1	.0	.1	91.2
	All 4 listed time are feasible, i.e. more than 24 hours' notice, 24 hours' notice, by mid-might, by 6 am of that day)	8	.0	.9	92.1
	24 hours' notice or By 6am of that day	1	.0	.1	92.2
	By 6am and 3 hours' notice	1	.0	.1	92.3
	By 6am and 6pm	1	.0	.1	92.4
	1 day before	8	.0	.9	93.4
	2 days before	5	.0	.6	93.9
	3 days before	9	.0	1.0	95.0
	7 days before	13	.0	1.5	96.5
	A month before	2	.0	.2	96.7
	2 months before	1	.0	.1	96.9
	No notice required	27	.0	3.1	100.0
	Total	859	1.1	100.0	
Missing	System	80253	98.9		
Total		81112	100.0		

Q9. On high air pollution alert days, what sort of outdoor events organised by the Government should be cancelled?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	All outdoor events	17634	21.7	23.1	23.1
	All events involving large crowds such as outdoor concerts	17804	21.9	23.3	46.4
	All events involving physical activity such as sports days	29870	36.8	39.1	85.5
	None at all	11060	13.6	14.5	100.0
	Total	76368	94.2	100.0	
Missing	Missing answer	4744	5.8		
Total		81112	100.0		

**In Q9, if any 2 or more options among the first 3 options were chosen, we use the highest option as the answer.*

Q10. On high air pollution alert days, what sort of outdoor events organised by the private sector should be cancelled?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	All outdoor events	17576	21.7	23.0	23.0
	All events involving large crowds such as outdoor concerts	17854	22.0	23.4	46.4
	All events involving physical activity such as sports days	27831	34.3	36.5	82.9
	None at all	13091	16.1	17.1	100.0
	Total	76352	94.1	100.0	
Missing	Missing answer	4760	5.9		
Total		81112	100.0		

**In Q10, if any 2 or more options among the first 3 options were chosen, we use the highest option as the answer.*

Q11. In addition to warnings, possible mandated actions and education, what should we do on a high air pollution day? You may tick more than one box.

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q11(a)	76361	94.1%	4751	5.9%	81112	100.0%

a Dichotomy group tabulated at value 1.

$q11 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q11. In addition to warnings, possible mandated actions and education, what should we do on a high air pollution day? You may tick more than one box.(a)	Use public transport as much as possible	58378	40.7%	76.5%
	Reduce use of personal electrical equipment as much as possible	25582	17.8%	33.5%
	Wear casual clothes as appropriate	27573	19.2%	36.1%
	Work from home whenever as appropriate	31005	21.6%	40.6%
	Others	889	.6%	1.2%
Total		143427	100.0%	187.8%

a Dichotomy group tabulated at value 1.

Q11. In addition to warnings, possible mandated actions and education, what should we do on a high air pollution day? You may tick more than one box. (Others)

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q11(a)	889	1.1%	80223	98.9%	81112	100.0%

a Group

$q11 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q11. In addition to warnings, possible mandated actions and education, what should we do on a high air pollution day?	Use walking to replace the use of motor vehicles	13	1.4%	1.5%
	Encourage cycling to replace the use of motor vehicles	10	1.1%	1.1%
	Use transit railway as main public transport	16	1.7%	1.8%
	Reduce the use of all types of transport	15	1.6%	1.7%
	Reduce use of private vehicles	24	2.5%	2.7%
	Turn off engine when not using	13	1.4%	1.5%
	Use environmentally-friendly vehicles / vehicles which cause less air pollution	11	1.2%	1.2%
	Use ferry	1	.1%	.1%
	Flexible working hours whenever appropriate to reduce the no. of vehicles on the road during peak hour	1	.1%	.1%
	Reduce use of air conditioner or turn the air conditioner at 25 degree	140	14.8%	15.7%
	Reduce use of lightings	12	1.3%	1.3%
	Reduce energy consumption	29	3.1%	3.3%
	Turn off electrical appliance when not using	1	.1%	.1%
	Use of energy efficient products	9	1.0%	1.0%

	Reduce use of public electrical equipment as much as possible	1	.1%	.1%
	Reduce the use of spray	17	1.8%	1.9%
	Reduce the use of any pollution products	6	.6%	.7%
	Reduce the use of plastic bags	8	.8%	.9%
	Not or reduce smoking	45	4.8%	5.1%
	Be conscious to indoor air pollution	1	.1%	.1%
	Reduce all actions which causes pollution	10	1.1%	1.1%
	Be conscious to personal health condition	7	.7%	.8%
	Avoid going outdoor if having respiratory disease / for elderly or children	22	2.3%	2.5%
	Elderly should be more cautions to their health	4	.4%	.4%
	Reduce violent exercise or physical activities	20	2.1%	2.2%
	Be conscious to health condition of elderly / children / those people who have respiratory problem	13	1.4%	1.5%
	Reduce smoking at outdoor places	4	.4%	.4%
	Reduce or prohibit outdoor working	13	1.4%	1.5%
	Avoid outdoor activities or stay indoor if possible	137	14.5%	15.4%
	Prevent visiting high pollution district / avoid crowd area	25	2.6%	2.8%
	Students take a day off and stay at home	86	9.1%	9.7%
	Do not stay long on street	2	.2%	.2%
	Wear masks	103	10.9%	11.6%
	People take a day off or early leave whenever as appropriate	34	3.6%	3.8%
	Close window or door	3	.3%	.3%
	Use of air filter	6	.6%	.7%
	Leave HK	2	.2%	.2%
	Stay or take rest in a place where have better air quality	13	1.4%	1.5%
	Drink more water	3	.3%	.3%
	Ask the government to take action to tackle the air pollution problem	3	.3%	.3%
	Complain to those companies or industries which produce much air pollution	2	.2%	.2%
	No action required	60	6.3%	6.7%
Total		945	100.0%	106.3%

a Group

Q12. In addition to warnings and education, what should the Government do on a high air pollution day? You may tick more than one box.

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q12(a)	76981	94.9%	4131	5.1%	81112	100.0%

a Dichotomy group tabulated at value 1.

$q12 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q12. In addition to warnings and education, what should the Government do on a high air pollution day? You may tick more than one box.(a)	Require Government employees to use public transport as much as possible	49310	24.5%	64.1%
	Require Government employees to reduce use of electrical and diesel-powered equipment as much as possible	36949	18.3%	48.0%
	Require employers to allow staff with special medical needs, like people with respiratory or heart diseases, to work at home	39445	19.6%	51.2%
	Allow Government employees to wear casual clothes as appropriate	29856	14.8%	38.8%
	Allow Government employees to work from home as appropriate	19953	9.9%	25.9%
	Allow schools and tertiary institutions to let students study at home whenever possible	26143	13.0%	34.0%
Total		201656	100.0%	262.0%

a Dichotomy group tabulated at value 1.

Q13. What should employers do on a high air pollution day? You may tick more than one box

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q13(a)	76307	94.1%	4805	5.9%	81112	100.0%

a Dichotomy group tabulated at value 1.

$q13 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q13. What should employers do on a high air pollution day? You may tick more than one box.(a)	Require employees to use public transport as much as possible	47743	31.3%	62.6%
	Require employees to reduce use of electrical and diesel-powered equipment as much as possible	36583	24.0%	47.9%
	Allow employees to work from home as appropriate	33817	22.2%	44.3%
	Allow employees to wear casual clothes as appropriate	33662	22.1%	44.1%
	Others	707	.5%	.9%
Total		152512	100.0%	199.9%

a Dichotomy group tabulated at value 1.

Q13. What should employers do on a high air pollution day? You may tick more than one box. (Others)

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q13(a)	707	.9%	80405	99.1%	81112	100.0%

a Group

$q13 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q13. What should employers do on a high air pollution day?	Arrange company bus service to staff	7	1.0%	1.0%
	No taxi claims	1	.1%	.1%
	Encourage employees going to work by cycling	7	1.0%	1.0%
	Reduce using vehicles	8	1.1%	1.1%
	Encourage employees to use rail transit	4	.6%	.6%
	Encourage car-pool	3	.4%	.4%
	Require drivers to turn off engines when not using	5	.7%	.7%
	Encourage employees using ferry as much as possible	1	.1%	.1%
	Reduce use of air conditioner or turn the air conditioner at 25 degrees	88	12.2%	12.4%
	Use energy-save products	13	1.8%	1.8%
	Remind employees to save energy	9	1.2%	1.3%
	Require employees not smoking	12	1.7%	1.7%
	Pay attention to indoor air pollution	2	.3%	.3%

	Reduce work or activities that lead to a air pollution	5	.7%	.7%
	Be conscious to or alert employees with respiratory problems	11	1.5%	1.6%
	Allow employees with respiratory problem working from home / taking day off	79	10.9%	11.2%
	Special arrangement for employees with respiratory problems, e.g. shuttle bus	2	.3%	.3%
	Reduce or avoid the use of spray	1	.1%	.1%
	Reduce or avoid the use of plastic bags	1	.1%	.1%
	Raise employees' awareness on air pollution	6	.8%	.8%
	Ensure a healthy working environment	1	.1%	.1%
	Reduce outdoor work or activities as much as possible	62	8.6%	8.8%
	Reduce unnecessary construction work	2	.3%	.3%
	Avoid employees working in high pollution area	5	.7%	.7%
	Reduce outdoor working period	16	2.2%	2.3%
	Encourage employees working indoor	3	.4%	.4%
	Prohibit employees working outdoor	19	2.6%	2.7%
	Set up rest period for employees working	7	1.0%	1.0%
	Offer compensation to employees who working outdoor and high risk area	2	.3%	.3%
	Offer subsidies or reward to employees who work on that day	2	.3%	.3%
	Provide masks to employees or encourage	45	6.2%	6.4%
	Switch on or improve the air ventilation system	15	2.1%	2.1%
	Allow employees taking day off	141	19.5%	19.9%
	Allow employees to decide going to work or not	7	1.0%	1.0%
	Close window or door	1	.1%	.1%
	Reduce or avoid work which consumes much physical energy	6	.8%	.8%
	Allow employees to stay in a safe place	2	.3%	.3%
	Flexible working hours	25	3.5%	3.5%
	Reduce working hours	31	4.3%	4.4%
	Prohibit overtime work or working during night	1	.1%	.1%
	Ask the government to take action to tackle the air pollution problem	2	.3%	.3%
	No action required	64	8.8%	9.1%
Total		724	100.0%	102.4%

a Group

C. Road Pricing

Q14. If road pricing is introduced, in what ways would it affect you? You may tick more than one box

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q14(a)	75836	93.5%	5276	6.5%	81112	100.0%

a Dichotomy group tabulated at value 1.

$q14 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q14. If road pricing is introduced, in what ways would it affect you? You may tick more than one box.(a)	Private vehicle user	33526	19.6%	44.2%
	Bus user	49426	28.9%	65.2%
	Taxi user	33287	19.4%	43.9%
	Minibus user	35849	20.9%	47.3%
	Goods deliveries	17928	10.5%	23.6%
	Others	1207	.7%	1.6%
Total		171223	100.0%	225.8%

a Dichotomy group tabulated at value 1.

Q14. If road pricing is introduced, in what ways would it affect you? You may tick more than one box. (Others)

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q14(a)	1207	1.5%	79905	98.5%	81112	100.0%

a Group

$q14 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q14. If road pricing is introduced, in what ways would it affect you?	MTR user	92	7.4%	7.6%
	KCR user	34	2.7%	2.8%
	Tram user	9	.7%	.7%
	Shuttle bus user	9	.7%	.7%
	Company vehicle user	1	.1%	.1%
	All passengers	146	11.7%	12.1%
	Ferry user	6	.5%	.5%
	School bus passenger or student	5	.4%	.4%
	LRT user	19	1.5%	1.6%
	Increase driving cost	3	.2%	.2%
	Driver of the disable	2	.2%	.2%
	Private car owner	43	3.5%	3.6%
	Child-care bus owner	1	.1%	.1%
	All car owner	28	2.3%	2.3%
	School bus owner	6	.5%	.5%
	Increase delivery cost	9	.7%	.7%
	Goods receiver	3	.2%	.2%
	Car industry, e.g. car selling	6	.5%	.5%
	Public bus company	3	.2%	.2%

	Public transport service provider	7	.6%	.6%
	All kinds of business	3	.2%	.2%
	Road user	71	5.7%	5.9%
	Retired people or elderly	2	.2%	.2%
	Tax payer	4	.3%	.3%
	Retail operator	4	.3%	.3%
	People with low class or income level	15	1.2%	1.2%
	Any people or all people	250	20.1%	20.7%
	Student	48	3.9%	4.0%
	Employer	7	.6%	.6%
	Pedestrian	22	1.8%	1.8%
	Parent	7	.6%	.6%
	Employee	4	.3%	.3%
	People who need to bear the road price burden	11	.9%	.9%
	Teacher	1	.1%	.1%
	Tourist	3	.2%	.2%
	People working outdoor	2	.2%	.2%
	Residents who live near railway	2	.2%	.2%
	Increase transportation fee	77	6.2%	6.4%
	No influence	279	22.4%	23.1%
Total		1244	100.0%	103.1%

a Group

Q15. How strongly do you agree/disagree that road pricing should be part of Government policy to address air pollution in Hong Kong?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Strongly agree	11796	14.5	15.8	15.8
	Agree	19331	23.8	26.0	41.8
	Neutral	27451	33.8	36.9	78.7
	Disagree	9302	11.5	12.5	91.2
	Strongly disagree	6583	8.1	8.8	100.0
	Total	74463	91.8	100.0	
Missing	More than 1 answer	2529	3.1		
	Missing answer	4120	5.1		
	Total	6649	8.2		
Total		81112	100.0		

Q16. What single most important factor would lead you to oppose road pricing?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	The Government is unable to provide sufficient alternative routes	12482	15.4	18.6	18.6
	There are insufficient alternative forms of transport	8810	10.9	13.1	31.7
	High additional transport costs	33230	41.0	49.5	81.2
	Impact on delivery services during peak hours	3920	4.8	5.8	87.1
	Others	1144	1.4	1.7	88.8
	No factor would lead me to oppose it	7549	9.3	11.2	100.0
	Total	67135	82.8	100.0	
Missing	More than 1 answer	7825	9.6		
	Missing answer	6152	7.6		
	Total	13977	17.2		
Total		81112	100.0		

Q16. What single most important factor would lead you to oppose road pricing? (Others)

		Frequency	Percent	Valid Percent	Cumulative Percent
Q16. What single most important factor would lead you to oppose road pricing?	Restrict choices of people	2	.0	.2	.2
	Lack of environmentally friendly vehicle choices that are using alternative fuel, e.g. LPG private vehicle	1	.0	.1	.3
	Shift the cost burden/ pressure to the public	67	.1	5.9	6.1
	Significantly affect the livelihood of the public	7	.0	.6	6.7
	Tax revenue collected from the public has been used in roads construction	6	.0	.5	7.3
	It should be free in using roads	9	.0	.8	8.0
	High administrative cost	22	.0	1.9	10.0
	It is an unfair practice	16	.0	1.4	11.4
	Increase in car rent	1	.0	.1	11.5
	Increase the cost of car owners	1	.0	.1	11.5
	It is an excuse to increase government revenue	10	.0	.9	12.4
	Add cost to transport business	19	.0	1.7	14.1
	Shift more people to mass public transport system that might	12	.0	1.0	15.1
	Uneven use of roads	15	.0	1.3	16.4
	Negative impacts are more than positive impacts	1	.0	.1	16.5
	Causes Inconvenience to public	34	.0	3.0	19.5
	Affect employee's work commitment	2	.0	.2	19.7
	Adverse effects on economy	8	.0	.7	20.4
	Exposure of privacy	23	.0	2.0	22.4
	Strengthen social class segregation	10	.0	.9	23.3
	Might cause congestion at the charging zone	15	.0	1.3	24.6
	Increase cost of living, might lead to inflation	2	.0	.2	24.7
	Cause other problems	7	.0	.6	25.3
	Hinder business sector / retail operator	3	.0	.3	25.6
	Road pricing cannot / may not solve the problem of air pollution	234	.3	20.5	46.1
	Road pricing is not the most effective way to reduce air pollution	128	.2	11.2	57.3
	Not effective to rich people who can afford both the vehicle price and pollution cost / unfair to low income people	114	.1	10.0	67.2
	Road pricing cannot reduce the total no. of vehicles on road, so it cannot reduce air pollution	41	.1	3.6	70.8
	Shift the pollution / congestion to other districts	18	.0	1.6	72.4
	Road pricing would not change the traveling pattern	10	.0	.9	73.3
	More attention should be paid to the pollution from mainland	59	.1	5.2	78.4
	Private vehicles / traffic are not the main causes of pollution	103	.1	9.0	87.4
	More attention should be paid to other sources of air pollution	20	.0	1.7	89.2
	Other works can be done before introducing road pricing, e.g. setting up regulation & doing promotion for reducing air pollution	6	.0	.5	89.7
	Government did not do well in reducing air pollution or road planning	17	.0	1.5	91.2
	Government should consider other alternatives / solutions	21	.0	1.8	93.0

	All the 4 listed factors (i.e. the government is unable to provide sufficient alternative routes, there are insufficient alternative forms of transport, high additional transport costs, impact on delivery services during peak hours)	22	.0	1.9	94.9
	High additional transport costs & causes inconvenience to the public	1	.0	.1	95.0
	Shift the cost burden to the public & road pricing cannot solve the problem of air pollution	2	.0	.2	95.2
	Shift the cost burden to the public & road pricing cannot solve the problem of air pollution	3	.0	.3	95.5
	Cannot reduce the total no. of vehicles on roads& private vehicles / traffic are not the main causes of pollutions	3	.0	.3	95.7
	Higher additional transportation costs & road pricing cannot solve the problem of pollution	1	.0	.1	95.8
	There are insufficient alternative forms of transport & impact on delivery services during peak hours	1	.0	.1	95.9
	The government is unable to provide sufficient alternative routes & there are insufficient alternative forms of transport	3	.0	.3	96.2
	Unclear about the detail of road pricing / the road pricing scheme is not well-defined, e.g. purpose	15	.0	1.3	97.5
	Impractical in HK / physical limitation in HK	6	.0	.5	98.0
	Unclear / concern about the usage of the collected fee	15	.0	1.3	99.3
	Do not have enough measure / system which can match the scheme, e.g. insufficient cycle lanes, parking & coverage of railways	8	.0	.7	100.0
	Total	1144	1.4	100.0	
Missing	System	79968	98.6		
Total		81112	100.0		

Q17. What factors do you support when determining the fees for road pricing? You may tick more than one box.

Multiple Response

Case Summary

	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q17(a)	75767	93.4%	5345	6.6%	81112	100.0%

a Dichotomy group tabulated at value 1.

$q17 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q17. What factors do you support when determining the fees for road pricing? You may tick more than one box.(a)	Pollution output of vehicle	49806	34.6%	65.7%
	Driving time/period	24968	17.4%	33.0%
	District driving in	21267	14.8%	28.1%
	Private use	22990	16.0%	30.3%
	High air pollution days	23790	16.5%	31.4%
	Others	1073	.7%	1.4%
Total		143894	100.0%	189.9%

a Dichotomy group tabulated at value 1.

Q17. What factors do you support when determining the fees for road pricing? You may tick more than one box. (Others)

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q17(a)	1073	1.3%	80039	98.7%	81112	100.0%

a Group

$q17 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q17. What factors do you support when determining the fees for road pricing?	Vehicles enter highly congested zone	18	1.7%	1.7%
	Vehicles enter highly polluted area	6	.6%	.6%
	Traffic density	16	1.5%	1.5%
	Air quality	2	.2%	.2%
	The amount of trees in the area	1	.1%	.1%
	Length of road	5	.5%	.5%
	Availability or convenience of public transport	1	.1%	.1%
	Vehicle which is not fully occupied	15	1.4%	1.4%
	No of passengers	66	6.1%	6.2%
	Necessity of using the vehicle	7	.6%	.7%
	Emergency situation	5	.5%	.5%
	Distance traveled	7	.6%	.7%
	Car pool	3	.3%	.3%
	Usage frequency	7	.6%	.7%
	Different types of transport vehicles have different fee scale, e.g. private car, buses, lorries, public transport	52	4.8%	4.8%
	Vehicle which causes air pollution should pay more, e.g. not turn off engine when stop, not use environmentally friendly fuel	29	2.7%	2.7%
	Size of vehicles	17	1.6%	1.6%

	C.C. or horse power	16	1.5%	1.5%
	Seating capacity	3	.3%	.3%
	Price of vehicles	8	.7%	.7%
	Model of vehicles	7	.6%	.7%
	Brand of vehicles	1	.1%	.1%
	Type of engine	2	.2%	.2%
	Fuel consumption of the vehicles	5	.5%	.5%
	Aging of the vehicles	1	.1%	.1%
	People who can afford more should pay more, e.g. rich people	16	1.5%	1.5%
	Fuel price	3	.3%	.3%
	No. of car owned	2	.2%	.2%
	The ratio of population who own a car	1	.1%	.1%
	Occupation	1	.1%	.1%
	Charge only if vehicles no. using the road exceeds a certain limit	2	.2%	.2%
	Temperature	1	.1%	.1%
	No factors needed	65	6.0%	6.1%
	Do not support road pricing	695	64.0%	64.8%
Total		1086	100.0%	101.2%

a Group

Q18. What types of vehicles should be given reduced road pricing after accounting for the above? You may tick more than one box.

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q18(a)	75936	93.6%	5176	6.4%	81112	100.0%

a Dichotomy group tabulated at value 1.

$q18 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q18. What types of vehicles should be given reduced road pricing after accounting for the above? You may tick more than one box.(a)	Taxis	18577	9.5%	24.5%
	Buses	45939	23.4%	60.5%
	Minibuses	29096	14.8%	38.3%
	Delivery service vehicles	15653	8.0%	20.6%
	Transport for the disabled	40974	20.9%	54.0%
	School buses	39130	19.9%	51.5%
	Others	2298	1.2%	3.0%
	None	4534	2.3%	6.0%
Total		196201	100.0%	258.4%

a Dichotomy group tabulated at value 1.

Q18. What types of vehicles should be given reduced road pricing after accounting for the above? You may tick more than one box. (Others)

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q18(a)	2298	2.8%	78814	97.2%	81112	100.0%

a Group

$q18 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q18. What types of the vehicles should be given reduced road pricing after accounting for the above?	Tram	19	.8%	.8%
	All means of public transport	92	3.9%	4.0%
	MTR or KCR or LRT	120	5.1%	5.2%
	Lorry/truck	36	1.5%	1.6%
	Taxi without passenger	1	.0%	.0%
	Taxi with passenger	3	.1%	.1%
	Vehicles for business purposes	13	.6%	.6%
	Emergency vehicles	130	5.5%	5.7%
	Government vehicles	36	1.5%	1.6%
	Vehicles for public use / public service	20	.9%	.9%
	Tourist buses	31	1.3%	1.3%
	Shuttle bus	5	.2%	.2%
	Hearse	9	.4%	.4%
	Vehicles which are necessary to use the road	1	.0%	.0%
	Private cars	692	29.5%	30.1%
	Private cars with EURO 3 standard	6	.3%	.3%
	Environmentally friendly vehicles, e.g. low emission vehicles, hybrid vehicles, electric vehicles	334	14.2%	14.5%
	Bicycle	31	1.3%	1.3%
	Vehicles occupied by at least a certain no. of passengers	27	1.1%	1.2%
	All vehicles except government vehicles	2	.1%	.1%
	Motor cycle	31	1.3%	1.3%
	All except private car	8	.3%	.3%
	Not air-conditioned vehicles	2	.1%	.1%
	Cross-bounder vehicles	2	.1%	.1%
	Non-Europe private car	1	.0%	.0%
	Vehicles with low fuel consumption	2	.1%	.1%
	Vehicles with no passenger	1	.0%	.0%
	Carpooling vehicle	1	.0%	.0%
	Vehicles with good maintenance	3	.1%	.1%
	All except lorry	1	.0%	.0%
	Private cars which are owned by people who live or who near the priced zone	1	.0%	.0%
	Private cars if no public transit near priced zone is available	2	.1%	.1%
	Vehicle with a child	1	.0%	.0%
	Large vehicles	1	.0%	.0%
	Brand new car	2	.1%	.1%
	Vehicles with large c.c.	1	.0%	.0%
	Vehicles registered by social welfare institutes	10	.4%	.4%
	Vehicles registered by non-profit making institutes	13	.6%	.6%
	Vehicles registered by charity or religious organizations	8	.3%	.3%
	Transport vehicle for elderly	13	.6%	.6%
	Transport vehicle for children	4	.2%	.2%
	Transport vehicle for people with special needs	5	.2%	.2%

No charge among all vehicle users or Oppose road pricing	627	26.7%	27.3%
Total	2348	100.0%	102.2%

a Group

Q19. Would you support some increase in road transport costs for the community, if it led to a measurable improvement in air quality?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	57642	71.1	76.5	76.5
	No	17673	21.8	23.5	100.0
	Total	75315	92.9	100.0	
Missing	Missing answer	5797	7.1		
Total		81112	100.0		

Q20. What would you be prepared to do at a personal level to reduce air pollution from road transport? You may tick more than one box.

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q20(a)	75544	93.1%	5568	6.9%	81112	100.0%

a Dichotomy group tabulated at value 1.

$q20 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q20. What would you be prepared to do at a personal level to reduce air pollution from road transport? You may tick more than one box.(a)	Avoid the priced zones	14743	10.8%	19.5%
	Use public rail	53116	39.0%	70.3%
	Leave vehicle at home	31405	23.1%	41.6%
	Walk or cycle to work and elsewhere	33938	24.9%	44.9%
	Others	681	.5%	.9%
	None	2348	1.7%	3.1%
Total		136231	100.0%	180.3%

a Dichotomy group tabulated at value 1.

Q20. What would you be prepared to do at a personal level to reduce air pollution from road transport? You may tick more than one box. (Others)

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q20(a)	681	.8%	80431	99.2%	81112	100.0%

a Group

$q20 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q20. What would you be prepared	Avoid using vehicles when possible	18	2.6%	2.6%
	Turn off engine when stopping car	133	18.9%	19.5%
	Use public transportation, like bus, mini-bus	199	28.3%	29.2%
	Drive private car when more than a certain no. of passengers	4	.6%	.6%

to do at a personal level to reduce air pollution from road transport?	Use electric vehicle, hybrid vehicles or environmental friendly vehicle, e.g. vehicle with relatively smaller emission volume	124	17.7%	18.2%
	Check and repair vehicles to avoid release of pollutants	17	2.4%	2.5%
	Avoid using transport vehicle which causes much air pollution	17	2.4%	2.5%
	Not buy private car	20	2.8%	2.9%
	Reduce using air-conditioner in vehicles	17	2.4%	2.5%
	Car-pool	28	4.0%	4.1%
	Use environmentally friendly fuel or use lead-free gasoline	18	2.6%	2.6%
	More planning on the traveling route to minimize the use of vehicles	4	.6%	.6%
	Avoid using transport vehicles during peak hours	3	.4%	.4%
	Not drive at high pollution day	1	.1%	.1%
	Use motor cycle	1	.1%	.1%
	Reduce going out at high air pollution day	4	.6%	.6%
	Reduce activities carried out at high pollution area	1	.1%	.1%
	Report or accuse vehicles released heavy pollutants	12	1.7%	1.8%
	Avoid the busy district or crowded area	2	.3%	.3%
	Encourage friends or relatives to take actions to reduce air pollution	23	3.3%	3.4%
	Reduce going out or stay at home if possible	38	5.4%	5.6%
	Work from home as appropriate	18	2.6%	2.6%
Total		702	100.0%	103.1%

a Group

Q21. What changes in Government spending or taxes would you support, if road pricing is introduced? You may tick more than one box.

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q21(a)	75799	93.4%	5313	6.6%	81112	100.0%

a Dichotomy group tabulated at value 1.

$q21 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q21. What changes in Government spending or taxes would you support, if road pricing is introduced? You may tick more than one box.(a)	To reduce fuel tax	28934	15.0%	38.2%
	To reduce road tax	22213	11.5%	29.3%
	To subsidise construction of new cycle lanes	23632	12.3%	31.2%
	To subsidise construction of additional roads	16687	8.7%	22.0%
	To subsidise widening of pedestrian area and walkways	27045	14.1%	35.7%
	To subsidise less polluted or congested forms of transport, e.g. rail to the container port	28634	14.9%	37.8%
	To subsidise use of more environmentally friendly forms of transport, e.g. hybrid vehicles	41343	21.5%	54.5%
	Others	1053	.5%	1.4%
	None	2899	1.5%	3.8%
Total		192440	100.0%	253.9%

a Dichotomy group tabulated at value 1.

Q21. What changes in Government spending or taxes would you support, if road pricing is introduced? You may tick more than one box. (Others)

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q21(a)	1053	1.3%	80059	98.7%	81112	100.0%

a Group

$q21 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q21. What changes in Government spending or taxes would you support, if road pricing is introduced?	Green roof of buildings	8	.7%	.8%
	Green building walls	2	.2%	.2%
	Green pedestrian walkway or roadsides	37	3.3%	3.5%
	Increase plantation in urban districts or green urban area	22	2.0%	2.1%
	Plant more trees	48	4.3%	4.6%
	Enhance greening	30	2.7%	2.8%
	Plant more trees at polluted or congested area	4	.4%	.4%
	More parks	6	.5%	.6%
	Subsidize use of environmentally-friendly forms of transport, e.g. hybrid vehicles	23	2.1%	2.2%
	Subsidize people who travels by public transport	25	2.3%	2.4%
	Subsidize or offer funding to environmental groups	6	.5%	.6%
	Introduce electric bicycles	3	.3%	.3%
	Subsidize replacing vehicles by environmental-friendly vehicles, e.g. convert buses into electric vehicles	27	2.4%	2.6%
	Subsidize the research or development of technology to reduce air pollution, e.g. renewable energy, environmentally-friendly products / measures / vehicles / fuel	48	4.3%	4.6%
	Subsidize public transport routes which make loss under the road pricing scheme	9	.8%	.9%
	Offer reward or discount to people who use walking, cycling and railway transit as transport mean	27	2.4%	2.6%
	Subsidize construction of parking space of bicycle	17	1.5%	1.6%
	Subsidize driver or driver who need to pay for the road pricing	2	.2%	.2%
	Subsidize increasing ferry service	1	.1%	.1%
	Subsidize environmental protection measures / industry	2	.2%	.2%
	Subsidize prosecution of vehicles which causes much air pollution / not turn off engine when stop	6	.5%	.6%
	Subsidize improvement on air ventilation system in bus stop, parking area and tunnel	1	.1%	.1%
	Subsidize providing more recreational facilities	3	.3%	.3%
	Subsidize cleaner power generation	2	.2%	.2%
	Provide subsidies (to students or needy)	11	1.0%	1.0%
	Subsidize improving the overall public transportation system in HK	7	.6%	.7%
	Subsidize the cross harbor tunnels to ma	1	.1%	.1%
	Extend construction of railway network to other districts	46	4.2%	4.4%
	Review and extend the coverage of the tramlines	7	.6%	.7%
	Build windmill	1	.1%	.1%
	More construction of covered walkways	6	.5%	.6%
	More system or constructions which use natural energy such as solar energy	5	.5%	.5%
	More construction of footbridge	7	.6%	.7%
	Introduce or construct huge vacuum cleaner or air filter	7	.6%	.7%

	Improve the construction or connection of walkways, cycle lanes and roads	8	.7%	.8%
	More construction of walkways or pedestrian only zones	10	.9%	.9%
	Construction of underground walkways or subways	7	.6%	.7%
	Construction of escalators, e.g. escalator in Central	3	.3%	.3%
	Construction of elevated roads	4	.4%	.4%
	Reduce fuel tax of vehicles of public uses	7	.6%	.7%
	Reduce salary tax	19	1.7%	1.8%
	Reduce tax for affected industry, e.g. bus company	10	.9%	.9%
	Reduce fuel tax of public transports that meet the emission standard or use clear fuel	13	1.2%	1.2%
	Reduce road tax of public transport vehicle	4	.4%	.4%
	Reduce import duty for environmentally-friendly vehicle, e.g. electric bikes or hybrid vehicles	8	.7%	.8%
	Reduce tax (fuel tax or road tax) for drivers who use environmentally-friendly vehicles	3	.3%	.3%
	Reduce tax	29	2.6%	2.8%
	Increase resources in environmental-protection education	18	1.6%	1.7%
	More promotion and encouragement to public for performing actions to reduce air pollution	37	3.3%	3.5%
	Promotion on cycling	7	.6%	.7%
	Reduce public transportation fee	30	2.7%	2.8%
	Reduce vehicles registration fee or license fee	19	1.7%	1.8%
	Reduce tunnel fee	7	.6%	.7%
	Oppose road pricing	407	36.8%	38.7%
Total		1107	100.0%	105.1%

a Group

D. Demand Side Management / Energy Saving

Q22. What things would you be prepared to do at a personal level to manage your energy demand or save energy? You may tick more than one box.

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q22(a)	79203	97.6%	1909	2.4%	81112	100.0%

a Dichotomy group tabulated at value 1.

$q22 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q22. What things would you be prepared to do at a personal level to manage your energy demand or save energy? You may tick more than one box.(a)	Persuade your household to purchase energy efficient household appliances	49604	20.2%	62.6%
	Turn off unnecessary lights and air conditioning	63112	25.7%	79.7%
	Encourage friends and relatives to adopt energy efficiency and conservation practices	36053	14.7%	45.5%
	Avoid excessive electricity usage wherever possible	54321	22.2%	68.6%
	Replace existing lighting with energy-efficient light bulbs	41424	16.9%	52.3%
	Others	700	.3%	.9%
Total		245214	100.0%	309.6%

a Dichotomy group tabulated at value 1.

Q22. What things would you be prepared to do at a personal level to manage your energy demand or save energy? You may tick more than one box. (Others)

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q22(a)	700	.9%	80412	99.1%	81112	100.0%

a Group

$q22 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q22. What things would you be	Turn off computers in office or at home when unnecessary	10	1.4%	1.4%
	Stop or reduce using air conditioner	71	9.6%	10.1%
	Turn off un-used or unnecessary electric appliances	50	6.8%	7.1%
	Reduce consuming energy	31	4.2%	4.4%

prepared to do at a personal level to manage your energy demand or save energy?	Keep indoor temperature to a certain level, e.g. at 25 degree	11	1.5%	1.6%
	Travel by public transport, e.g. bus	49	6.6%	7.0%
	Keep the temperature of air-conditioner as a certain level, e.g. 25 degree	13	1.8%	1.9%
	Use solar or wind energy devices	25	3.4%	3.6%
	Use environmentally-friendly or energy efficient electrical appliances	13	1.8%	1.9%
	Remove the power plugs for un-used electrical appliances	9	1.2%	1.3%
	Use environmentally-friendly vehicles, e.g. hybrid / electric vehicles	25	3.4%	3.6%
	Reduce traveling	9	1.2%	1.3%
	Reduce purchasing or using electrical products	3	.4%	.4%
	Reduce using public electrical facilities, e.g. lift	7	.9%	1.0%
	Turn off vehicle engine when waiting	6	.8%	.9%
	Reduce using private vehicle or taxi	16	2.2%	2.3%
	Reduce using water heater	10	1.4%	1.4%
	Car pool	3	.4%	.4%
	Reduce unnecessary construction work	1	.1%	.1%
	Not always switch on and off electrical	1	.1%	.1%
	Automatic sensor for electrical appliances	4	.5%	.6%
	Adopt energy saving flat design	4	.5%	.6%
	Avoid consume energy at peak hour	1	.1%	.1%
	Avoid using coal gas or petroleum gas	2	.3%	.3%
	Avoid using delivery services	1	.1%	.1%
	Use of clean energy	1	.1%	.1%
	Educate people about meaning of energy saving	7	.9%	1.0%
	Educate children the right concept or educate the next generation	17	2.3%	2.4%
	Advocate energy saving in office	4	.5%	.6%
	Join environmental improvement or protection activities and promotion / support environmental protection group	7	.9%	1.0%
	Use fan instead of air conditioner	41	5.5%	5.9%
	Use candle to replace light bulbs	3	.4%	.4%
	Use alternative energy	26	3.5%	3.7%
	Use manual operation equipment to replace electric operation	2	.3%	.3%
	Use walking or cycling as a replacement	39	5.3%	5.6%
	Use natural resources instead, e.g. sunlight, wind	18	2.4%	2.6%
	Adopt simple life style, e.g. reduce consumption to save resources	21	2.8%	3.0%
	Wear proper or suitable clothing to reduce usage of air-conditioning	19	2.6%	2.7%
	Give suggestions to the government	3	.4%	.4%
	Enhance greening or plant more trees	24	3.2%	3.4%
	Reduce using disposable items or reuse or recycle	62	8.4%	8.9%
	Check electrical appliances regularly	2	.3%	.3%
	Record energy consumption pattern	6	.8%	.9%
	Do more outdoor activities	2	.3%	.3%
	Reduce material consumption and waste production	19	2.6%	2.7%
	Improve home interior design	1	.1%	.1%
	Reduce going outside or stay at home or work from home	5	.7%	.7%
	Set energy saving target at home or at work	2	.3%	.3%
	Go outside more often	4	.5%	.6%
	Make activities' area more concentrated	1	.1%	.1%
	None	29	3.9%	4.1%
Total		740	100.0%	105.7%

a Group

Q23. What things do you think should be mandatory to manage energy consumption? You may tick more than one box.

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q23(a)	79246	97.7%	1866	2.3%	81112	100.0%

a Dichotomy group tabulated at value 1.

$q23 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q23. What things do you think should be mandatory to manage energy consumption? You may tick more than one box.(a)	Street lighting turned off when there is low traffic	24893	7.2%	31.4%
	Advertising lights turned off in the early morning	56542	16.5%	71.3%
	School/office lighting and air conditioning should be switched off in empty offices	57249	16.7%	72.2%
	School/office temperature should be maintained at 25.5 degrees or above in the summer	36282	10.6%	45.8%
	Purchase energy efficient office equipment in companies and corporations	41569	12.1%	52.5%
	Purchase energy efficient office equipment in all Government departments	42673	12.4%	53.8%
	Use environmentally friendly practices in building design and construction	42616	12.4%	53.8%
	Replace existing lighting with energy efficient light bulbs	40445	11.8%	51.0%
	Others	1112	.3%	1.4%
Total		343381	100.0%	433.3%

a Dichotomy group tabulated at value 1

Q23. What things do you think should be mandatory to manage energy consumption? You may tick more than one box. (Others)

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q23(a)	1112	1.4%	80000	98.6%	81112	100.0%

a Group

$q23 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q23. What things do you think should be mandatory to manage energy consumption?	Prohibit excessive use of lighting facilities	8	.6%	.7%
	Restrict using street light on daytime, night & midnight	109	8.7%	9.8%
	Use auto-sensor lighting in subways & roads	20	1.6%	1.8%
	Restrict advertising or decorative light	238	19.1%	21.4%
	Reduce or stop the laser show or firework performance	37	3.0%	3.3%
	Use auto-sensor for public place's lifts	23	1.8%	2.1%
	Restrict use of light / air conditioner in public places such as shopping malls and libraries	77	6.2%	6.9%
	More green zone in city or roadside	32	2.6%	2.9%
	Use auto-sensor lighting in public area	11	.9%	1.0%
	Turn off electrical appliances such as light and air-conditioner in public areas such as libraries when closed	4	.3%	.4%
	Close part of public facilities during night / mid-night	1	.1%	.1%
	Adopt green management policy in government department / companies to save electricity	6	.5%	.5%
	School or office temperature should be maintained at a certain level, e.g. 22/ 23/ 24 degrees	55	4.4%	4.9%
	Remove air-conditioning facilities or restrict using air-conditioners at school / office when not using	32	2.6%	2.9%
	Switch off electrical equipment at school / office when not using	12	1.0%	1.1%
	Use auto-sensor lighting at school or office	5	.4%	.4%
	More plants at office or school	2	.2%	.2%
	Restrict the energy consumption of companies	2	.2%	.2%
	Restrict building lightings at night	10	.8%	.9%
	Restrict unnecessary building lightings	14	1.1%	1.3%
	Restrict lighting in residential buildings' lobby, corridor and staircases	24	1.9%	2.2%
	Plantation at building roof	50	4.0%	4.5%
	Increase plantation at residential housing estates / building	5	.4%	.4%
	Prohibit construction of building that would block the air flow / high building	34	2.7%	3.1%
	Use sensor lighting in building	8	.6%	.7%
	Enforce energy codes for building	3	.2%	.3%
	Reduce unnecessary building construction	1	.1%	.1%
	Restrict use of air-conditioner in residential housing estates / building	8	.6%	.7%
	Maintain the indoor temperature of vehicles at a certain level of temperature, e.g. 23/ 24 / 25 degree	40	3.2%	3.6%
	Change use of vehicles to environmental friendly vehicles, e.g. hybrid energy vehicles	24	1.9%	2.2%
	Turn off vehicle engines when stop or waiting	66	5.3%	5.9%
	Levy fuel tax or higher fuel tax	6	.5%	.5%
	Levy pollution charge for vehicles and fuel	11	.9%	1.0%
	Reduce import of vehicles	1	.1%	.1%
	Reduce number of vehicles	28	2.2%	2.5%
	Vehicle emission test every year	3	.2%	.3%
	Vehicle using cleaner fuel	7	.6%	.6%

	Reduce number of air-conditioned buses / vehicles	11	.9%	1.0%
	Increase tax for vehicles	2	.2%	.2%
	Restrict use of air-conditioner in vehicles	9	.7%	.8%
	Installing system which can reduce pollutant output from the vehicles	1	.1%	.1%
	Restrict use of lighting facilities in public transport	1	.1%	.1%
	Electrical products should be shown with energy efficiency label	11	.9%	1.0%
	Restrict using non-energy efficient product / replace existing product by energy efficient product	27	2.2%	2.4%
	Wear causal clothes	30	2.4%	2.7%
	Increase sale tax on non-energy efficient electrical appliances	3	.2%	.3%
	Increase electricity fee or adopt progressive electricity fee scale / levy electricity tax	28	2.2%	2.5%
	Adopt auto-sensor facilities	14	1.1%	1.3%
	Restrict using air-conditioners during winter or under a certain degree of temperature	23	1.8%	2.1%
	Restrict using disposable materials or equipments	3	.2%	.3%
	Use of florescent tube or LED lighting	13	1.0%	1.2%
	Restrict or impose charge to pollution causes by power generation company	13	1.0%	1.2%
	Restrict the use of renewable energy for power generation company	1	.1%	.1%
	No mandatory policy required	19	1.5%	1.7%
	Oppose any mandatory policy	22	1.8%	2.0%
Total		1248	100.0%	112.2%

a Group

Q24. What policies would you support to encourage greater energy efficiency? You may tick more than one box. You may tick more than one box.

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q24(a)	78073	96.3%	3039	3.7%	81112	100.0%

a Dichotomy group tabulated at value 1.

$q24 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q24. What policies would you support to encourage greater energy efficiency? You may tick more than one box. You may tick more than one box.(a)	Cheaper off-peak electricity for consumers	47265	34.4%	60.5%
	Incentives for building managers who achieve energy performance targets	43609	31.8%	55.9%
	Incentives for professionals who design buildings with superior energy performance	44917	32.7%	57.5%
	Others	1463	1.1%	1.9%
Total		137254	100.0%	175.8%

a Dichotomy group tabulated at value 1.

Q24. What policies would you support to encourage greater energy efficiency? You may tick more than one box. You may tick more than one box. (Others)

Multiple Response

Case Summary

	Cases					
	Valid		Missing		Total	
	N	Percent	N	Percent	N	Percent
$q24(a)	1463	1.8%	79649	98.2%	81112	100.0%

a Group

$q24 Frequencies

		Responses		Percent of Cases
		N	Percent	
Q24. What policies would you support to encourage greater energy efficiency?	Incentives for professionals who design / create energy efficient products / measures / systems	32	2.0%	2.2%
	Incentives for individuals / households / companies who practice energy saving	249	15.5%	17.0%
	Incentives for expanding or building roof garden at the top of building	30	1.9%	2.1%
	Incentives for or reduce the tax of or using energy efficient products / equipments	52	3.2%	3.6%
	Competition among building managers	3	.2%	.2%
	Competition on energy saving	18	1.1%	1.2%
	Set up funding to explore alternatives energy / renewable energy	18	1.1%	1.2%
	Incentives for adopting alternatives energy / renewable energy	32	2.0%	2.2%
	Incentives for people the use of public transport	5	.3%	.3%
	Increase education or promotion to enhance people awareness of energy saving	227	14.2%	15.5%

	Environmental or Energy saving day	16	1.0%	1.1%
	Enhance or promote greening	50	3.1%	3.4%
	Promote the use of public transport	13	.8%	.9%
	Promote the use of walking or cycling to replace using vehicles	12	.7%	.8%
	Promote the purchase or use of energy-efficient products	13	.8%	.9%
	Promote causal wear	12	.7%	.8%
	Encourage the use of renewable energy e.g. solar energy	6	.4%	.4%
	Provide energy audit service or install energy usage measurement to household / companies	5	.3%	.3%
	Setting a guideline on energy saving or proper energy usage standard for public	9	.6%	.6%
	Provide more public recreational facilities to attract people to stay outdoor	2	.1%	.1%
	Promote 5-day work, no overtime, flexible working hours, work at home	4	.2%	.3%
	Promote car pool	2	.1%	.1%
	Provide channels for public to complaint or report excessive energy consumption / energy inefficiency	3	.2%	.2%
	Explore the use of renewable energy, e.g. solar energy and wind energy	87	5.4%	5.9%
	Explore or develop technology in energy saving	25	1.6%	1.7%
	Restrict unnecessarily electricity / energy consumption by fines / progressive charging scale / increase electricity fee	255	15.9%	17.4%
	Restrict use of non-energy saving light bulb / mandatory use of energy / efficient light bulb	13	.8%	.9%
	Reduce building density/restrict on building's height	44	2.7%	3.0%
	Enforcement on using energy-efficient appliances / Restriction on using non-energy- efficient appliances / Mandatory energy efficient labeling scheme	70	4.4%	4.8%
	Legislation on energy code for buildings	7	.4%	.5%
	Restriction on temperature of air conditioner / using air-conditioning	48	3.0%	3.3%
	Restriction on advertising lights	28	1.7%	1.9%
	Adopt Polluter Pay Principle or levy pollution tax	42	2.6%	2.9%
	Restriction on public lighting	23	1.4%	1.6%
	Environmentally friendly practices in building design and construction	41	2.6%	2.8%
	Cancel laser light or firework performance	8	.5%	.5%
	Restriction on no. of vehicles or reduce bus routes	24	1.5%	1.6%
	Restriction on power generation companies	29	1.8%	2.0%
	Higher peak electricity for consumers	3	.2%	.2%
	Use auto-sensor electrical facilities, including light & lift	2	.1%	.1%
	No policy needed	41	2.6%	2.8%
Total		1603	100.0%	109.6%

a Group

附錄五

回應表格的選擇性交叉表

Contingency Coefficients for all Crosstabulations by Demographic Variables

contingency coefficient	Q6	Q7	Q8	Q9	Q10	Q11	Q12	Q13	Q14	Q15	Q16	Q17	Q18	Q19	Q20	Q21	Q22	Q23	Q24
gender (Q1)	0.055	0.016	0.060	0.050	0.060	0.061	0.005	0.024	0.090	0.149	0.114	0.072	0.010	0.023	0.067	0.059	0.098	0.100	0.006
Age (Q2)	0.045	0.062	0.061	0.102	0.111	0.083	0.074	0.069	0.066	0.169	0.182	0.056	0.047	0.040	0.116	0.089	0.117	0.117	0.033
occupational status (Q3)	0.048	0.059	0.069	0.090	0.106	0.061	0.060	0.059	0.066	0.167	0.190	0.048	0.045	0.028	0.097	0.101	0.118	0.117	0.034
Industry (Q4)	0.041	0.091	0.098	0.089	0.088	0.071	0.048	0.043	0.095	0.142	0.124	0.086	0.099	0.094	0.124	0.125	0.141	0.103	0.027
Living area (Q5)	0.079	0.050	0.045	0.038	0.036	0.017	0.014	0.015	0.023	0.035	0.045	0.013	0.015	0.015	0.029	0.026	0.035	0.028	0.015

Shaded: contingency coefficient >0.1

Question no. with underline: multiple response answer, and the most commonly chosen option was used.

List of Questions

Q6. Should we have a more active response to high air pollution day alerts than we do currently?
Q7. What sort of alert system should be used to identify how safe the air quality is?
Q8. How long before a high air pollution alert day should a notice be issued (assuming that longer notice would be less accurate)?
Q9. On high air pollution alert days, what sort of outdoor events organised by the Government should be cancelled?
Q10. On high air pollution alert days, what sort of outdoor events organised by the private sector should be cancelled?
Q11. In addition to warnings, possible mandated actions and education, what should we do on a high air pollution day?
Q12. In addition to warnings and education, what should the Government do on a high air pollution day?
Q13. What should employers do on a high air pollution day?
Q14. If road pricing is introduced, in what ways would it affect you?
Q15. How strongly do you agree/disagree that road pricing should be part of Government policy to address air pollution in Hong Kong?
Q16. What single most important factor would lead you to oppose road pricing?
Q17. What factors do you support when determining the fees for road pricing?
Q18. What types of vehicles should be given reduced road pricing after accounting for the above?
Q19. Would you support some increase in road transport costs for the community, if it led to a measurable improvement in air quality?
Q20. What would you be prepared to do at a personal level to reduce air pollution from road transport?
Q21. What changes in Government spending or taxes would you support, if road pricing is introduced?
Q22. What things would you be prepared to do at a personal level to manage your energy demand or save energy?
Q23. What things do you think should be mandatory to manage energy consumption?
Q24. What policies would you support to encourage greater energy efficiency?

Two-way Tables with Contingency Coefficients Greater Than 0.1

Q2. How old are you? (recoded) * Q9. On high air pollution alert days, what sort of outdoor events organised by the Government should be cancelled? Crosstabulation

% within Q2. How old are you? (recoded)

		Q9. On high air pollution alert days, what sort of outdoor events organised by the Government should be cancelled?				
		All outdoor events	All events involving large crowds such as outdoor concerts	All events involving physical activity such as sports days	None at all	Total
Q2. How old are you? (recoded)	<=18	24.6%	23.3%	35.9%	16.3%	100.0%
	19-29	18.9%	24.2%	43.3%	13.6%	100.0%
	30-49	21.6%	22.7%	43.2%	12.5%	100.0%
	50-59	23.6%	23.9%	41.0%	11.4%	100.0%
	60+	38.4%	22.6%	28.2%	10.7%	100.0%
Total		23.1%	23.3%	39.1%	14.5%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.102	.000
N of Valid Cases		75453	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q2. How old are you? (recoded) * Q10. On high air pollution alert days, what sort of outdoor events organised by the private sector should be cancelled? Crosstabulation

% within Q2. How old are you? (recoded)

		Q10. On high air pollution alert days, what sort of outdoor events organised by the private sector should be cancelled?				
		All outdoor events	All events involving large crowds such as outdoor concerts	All events involving physical activity such as sports days	None at all	Total
Q2. How old are you? (recoded)	<=18	25.1%	23.1%	32.9%	19.0%	100.0%
	19-29	18.5%	24.0%	39.9%	17.6%	100.0%
	30-49	20.9%	23.3%	41.5%	14.2%	100.0%
	50-59	22.7%	25.2%	38.3%	13.8%	100.0%
	60+	37.7%	22.5%	26.9%	12.9%	100.0%
Total		23.0%	23.4%	36.4%	17.1%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.111	.000
N of Valid Cases		75430	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q3. What is your occupational status? (recoded) * Q10. On high air pollution alert days, what sort of outdoor events organised by the private sector should be cancelled? Crosstabulation

% within Q3. What is your occupational status? (recoded)

		Q10. On high air pollution alert days, what sort of outdoor events organised by the private sector should be cancelled?				
		All outdoor events	All events involving large crowds such as outdoor concerts	All events involving physical activity such as sports days	None at all	Total
Q3. What is your occupational status? (recoded)	Employees	19.9%	22.4%	42.2%	15.5%	100.0%
	Employers	28.8%	20.3%	34.5%	16.4%	100.0%
	Self-employed	23.5%	21.3%	39.4%	15.7%	100.0%
	Unemployed	27.2%	21.8%	34.2%	16.8%	100.0%
	Students	23.7%	23.5%	34.1%	18.8%	100.0%
	Home-makers	24.6%	27.4%	37.7%	10.3%	100.0%
	Retirees	37.3%	24.0%	26.9%	11.8%	100.0%
	Others			66.7%	33.3%	100.0%
Total		23.1%	23.3%	36.5%	17.1%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.106	.000
N of Valid Cases		74951	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q1. Gender: * Q15. How strongly do you agree/disagree that road pricing should be part of Government policy to address air pollution in Hong Kong? Crosstabulation

% within Q1. Gender:

		Q15. How strongly do you agree/disagree that road pricing should be part of Government policy to address air pollution in Hong Kong?					
		Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
Q1. Gender:	Male	19.5%	24.6%	32.7%	11.4%	11.9%	100.0%
	Female	12.6%	27.1%	40.8%	13.3%	6.1%	100.0%
Total		15.8%	25.9%	37.0%	12.4%	8.8%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.149	.000
N of Valid Cases		73350	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q2. How old are you? (recoded) * Q15. How strongly do you agree/disagree that road pricing should be part of Government policy to address air pollution in Hong Kong? Crosstabulation

% within Q2. How old are you? (recoded)

		Q15. How strongly do you agree/disagree that road pricing should be part of Government policy to address air pollution in Hong Kong?					Total
		Strongly agree	Agree	Neutral	Disagree	Strongly disagree	
Q2. How old are you? (recoded)	<=18	14.0%	22.5%	44.4%	10.9%	8.1%	100.0%
	19-29	16.4%	32.4%	32.7%	12.0%	6.5%	100.0%
	30-49	17.1%	27.4%	28.9%	15.2%	11.4%	100.0%
	50-59	20.6%	28.3%	25.8%	15.2%	10.1%	100.0%
	60+	23.4%	24.1%	31.4%	11.8%	9.2%	100.0%
Total		15.8%	25.9%	37.1%	12.5%	8.8%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.169	.000
N of Valid Cases		73250	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q3. What is your occupational status? (recoded) * Q15. How strongly do you agree/disagree that road pricing should be part of Government policy to address air pollution in Hong Kong? Crosstabulation

% within Q3. What is your occupational status? (recoded)

		Q15. How strongly do you agree/disagree that road pricing should be part of Government policy to address air pollution in Hong Kong?					Total
		Strongly agree	Agree	Neutral	Disagree	Strongly disagree	
Q3. What is your occupational status? (recoded)	Employees	18.2%	28.4%	26.4%	15.3%	11.6%	100.0%
	Employers	27.3%	26.5%	22.1%	12.4%	11.7%	100.0%
	Self-employed	19.6%	24.6%	26.9%	14.9%	14.1%	100.0%
	Unemployed	18.9%	27.3%	29.1%	14.5%	10.2%	100.0%
	Students	14.2%	24.6%	42.7%	10.9%	7.6%	100.0%
	Home-makers	13.8%	27.1%	39.4%	14.0%	5.7%	100.0%
	Retirees	22.8%	26.8%	30.3%	11.5%	8.6%	100.0%
	Others			33.3%	33.3%	33.3%	100.0%
Total		15.8%	25.9%	37.0%	12.5%	8.8%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.167	.000
N of Valid Cases		72778	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q4. What industry you are working in? * Q15. How strongly do you agree/disagree that road pricing should be part of Government policy to address air pollution in Hong Kong? Crosstabulation

% within Q4. What industry you are working in?

		Q15. How strongly do you agree/disagree that road pricing should be part of Government policy to address air pollution in Hong Kong?					Total
		Strongly agree	Agree	Neutral	Disagree	Strongly disagree	
Q4. What industry you are working in?	Government	23.1%	30.4%	22.3%	14.6%	9.7%	100.0%
	NGOs	17.0%	29.3%	28.9%	15.3%	9.6%	100.0%
	Education	20.3%	31.5%	26.3%	14.0%	7.8%	100.0%
	Environmental	29.4%	27.7%	21.4%	10.5%	10.9%	100.0%
	Power	15.5%	28.0%	29.0%	17.8%	9.7%	100.0%
	Transport	14.1%	20.3%	25.6%	17.8%	22.1%	100.0%
	Manufacturing	17.0%	28.5%	29.6%	15.3%	9.6%	100.0%
	Services	17.0%	27.8%	26.7%	15.1%	13.5%	100.0%
	Other private sector	19.6%	27.9%	24.6%	13.5%	14.4%	100.0%
	Others	17.5%	23.8%	29.7%	16.4%	12.6%	100.0%
Total		18.8%	28.1%	26.3%	15.1%	11.8%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.142	.000
N of Valid Cases		22579	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q1. Gender: * Q16. What single most important factor would lead you to oppose road pricing? Crosstabulation

% within Q1. Gender:

		Q16. What single most important factor would lead you to oppose road pricing?						Total
		The Government is unable to provide sufficient alternative routes	There are insufficient alternative forms of transport	High additional transport costs	Impact on delivery services during peak hours	Others	No factor would lead me to oppose it	
Q1. Gender:	Male	21.4%	14.3%	43.7%	6.3%	2.0%	12.4%	100.0%
	Female	16.1%	12.1%	54.9%	5.4%	1.3%	10.1%	100.0%
Total		18.6%	13.1%	49.6%	5.9%	1.6%	11.2%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.114	.000
N of Valid Cases		66107	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q2. How old are you? (recoded) * Q16. What single most important factor would lead you to oppose road pricing? Crosstabulation

% within Q2. How old are you? (recoded)

		Q16. What single most important factor would lead you to oppose road pricing?						Total
		The Government is unable to provide sufficient alternative routes	There are insufficient alternative forms of transport	High additional transport costs	Impact on delivery services during peak hours	Others	No factor would lead me to oppose it	
Q2. How old are you? (recoded)	<=18	15.4%	11.1%	54.5%	7.4%	.5%	11.2%	100.0%
	19-29	19.9%	14.5%	50.3%	4.9%	2.0%	8.5%	100.0%
	30-49	22.1%	14.6%	43.4%	3.9%	3.5%	12.5%	100.0%
	50-59	25.1%	15.6%	38.0%	4.1%	3.0%	14.2%	100.0%
	60+	21.8%	27.0%	32.5%	4.9%	.9%	12.9%	100.0%
Total		18.5%	13.1%	49.7%	5.8%	1.6%	11.2%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.182	.000
N of Valid Cases		66015	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q3. What is your occupational status? (recoded) * Q16. What single most important factor would lead you to oppose road pricing? Crosstabulation

% within Q3. What is your occupational status? (recoded)

		Q16. What single most important factor would lead you to oppose road pricing?						Total
		The Government is unable to provide sufficient alternative routes	There are insufficient alternative forms of transport	High additional transport costs	Impact on delivery services during peak hours	Others	No factor would lead me to oppose it	
Q3. What is your occupational status? (recoded)	Employees	23.5%	14.7%	42.1%	3.8%	3.7%	12.2%	100.0%
	Employers	27.1%	19.3%	27.6%	6.5%	3.8%	15.7%	100.0%
	Self-employed	26.4%	15.1%	33.4%	7.6%	3.7%	13.9%	100.0%
	Unemployed	20.1%	19.0%	41.0%	6.3%	3.0%	10.5%	100.0%
	Students	15.9%	11.5%	54.2%	6.9%	.7%	10.7%	100.0%
	Home-makers	17.3%	13.7%	53.1%	4.0%	.6%	11.3%	100.0%
	Retirees	20.5%	28.1%	35.0%	4.2%	1.1%	11.2%	100.0%
	Others			100.0%				100.0%
Total		18.5%	13.0%	49.7%	5.8%	1.6%	11.3%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.190	.000
N of Valid Cases		65622	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q4. What industry you are working in? * Q16. What single most important factor would lead you to oppose road pricing? Crosstabulation

% within Q4. What industry you are working in?

		Q16. What single most important factor would lead you to oppose road pricing?						Total
		The Government is unable to provide sufficient alternative routes	There are insufficient alternative forms of transport	High additional transport costs	Impact on delivery services during peak hours	Others	No factor would lead me to oppose it	
Q4. What industry you are working in?	Government	25.6%	15.0%	37.2%	3.7%	4.2%	14.2%	100.0%
	NGOs	23.5%	14.7%	45.6%	3.4%	3.2%	9.6%	100.0%
	Education	22.0%	17.1%	37.7%	3.4%	4.7%	15.2%	100.0%
	Environmental	25.8%	21.7%	33.6%	4.6%	3.2%	11.1%	100.0%
	Power	30.9%	15.4%	38.2%	3.5%	2.8%	9.2%	100.0%
	Transport	27.0%	11.5%	43.7%	7.3%	2.4%	8.1%	100.0%
	Manufacturing	23.6%	15.1%	42.9%	4.2%	2.6%	11.6%	100.0%
	Services	22.7%	13.9%	45.0%	4.1%	2.9%	11.3%	100.0%
	Other private sector	21.8%	17.2%	37.2%	4.2%	5.6%	14.1%	100.0%
	Others	21.7%	14.0%	44.4%	5.2%	2.9%	11.9%	100.0%
Total		23.7%	15.1%	41.0%	4.1%	3.7%	12.4%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.124	.000
N of Valid Cases		19846	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q2. How old are you? (recoded) * **Q20. What would you be prepared to do at a personal level to reduce air pollution from road transport?** Use public rail Crosstabulation

% within Q2. How old are you? (recoded)

		Use public rail		Total
		No	Yes	
Q2. How old are you? (recoded)	<=18	34.4%	65.6%	100.0%
	19-29	21.5%	78.5%	100.0%
	30-49	25.3%	74.7%	100.0%
	50-59	31.1%	68.9%	100.0%
	60+	37.5%	62.5%	100.0%
Total		29.7%	70.3%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.116	.000
N of Valid Cases		74212	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q4. What industry you are working in? * Q20. What would you be prepared to do at a personal level to reduce air pollution from road transport? Use public rail Crosstabulation

% within Q4. What industry you are working in?

		Use public rail		
		No	Yes	Total
Q4. What industry you are working in?	Government	19.2%	80.8%	100.0%
	NGOs	23.6%	76.4%	100.0%
	Education	18.6%	81.4%	100.0%
	Environmental	36.0%	64.0%	100.0%
	Power	24.0%	76.0%	100.0%
	Transport	38.7%	61.3%	100.0%
	Manufacturing	26.9%	73.1%	100.0%
	Services	26.8%	73.2%	100.0%
	Other private sector	20.5%	79.5%	100.0%
	Others	28.6%	71.4%	100.0%
Total		24.2%	75.8%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.124	.000
N of Valid Cases		22284	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q4. What industry you are working in? * Q21. What changes in Government spending or taxes would you support, if road pricing is introduced? To subsidise use of more environmentally friendly forms of transport, e.g. hybrid vehicles Crosstabulation

% within Q4. What industry you are working in?

		To subsidise use of more environmentally friendly forms of transport, e.g. hybrid vehicles		
		No	Yes	Total
Q4. What industry you are working in?	Government	34.6%	65.4%	100.0%
	NGOs	42.3%	57.7%	100.0%
	Education	33.4%	66.6%	100.0%
	Environmental	50.8%	49.2%	100.0%
	Power	42.7%	57.3%	100.0%
	Transport	50.5%	49.5%	100.0%
	Manufacturing	42.0%	58.0%	100.0%
	Services	46.5%	53.5%	100.0%
	Other private sector	31.1%	68.9%	100.0%
	Others	41.6%	58.4%	100.0%
Total		39.9%	60.1%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.125	.000
N of Valid Cases		22367	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q2. How old are you? (recoded) * Q22. What things would you be prepared to do at a personal level to manage your energy demand or save energy? Turn off unnecessary lights and air conditioning Crosstabulation

% within Q2. How old are you? (recoded)

		Turn off unnecessary lights and air conditioning		
		No	Yes	Total
Q2. How old are you? (recoded)	<=18	25.1%	74.9%	100.0%
	19-29	17.1%	82.9%	100.0%
	30-49	14.3%	85.7%	100.0%
	50-59	19.7%	80.3%	100.0%
	60+	27.4%	72.6%	100.0%
Total		20.7%	79.3%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.117	.000
N of Valid Cases		74955	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q3. What is your occupational status? (recoded) * Q22. What things would you be prepared to do at a personal level to manage your energy demand or save energy? Turn off unnecessary lights and air conditioning Crosstabulation

% within Q3. What is your occupational status? (recoded)

		Turn off unnecessary lights and air conditioning		
		No	Yes	Total
Q3. What is your occupational status? (recoded)	Employees	13.0%	87.0%	100.0%
	Employers	23.1%	76.9%	100.0%
	Self-employed	23.4%	76.6%	100.0%
	Unemployed	30.0%	70.0%	100.0%
	Students	23.7%	76.3%	100.0%
	Home-makers	20.1%	79.9%	100.0%
	Retirees	26.8%	73.2%	100.0%
	Others		100.0%	100.0%
Total		20.7%	79.3%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.118	.000
N of Valid Cases		74491	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q4. What industry you are working in? * Q22. What things would you be prepared to do at a personal level to manage your energy demand or save energy? Turn off unnecessary lights and air conditioning Crosstabulation

% within Q4. What industry you are working in?

		Turn off unnecessary lights and air conditioning		
		No	Yes	Total
Q4. What industry you are working in?	Government	10.1%	89.9%	100.0%
	NGOs	14.7%	85.3%	100.0%
	Education	8.5%	91.5%	100.0%
	Environmental	31.7%	68.3%	100.0%
	Power	17.2%	82.8%	100.0%
	Transport	25.4%	74.6%	100.0%
	Manufacturing	14.9%	85.1%	100.0%
	Services	17.8%	82.2%	100.0%
	Other private sector	9.5%	90.5%	100.0%
	Others	16.6%	83.4%	100.0%
Total		14.3%	85.7%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.141	.000
N of Valid Cases		22684	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q2. How old are you? (recoded) * Q23. What things do you think should be mandatory to manage energy consumption? School/office lighting and air conditioning should be switched off in empty offices Crosstabulation

% within Q2. How old are you? (recoded)

		School/office lighting and air conditioning should be switched off in empty offices		
		No	Yes	Total
Q2. How old are you? (recoded)	<=18	33.0%	67.0%	100.0%
	19-29	24.5%	75.5%	100.0%
	30-49	21.5%	78.5%	100.0%
	50-59	26.1%	73.9%	100.0%
	60+	40.5%	59.5%	100.0%
Total		28.4%	71.6%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.117	.000
N of Valid Cases		75022	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q3. What is your occupational status? (recoded) * Q23. What things do you think should be mandatory to manage energy consumption? School/office lighting and air conditioning should be switched off in empty offices Crosstabulation

% within Q3. What is your occupational status? (recoded)

		School/office lighting and air conditioning should be switched off in empty offices		
		No	Yes	Total
Q3. What is your occupational status? (recoded)	Employees	20.4%	79.6%	100.0%
	Employers	30.7%	69.3%	100.0%
	Self-employed	25.7%	74.3%	100.0%
	Unemployed	33.6%	66.4%	100.0%
	Students	31.6%	68.4%	100.0%
	Home-makers	27.1%	72.9%	100.0%
	Retirees	42.7%	57.3%	100.0%
	Others		100.0%	100.0%
Total		28.4%	71.6%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.117	.000
N of Valid Cases		74548	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

Q4. What industry you are working in? * Q23. What things do you think should be mandatory to manage energy consumption? School/office lighting and air conditioning should be switched off in empty offices Crosstabulation

% within Q4. What industry you are working in?

		School/office lighting and air conditioning should be switched off in empty offices		
		No	Yes	Total
Q4. What industry you are working in?	Government	17.6%	82.4%	100.0%
	NGOs	21.4%	78.6%	100.0%
	Education	15.9%	84.1%	100.0%
	Environmental	31.9%	68.1%	100.0%
	Power	26.4%	73.6%	100.0%
	Transport	30.0%	70.0%	100.0%
	Manufacturing	21.7%	78.3%	100.0%
	Services	24.4%	75.6%	100.0%
	Other private sector	17.3%	82.7%	100.0%
	Others	23.8%	76.2%	100.0%
Total		21.3%	78.7%	100.0%

Symmetric Measures

		Value	Approx. Sig.
Nominal by Nominal	Contingency Coefficient	.103	.000
N of Valid Cases		22714	

a Not assuming the null hypothesis.

b Using the asymptotic standard error assuming the null hypothesis.

附錄六

分析架構： 主題、分類及次分類

質性數據的分析架構

1．高度空氣污染日子警示

1.1高度空氣污染日子警示系統

1.1.1 識別系統

1.1.1.1 顏色識別

1.1.1.2 符號識別

1.1.1.3 字母識別

1.1.1.4 數字識別

1.1.1.5 近似颱風訊號警示

1.1.1.6 其他識別系統

1.1.2 空氣污染指數

1.1.2.1 以統計數字爲基本

1.1.2.2 報告特定的污染物含量

1.1.2.3 關於空氣污染指數的其他方面

1.1.3 發出警示的時間

1.1.3.1 高度空氣污染日子的提前預測

1.1.3.2 定時/每小時報告

1.1.3.3 立刻/即時通告

1.1.3.4 其他

1.1.4 發出警示的渠道

1.1.5 其他方面的意見

1.2 高度空氣污染日子的政策

1.2.1 強制性措施

1.2.1.1 容許僱員在家中工作

1.2.1.2 限制汽車數量

1.2.1.3 穿著便服

1.2.1.4 停車熄匙

1.2.1.5 監管污染物排放量偏高的汽車

1.2.1.6 取消學校上課

1.2.1.7 取消戶外活動

1.2.1.8 其他強制性措施

1.2.2 自願性措施／勸諭性措施

1.2.2.1 提供勸諭／指引以避免戶外活動

1.2.2.2 向私營機構提供有關指引

1.2.2.3 留在家中/ 在家中工作

1.2.2.4 其他勸諭性措施

1.2.3 教育性措施

1.2.3.1 通知大眾關於高度空氣污染引致身體健康的徵狀
1.2.3.2 有關高度空氣污染警示的教育/資訊
1.2.3.3 關於高度空氣污染日子教育的其他方面
1.3 單一支持的意見
1.4 單一反對的意見
1.5 其他意見

2. 道路收費

2 道路收費的一般意見
2.1 支持的意見
2.2 收費政策
2.2.1 道路收費的地區
2.2.1.1 在嚴重污染的地區
2.2.1.2 在嚴重擠塞的道路
2.2.1.3 應提供特定的道路收費區域
2.2.1.4 其他地區
2.2.2 道路收費時段
2.2.2.1 在繁忙時段/交通堵塞期間
2.2.2.2 在高度空氣污染期間
2.2.2.3 其他收費時段
2.2.3 被收費的汽車種類
2.2.3.1 對不同車輛實施不同的收費等級
2.2.3.2 對低使用量汽車實施的收費
2.2.3.3 給予環保車輛的優惠
2.2.3.4 給予公共交通工具的優惠
2.2.3.5 有關收費車輛種類的其他方面
2.2.4 用者自付的原則
2.2.5 其他收費政策
2.3 與道路收費互補的措施
2.3.1 可替代的交通工具
2.3.2 可替代的路線
2.3.3 行人/ 單車路線
2.3.4 在收費及不收費區域之間更佳的轉乘措施
2.3.5 足夠的停車空間
2.3.6 轉乘交通的優惠
2.3.7 其他互補措施
2.4 道路收費的稅收政策
2.4.1 增加燃料稅收

2.4.2 鼓勵使用環保汽車
2.4.3 鼓勵使用公共交通工具
2.4.4 鼓勵踏單車/ 步行
2.4.5 其他使用來自道路收費的收入的建議

2.5 反對的意見
2.5.1 道路收費並非有效地減少空氣污染
2.5.2 很多除車輛以外的因素會影響路邊空氣質素
2.5.3 道路收費不是唯一的措施
2.5.4 道路收費會影響有關的行業
2.5.5 道路收費會影響經濟
2.5.6 道路收費會增加人們花在交通上的費用
2.5.7 道路收費會增加鄰近地區的壓力
2.5.8 其他反對意見

2.6 其他替代道路收費的方案
2.6.1 減少巴士的數量
2.6.2 限制私家汽車的數量
2.6.3 交通分流
2.6.4 使用乾淨的燃料
2.6.5 減低樓宇密度
2.6.6 停車熄匙
2.6.7 汽車保養
2.6.8 其他取代的方案

2.7 其他意見

3. 用電需求管理

3 用電需求管理的一般意見
3.1 支持的意見
3.2 需要就用電需求管理制定新的政策
3.2.1 強制性方案
3.2.1.1 綠色樓宇設計/ 建設
3.2.1.2 減少激光表演
3.2.1.3 減少街燈
3.2.1.4 限制使用冷氣
3.2.1.5 限制廣告燈光
3.2.1.6 限制電力的過度使用
3.2.1.7 關閉未被使用的公共設施
3.2.1.8 當沒有需要時關掉街燈
3.2.1.9 使用具備能源效益的產品

3.2.1.10 使用具備能源效益的燈泡
3.2.1.11 其他強制性方案
3.2.2 鼓勵性／自願性方案
3.2.2.1 根據不同情況實施不同的電力收費尺度
3.2.2.2 爲公司/住戶進行能源使用審核
3.2.2.3 彈性工作時間
3.2.2.4 5 天工作
3.2.2.5 加強使用能源效益標籤
3.2.2.6 宣傳具能源效益的產品
3.2.2.7 建設天台花園以省電
3.2.2.8 利用水來降溫
3.2.2.9 使用太陽能
3.2.2.10 提供更多具能源效益產品的選擇
3.2.2.11 節約能源比賽
3.2.2.12 爲節能表現優秀的樓宇引入能源效益標籤
3.2.2.13 爲購買節省能源的儀器提供資助
3.2.2.14 懲罰那些無法達到能源效益標準的使用者
3.2.2.15 資助公司機構的節能計畫提供資助
3.2.2.16 其他鼓勵性/ 自願性方案
3.2.3 節約能源的教育
3.2.4 其他新政策
3.3 反對的意見
3.4 其他意見

4. 社會參與的過程

4 社會參與過程的一般意見
4.1如何選擇諮詢主題
4.2意見收集的方法
4.3如何處理意見的關注
4.4其他意見

5. 其他關於空氣質素的意見

5 其他項目
5.1 表達對空氣質素的關注
5.2 對空氣污染成因的意見
5.3 報告的建議
5.3.1 機構部門的選擇 (檢討空氣質素指標)
5.3.2 電力生產的選擇

5.3.2.1 使用潔淨的煤
5.3.2.2 使脫硫化管道氣體的污染物管制
5.3.2.3 使用液化天然氣
5.3.2.4 售賣電力至中國

5.3.3 交通運輸的選擇
5.3.3.1 輕型貨車轉爲使用更乾淨的燃料(輕型貨車及輕型巴士)
5.3.3.2 在中型/重型貨車內安裝催化劑轉化器和微粒車速檢測設施
5.3.3.3 翻新改進專線巴士的微粒車速檢測設施
5.3.3.4 禁止從深圳輸入高硫含量的柴油
5.3.3.5 引入更多雙動力車輛

5.3.4 工業的選擇
5.3.4.1 把工業用柴油轉爲超低硫含量的柴油(例如: 渡輪, 建築物, 輪船)
5.3.4.2 宣傳更潔淨的生產方式
5.3.4.3 地區原料搜購的規範 (供應商)

5.4 改善空氣質素的建議
5.4.1 綠化[1]
5.4.2 樓宇密度[1]
5.4.3 教育[1]
5.4.4 鼓勵可再生能源
5.4.5 氣體排放貿易
5.4.6 減少交通流量
5.4.7 鼓勵更多地使用鐵路運輸
5.4.8 採用較環保潔淨的交通運輸模式 (例如: 步行, 腳踏車)
5.4.9 禁止汽車停泊卻仍開動引擎
5.4.10 持續地進行區域性空氣污染方面的研究
5.4.11 清新空氣約章

5.5 政府責任
5.5.1 反對立法或普遍性的強制性方案[1]
5.5.2 反對空氣質素政策[1]
5.5.3 支持政府扮演主導的角色
5.5.4 關於政府角色的其他意見

5.6 需要個人作出行動/ 改變行爲模式

5.7 投訴

[1] 沒有包括在可持續發展委員會於 2006 年發表的報告內的題目

附錄七

引用例子以說明分析的架構

These quotations have been selected as typical (i.e. they are broadly representative) of the comments for each coding.

1 High Air Pollution Day Alert

1.1 General comments about alert system (25 counts)

"We believe that even if HAP alerts were cost-effective in health terms, the business sector, the government and the wider public would see them as a source of reputational damage to the HKSAR in the Asia Pacific region."

"The proposal to create an alert system for high air pollution days (HAPs) is based on the assumption that exposures to air pollutants can be significantly reduced and bad health outcome avoided. There is no strong empirical evidence available from any studies to show that modification of usual activities of daily living will make a major difference o the harm caused to population health by air pollution at he uniformly high levels generally experienced in Hong Kong."

1.1.1 General about coding system (4 counts)

"If a coding system is used, it should be easily understood by the public so that they may co-operate by reducing pollution-prone behaviours, such as switching off idling engines and commuting by public transport instead of by private cars."

1.1.1.1 Color coding (22 counts)

"The best 'system' to alert people about severe air pollution would be a color coded system that alerts people every hour to the pollution situation and to where is the worst/ best areas etc. Suggested colors include: red for danger/ black for unsafe/ green for ok and blue for good. Each color should have corresponding medical information and human health risks."

"I believe a color code would be more useful to indicate danger to the health so that members of the public can decide whether to wear masks which exclude the pollutants."

1.1.1.2 Symbol coding (5 counts)

"the use of a symbol like 'Freddie' would be powerful in reaching out to the masses. This would help educate the public as well as provide better information on pollution sources."

1.1.1.3 Alphabets coding (1 count)

"It is suggested that the coding system can be concluded as number or alphabet system, and the system should be simplified." (Translated from Chinese)

1.1.1.4 Number coding (9 counts)

“It is almost unanimous that an alert system is needed that color or number code would be easier for the public to recognize.”

“I think the alert should be conveyed in a simple way. 0-500 is quite difficult to understand, especially for old people. Simplified to 1 – 5 would be better.”

1.1.1.5 Similar to typhoon alerts (10 counts)

“Showing API as a typhoon signal is an effective way to do.”

“Should set up high air pollution alerts and categorizes it like typhoon alerts.” (Translated from Chinese)

1.1.1.6 Other systems (7 counts)

“Easy for the public to understand, e.g. colour coding, scale coding like high-medium-low.”

“the Hong Kong Observatory can also discriminate the degree by 3 categories, such as High Risk, Moderate and Low Risk or by different colors.”

1.1.2 General about Air Pollution Index (12 counts)

“Should continuously review the existing API system to establish a scientific reference to perfect the system with well-defined ‘High Air Pollution Day’.”

“No matter by any points of view, making adjustment for present air pollution index is needed as the quality of air really affecting the health of our citizens.”

1.1.2.1 Statistics based (4 counts)

“There should be statistics showing pollutants within each district.”

1.1.2.2 Reporting specific pollutants (11 counts)

“API varies from hour to hour that we should be informed about in a more detailed way, like indicating specific pollutants.”

“Public needs a more informative API system. A general API mechanism should clearly indicate the components of pollutants to the public.”

1.1.2.3 Other aspects of API (16 counts)

“The existing system is an index of HK’s overall pollution status, but there is lack of regional difference among Mongkok, Causeway Bay and New Territories, it should consider having guideline for particular districts.”

“I think there should be report of air pollution index of different districts. Although the length of the weather report may become a little bit longer, however I think we should let the public know the air pollution index of their living districts as the air pollution index of different districts are different. This can help them make arrangements on high air pollution day.”

1.1.3 General about time frame for announcement (1 count)

“the Government should consul the medical profession and environmental experts on the choice of benchmarks.”

1.1.3.1 Early forecast of HAP (16 counts)

“High air pollution alert/forecast should be announced 24 hours in advance so that general public would have sufficient time to plan what they would like to do next.”

“The most important consideration here however is if it is possible to predict say 24 hours in advance that the API is likely to be high.”

1.1.3.2 Regular/ Hourly reporting (7 counts)

“As API raises and drops drastically hourly, it should be reported hourly instead of daily.”

“An hourly report system of API might be more appropriate than a daily report system.”

1.1.3.3 Immediate/ Real time announcement (5 counts)

“The signal should be real-time.”

1.1.3.4 Others (1 count)

“A clear and easily comprehensible alerting system should be designed for issuance to the public on high air pollution days such as when API higher than 100 for instance.”

1.1.4 Anything about announcement channels (31 counts)

"If possible, a 24-hour report system is preferred. If not, at least a 3 to 5-hour report system in mobile mass media likes Roadshow, MTR etc to let public know the updated situation. Also, government can work with the mobile-phone network suppliers to provide air pollution index report through SMS especially for those who suffer respiratory illness."

"API should be made available to the public through different media channels like TV, radio or even road-side indication billboards, but not be restricted to the HK Observatory official website or any insider's report."

1.1.5 Other aspects of alert system (22 counts)

"Announce the index by districts."

"The HAP alerts should cover the whole area of Guangdong province, when somewhere in the province suffers from high air pollution, a mechanism should inform the city governments of the whole province so that they can assess the situation more quickly." (Translated from Chinese)

1.2 General about policies for HAP days (7 counts)

"If it is urgent for us to take actions, we should have comprehensive policies and applied even those in non-HAP days."

"HK Electric is of the view that legislation forbidding the public to engage in certain activities during High Air-Pollution (HAP) days is not appropriate."

1.2.1 General about mandatory measures to HAP days (9 counts)

"Have mandated actions when very high levels of pollution are experienced as there is no point in having a voluntary code of conduct which everybody ignores."

"Actually some of the component [actions] above has been encouraged by the government, but there is not many people follow. I think on the high air pollution day, government should make those components becoming a must in order to reduce the pollutant."

1.2.1.1 Allow employee to work at home in HAP days (6 counts)

"Business community will need a cultural shift to allow workers to work at home."

“the government should require employers to allow staff with special medical needs (like people with respiratory diseases) to work at home.”

1.2.1.2 Restrict the number of vehicles in HAP days (23 counts)

“If private car is used during high air pollution day, the user needs to pay the penalty.”

“Restricting numbers of private vehicles on the road on High Pollution Days. For example, vehicles with odd numbers would be prohibited on High Pollution Days.”

1.2.1.3 Casual wear in HAP days (5 counts)

“For all firms, employers should allow their employees wear casual wear and let employees who have respiratory illness to work in their home. But for those who need to wear working uniform, they can be excluded.”

1.2.1.4 Turn off engine when not traveling (in HAP days) (6 counts)

“Mandated to turn off the engine when stopping.”

“Idling engine should be treated as the same as littering, offenders should be subject to a penalty of $1500.” (Translated from Chinese)

1.2.1.5 High pollutant emission vehicles should be monitored (4 counts)

“high air pollution alerts should be linked to activities like[……] getting dirty diesel vehicles off the road.”

1.2.1.6 No schooling on HAP days (5 counts)

“All kindergarten, primary and secondary schools should suspend class until the API return to below 200.”

1.2.1.7 Outdoor activities needed to be cancelled (16 counts)

“All outdoor work should be suspended.”

“Policy to cancel outdoor events for schools – still attend school, but no outdoor events on the day.”

1.2.1.8 Other mandatory policies on HAP days (57 counts)

”I think the government should ban or control BBQ in summer time, or ban at least on highly polluted day.”

“Turn off decorative lighting system e.g. building roof lighting.”

1.2.2 General about advisory measures to HAP days (13 counts)

“Provide clear guidelines based on different ways of living.”

“It should provide guidance, but not adopt any mandatory action yet.”

1.2.2.1 Advice/ guideline to avoid outdoor activities (20 counts)

“Elderly people with age above 65 are advised o stay home or indoor, keep away from busy traffic and avoid outdoor activities.”

“Advice, but not obligation, should be given out to vulnerable groups such as children, elderly and individuals to avoid any strenuous outdoor physical activities on a high air pollution day.”

1.2.2.2 Provide guideline for private sector (13 counts)

“the government should achieve prior agreement with the private sectors, and act proactively by giving guidelines and advices to the private sector.”

“Also, the government should provide guidelines for different private enterprises or institutions to follow during high air pollution day.”

1.2.2.3 Work/Stay at home (5 counts)

“Children with age nine or below are advised (or school children of primary three and below) to stay home, school lessons should be suspended.”

1.2.2.4 Other advisory measures to HAP days (40 counts)

“This includes, inter alia, temporary anti-pollution shelters for people living in high impact areas during HAP days much similar to the provision of cold/hot weather shelters for those whose quarters are inherently polluted during HAP days.”

“One incentive could be a financial one where the government and the MTRC work together to create a cheaper MTR ticket on High Alert Pollution Days.”

1.2.3 General about education of HAP days (2 counts)

“It is possible to try some relatively mild policy to inform or educate the public about the

importance of air quality."

1.2.3.1 Inform the public the health implication of HAP (10 counts)

"Let them know serious the air pollution is and the effects on them and the environment."

"It was stressed that any signals should be accompanied by public health warnings so that people could decide for themselves on whether the risk of being exposed was acceptable or not."

1.2.3.2 Education/ information about HAP alerts (15 counts)

"Of course, that council can also set a promotion department to promote the changes of air pollution index when there are changes for the ways and meaning for the air pollution index."

"Of course the government has to educate the public how to interpret the scale and who should do (do not do) what in greater detail."

1.2.3.3 Other areas of education about HAP days (21 counts)

"the government should provide more information and educate the public by media, such as TV broadcasting, radio broadcasting and newspapers."

"Primary education to include environmental subjects with examinations to grow knowledge and concerns."

1.3 Support comments on HAP day alert (17 counts)

"We also favor the setting up of an early alarm system to warn the public of any imminent pollution episodes with practical advice for the sick, elderly and the children in particular and the public in general."

"We support an alert system for high pollution days. This will facilitate more active response when the Air Pollution Index is high, as stated in Commitment No. 5 of the Clean Air Charter: "Identify and encourage business-relevant measures to be taken on days when air pollution is high."

1.4 Oppose comments on HAP day alert (15 counts)

"Any alert system would be largely a waste of time and resources. The vast majority of people in Hong Kong are quite aware that the air is polluted (as we can't see or breath properly) and do need yet another alert system to restate the obvious."

“HAP alert days in Hong Kong would be a highly inefficient use of scarce resources. The estimated costs of any HAP alert system and the low level of benefits clearly indicate that these resources should be re-allocated to efficient pollution abatement strategies. They should particularly be allocated to mandatory actions on clean transportation and fuels and other interventions which need to be part of a comprehensive air quality strategy. HAP alert days will not work and will be rejected by an informed public, legislature and government when they understand the implications of cost-benefit equation.”

1.5 Other aspects of HAP day alert (10 counts)

“Measures to be taken during High Air Pollution (HAP) Days are different for different industries.”

“We suggest the government setting up a taskforce involving different government departments and under the direction of the Environmental Protection Bureau to run the alert system”

2 General comments about Road pricing (15 counts)

“Motor Transport Workers General Union is concerned to this policy very much.” (Translated from Chinese)

“More discussions on whether or not road pricing can really effectively reduce traffic congestion are needed.” (Translated from Chinese)

2.1 General support comments road pricing (80 counts)

“Yes. I agree with that. I believe the market demand and supply theory. When the price is higher, there is less quantity demanded for it. It can apply to use of road. IF we charge a high price on the road, there are less private cars. More people will prefer taking the public transport. E.g. MTR. It will surely help to reduce the air pollution”

“I agree that the introduction of road pricing is essential in Hong Kong and the sooner this is put in the place the better.”

2.2 General about Road pricing fee policies (13 counts)

“To be effective in alleviating traffic congestion and reducing roadside air pollution, it is important for the road pricing fee be high enough to become a substantial portion of the operational cost incurred by car users in any case.”

“The price should be at $5 to $25.”

2.2.1 General about Road pricing zones (7 counts)

“Road pricing should be applied to all roads.” (Translated from Chinese)

“On electronic road pricing, we tend to agree with its introduction to alleviate congestion in key areas at peak times.”

2.2.1.1 In serious polluted areas (4 counts)

“Applying Road pricing ONLY within certain highly polluted districts.”

2.2.1.2 On heavily congested roads (12 counts)

“In actual implementation, it is imperative that the pricing scheme be applied only to congested areas where alternative routes are available.”

“Charge at peak district.”

2.2.1.3 Specific road pricing zone should be provided (4 counts)

“This would presumably be done within defined areas, such as Causeway Bay, which are relatively small, or may be divided into relatively small sections and sub sections. Road pricing may be made in a highly focused manner, for example on streets which give access to the area….to illustrate, a possible location for such charging arrangements would be Yun Ping Road in Causeway Bay, which control access to Kai Chiu Road, Pak Sha Road and Lan Fong Road. Another possible location would be Queens Road Central between Theatre Lane and Pottinger Street.”

2.2.1.4 Other zones (1 count)

“Parking space charge is relatively higher in high polluted area, it is the same as during peak period”

2.2.2 Road pricing periods (2 counts)

“For example, charge on Saturday and Sunday. Charging according the time.”

2.2.2.1 During peak hours/ congestion time (13 counts)

“We can divide for rush hour or non-rush hour. The road users do not need to pay during the non-rush hour in order to separate the cars from rush hour.”

“Applying Road Pricing ONLY within certain highly polluted districts (like Central & Causeway Bay) & seriously congested peak hours.”

2.2.2.2 During High Air Pollution time (2 counts)

“During high pollution period.”

2.2.2.3 Other pricing period (2 counts)

“ ‘TIME-BASED Road Pricing System’ would be effective as well, that means to charge within specific time frame.”

2.2.3 Types of vehicle being charged (2 counts)

“Take reference to the system in London and Singapore.”

2.2.3.1 Different fee scales for different vehicles (13 counts)

“Nevertheless, we opine that differential fees should be charged for different vehicles types such that higher fee for private cars and less fee for taxi and good vehicles.”

“The price can be set at a relatively high level, and then discount is offered to different groups according to vehicle types, or the extent of pollutants released by different vehicles.”

2.2.3.2 Charge on vehicles with low usage (2 counts)

“Charge based on passenger per vehicle.”

2.2.3.3 Discount for environmental friendly vehicles (13 counts)

“Environmentally friendly vehicles should be exempted.”

“I support the idea of offering discounts to more environmentally friendly vehicles.”

2.2.3.4 Discount for public transportation (15 counts)

“Charges should be levied as they are for London. I believe that means that public transport and taxis are exempt from the charges.”

“I think those public transport can be excluded as they help in reducing the number of car on the road.”

2.2.3.5 Others aspect about types of vehicles being charged (15 counts)

"If road pricing scheme is to be adopted, exemption should be granted to vehicles for essential and emergency services including that of public utilities."

"But for some deliver car and people who have special purpose to go to some districts. Some specific arrangement can be made. For example, if a driver always needs to deliver gods in districts applying the road pricing, he may be able to claim back all or some of the fees at the end of the month after his purpose for going that place is confirmed."

2.2.4 Adopt polluter pays principle (26 counts)

"It is considered a fair way of charging those who have caused te pollution and congestion, according to he 'Polluter Pays Principle'."

"It is agreed to apply the Polluter Pay Principle in improving air pollution."

2.2.5 Other fee policies (13 counts)

"Higher fee should be paid after taking account of driving time."

"Measures should be imposed to avoid affecting occupational drivers' living"

2.3 Measures complement road pricing (4 counts)

"Simply imposing ERP without further offering reasonable alternatives will aggravate the public and disrupt business. Again, a comprehensive strategy needs to be work out."

2.3.1 Alternative transport means (15 counts)

"There should be sufficient alternative means of transport provided in order to motivate drivers to abandon the use of their vehicles."

"If we impose this system without any supporting transportation policies to attract the car owners to use the public transport. Then, it is expected the system will have no effect on air quality improvement if the number of cars maintained at he same level."

2.3.2 Alternative routes (17 counts)

"In actual implementation, it is imperative that the pricing scheme be applied only to congested areas where alternative routes are available."

“For ERP to work, there must be a comprehensive transport system, with alternative routes and bypasses. The traffic impact on the alternative routes must be acceptable.”

2.3.3 Pedestrian pathway (2 counts)

“Hong Kong should be a far more pedestrian friendly – rather than, as at present, a pedestrian hostile – place.”

2.3.4 Better transit measures for transportation connections between the charged and the non-charged zone (10 counts)

“Provide low priced parking space and transit means near the charging zone.”

“Public transport connected to the car parks should be provided to enable people’s access to these car parks.”

2.3.5 Sufficient car parks (10 counts)

“Private vehicle parking space is built near the public transit area.”

“Provide more car parking space in rail station.”

2.3.6 Transit transport services at discount price (8 counts)

“Increase discount of transit service.”

“discounted bus transit service.”

2.3.7 Other complementary measures (11 counts)

“Promote intelligent transport system to provide better traveler information.”

“Government in the long run should regulate the toll of all tunnels.”

2.4 Policies associated with road pricing (9 counts)

“In our view, the Government has abundant revenues and reserves and certainly does not need a new income source. Our support for ERP is therefore conditional on its being balanced by offsetting tax reductions elsewhere, i.e. the ERP strategy should be revenue-neutral.”

“Road pricing scheme should follow the ‘revenue-neutral’ principle. The government should not make use of the scheme to increase revenue. Despite the expense on the system maintenance, income from road pricing should be spent to reduce air pollution.” (Translated from Chinese)

2.4.1 Increase fuel tax (7 counts)

“Increase fuel tax (gasoline) to reduce usage of cars, but simply increasing the fuel tax might lead to an increase in the fees and shift the burden in general public, so income from road pricing should be used to subsidize public transport to avoid any raising of fees.”

“It is suggested to increase gasoline tax.”

2.4.2 Encourage use of environmental friendly cars (34 counts)

“Revenue from road pricing should be used for tax rebate in using cleaner vehicle engine.”

“The government can encourage usage of environmental-friendly buses by offering subsidy.”

2.4.3 Encourage use of public transport (22 counts)

“As a further step to gain acceptance of the road pricing concept, the Government should consider using part of the road pricing fees to subsidize public transport operators so that they can offer fare concession to attract car users to switch to public transport. This should include franchise bus as it is a very low polluting mean of transport on a per passenger carried basis.”

“Revenue of road pricing can be used to reduce public transport fee and provide diversified transport choices.”

2.4.4 Encourage cycling/ walking (24 counts)

“Road pricing, I am strongly in favour of this in conjunction with more permanent and temporary pedestrianizing of streets.”

“Revenues from road pricing in the future should be allocated to better pedestrian infrastructure (walkways, promenades and cycle paths)”

2.4.5 Other Revenue/ income use of road pricing (29 counts)

“The extra income due to road pricing should be reserved for other air quality improvement measures.”

“The only important policy regarding road pricing is to make its revenue neutral.”

2.5 General about oppose road pricing (27 counts)

“We vigorously oppose the proposal under consideration and urge you that you not include it in any forthcoming legislation.”

“We […] write to convey our strong objections to the proposal of adopting Electronic Road Pricing (ERP) in heavy traffic areas suggested by the Sustainable Development Unit.”

2.5.1 Road pricing is not effective to reduce air-pollution (53 counts)

“It is our opinion that ERP simply cannot be the solution to effectively reduce the quantity of vehicles at specific periods and locations. The amount of air pollution will, therefore, not be reduced”

“Honestly this may not be very useful, given the private car creates less air pollution than the public transit, such as Buses, Min-Buses and commercial cars, such as trucks, pick-up trucks. Thoses public transit and commercial vehicles are still using deseil engine currently. Also, if you look at nathan road, Mongkok, queens road east, central, etc. The traffic congestion is not created by huge traffic volume for private cars. But, the traffic congestion is created by Buses (about 1/2 of bus is empty, especially during non-rush hr), Min-Buses, trucks, pick-up trucks. taxi, etc.”

2.5.2 Many factors affecting road-side air quality except vehicles (10 counts)

“Air pollution is caused by many factors, please do not focus on certain areas and issues on vehicles only. The macro-environment should instead be faced and solved.” (Translated from Chinese)

“Considering the situation in Hong Kong, there are many sources of roadside pollution. Nevertheless, it seems to us that public views only focus on the vehicle emissions and thus simply suggest relieving the problem by road pricing.”

2.5.3 Road pricing is not the only measure (3 counts)

“I oppose road pricing as I do not believe that ‘charging’ is the only measure to be taken.”

2.5.4 Road pricing would affect related industries (15 counts)

“We believe this ERP scheme would not only penalize the motor business but also fundamentally alter the longstanding independence of enterprises and companies to do

business without government interference as ERP creates the disincentive and extra cost burden to motorists and all road users."

"The measure will increase the operation cost for small firms (e.g. Van-for-rent, food delivery) which may directly impact their survival."

2.5.5 Road pricing would affect the economy (10 counts)

"[…]additional cost will be passed to the ultimate user, creating inflation and affecting competitiveness."

"Transportation always grows with the economy of a city. It is difficult it limit our transportation on the one hand, and wanting to see HK's economy to grow on the other hand."

2.5.6 Road pricing would increase travel cost of people (22 counts)

"In case ERP is levied on taxis, then the additional cost will simply be passed on the passenger directly."

"The cost of public transportation has been repeatedly reported high. Road pricing will put up additional charges."

2.5.7 Road pricing will increase the pressure of nearby districts (12 counts)

"Oppose to road pricing that will lead to traffic congestion and shift pollution to other areas."

"Road pricing may be able to reduce the traffic in central busy zones but it just shifts the traffic to neighboring areas or outskirts, and unlikely to reduce air pollution."

2.5.8 Other oppose comments (46 counts)

"Vacant taxis will be reluctant to enter the region looking for passengers, which, as a result, will inconvenience the general public."

"Electronic Road Pricing is an unfair policy that discriminates against the grass root citizens and only benefits the wealthy businessmen."

2.6 Alternative of road pricing (1 counts)

"In short, while road pricing may certainly be one method to improve the environment in crowded urban areas, other existing and tested methods may achieve the same effect or more.

We envisage that it will take more effort to develop and secure community agreement for road pricing schemes rather than to press ahead with other methods."

2.6.1 Reduce number of bus on road (25 counts)

"The number of buses should be reduced. There are too many buses on the road; there are many buses share the same route, and many of them are not even half full."

"For buses, we should control the number and route of buses, make better planning for connecting buses, so as to reduce the number of buses on the street at any one time."

2.6.2 Restrict number of private vehicles on road (40 counts)

"If we want to control the road side air quality, we must control the number of vehicles on the road."

"Taking control of new private car registration would be the only effective way to reduce number of cars."

2.6.3 Diversion of transport (11 counts)

"The government must really do something to divert the traffic from Central Harbour Tunnel to the other two. The less traffic jam, the less air pollution. For key congested areas like Central, Mongkok, Causeway Bay, the government can consider some schemes like Shanghai and Manila to restrict some cars into these areas. For instance, on every Monday, car registration numbers ended with 1 and 2 are not allowed to drive in, 3 and 4 for Tuesday, so on and so far."

"I think the alternative way is providing better alternative for current drivers, improve the public transportation system and make them less crowded."

2.6.4 Use environmental fuel (19 counts)

"I would like to congratulate you that pollution in HK has improved in general in the last few years after the introduction of a few measures such as Taxi and 'Small Buses' are no longer using Diesel fuel. I am hoping these measures should extend to the public bus engine used by the existing Bus companies."

"Reduce fuel tax and mandate using environmentally friendly fuel"

2.6.5 Reduction of building density (6 counts)

“Stop letting companies to build ‘wall-building’, the air flow is absolutely affected by the city plan and that’s the government’s responsibility.”

“Better urban planning, should not let the developers to construct buildings with ‘wall-effect’ which stopped the airflow to blow away the pollutants from vehicles.”
(Translated from Chinese)

2.6.6 Turn off engine when not traveling (17 counts)

“A more constructive measure may be to strictly implementing fines for cars parking without turning their engines off.”

“Maybe the Government should impose some practical regulations such as turn off engines while waiting.”

2.6.7 About vehicles’ maintenance (19 counts)

“Vehicles that release large amounts of pollutant should be strictly checked.”

“Also the government should take seriously the inspection of maintenance of diesel engines in order to reduce pollutant emission.”

2.6.8 Other alternative of road pricing (94 counts)

“Why are we talking about the road pricing program when there is a more root cause to the problem. I think the government should start to impose cars that use diesel. While there is a large discussion towards the advantages of hybrid vehicles and the BioDiesel cars, we seem to forget the greenest of them all now is actually the diesel engine. Diesel engines uses different technology compared to what it was 10 years ago. They now have better mileage, lower emission and lower total cost of ownership than gasoline engines.”

“Mandatory adoption of car parks to new constructed buildings. This has proven to be very effective in Singapore, which reduce the time of driving around the area unnecessary to a minimum.”

2.7 Other aspects of road pricing (28 counts)

“This policy can be tried on the Central-Wan Chai Bypass first as it is still building. It is easy to add tollbooths. Also, this is another way to drive to Central. Then there will be two ways to drive to Central. After a few months the government can make adjustments on the policy and try to apply it in other districts. So, I think this will be a suitable place to try road pricing. If the reflection is good enough, the policy can be applied on others main roads.”

“Road pricing may slow down the car speed, it is suggested to use electronic road pricing, such as the case in Toronto, a sensor is placed in the car front, when the cars pass the tollbooths, the system will automatically charge the users.” (Translated from Chinese)

3 General about Demand Side Management (7 counts)

“If we can use some methods to reduce the use of electricity, it can reduce the pollutants and also increase the useful life of those fossil fuels as they are non-renewable energy source.”

“In Hong Kong electricity is massively wasted, of all rich cities, it is probably the most wasteful on the planet, on every aspect of consumption, (including buildings, being torn down after 14 years of existence, e.g Ritz Carlton hotel). As far as electricity is concerned, HK is still in the stone age of energy efficiency.”

3.1 General support comments on DSM (47 counts)

“I would go one step further and suggest there is "growing panic" on climate change rather than only "growing concern." I strongly support legislation to curb over-use of energy by consumers.”

“Demand side management is of course very much welcome. I am sure most electricity consumers are more than willing to reduce usage whenever possible. However, the consumers must be given the precise, comprehensible, honest and genuine information on energy consumption as labelled on the electric appliances.”

3.2 General comments about new policies achieving DSM (17 counts)

“Policies should be combination of mandatory and voluntary.”

“Policy options must/ should be presented with implementation options i.e. as ‘package’ and NOT in isolation as a high level concept.”

3.2.1 General about Mandatory approach (11 counts)

“Legislation needed, enforcement essential self-awareness is a must.”

“Ensure rigorous enforcement of mandatory policies.”

3.2.1.1 Environmental friendly practices in building design/ construction (37 counts)

“For example, there should be good policies(codes)in new building (or any architecture) designs that natural light should be maximised, good thermal insulation if air condition is used. Most current building designs, heat penetrates easily through poor window & walls which are wasting a lot of cooling energy(about 30% from studies).”

“Building codes should be improved significantly to drive better buildings and lower energy use”

3.2.1.2 Reduce laser light performance (7 counts)

“Since the government proposed energy saving, the government should take the role. I think the government should stop the laser light performance.” (Translated from Chinese)

“Cancel the laser light performance, it is wasting money and energy, and also causing light pollution.” (Translated from Chinese)

3.2.1.3 Reduce street lights/ lamps (17 counts)

“Limit lighting brightness in some time slot.”

“Diminished streetlights overnight”

3.2.1.4 Restrict use of air-conditioning (70 counts)

“Many buildings and vehicles set air conditioning too high. Correcting this alone may greatly reduce coal burning for electricity generation in Hong Kong. One way to help would be to require that all government buildings set temperatures to at least 25 C. Require that buildings and vehicles of all government associated organizations also set temperatures over 25 C. Such buildings include the hospitals (where my office is always too cold and where I have no thermostat to adjust the temperature higher. I need to wear a sweater in summer!), clinics, universities, all schools, all gyms, all libraries, trains and train stations, wet markets, public housing retail space, jails, etc. Buses, minibuses, and taxis would also be included since they are regulated by the government. Regularly inspect all these buildings with thermometers to make sure they comply.”

“Many buildings and vehicles set air conditioning too high. Correcting this alone may greatly reduce coal burning for electricity generation in Hong Kong. One way to help would be to require that all government buildings set temperatures to at least 25C. Require that buildings and vehicles of all government associated organizations also set temperature over 25C.”

3.2.1.5 Restrict use of advertising lights (45 counts)

“Restricting usage of Neon-lighting on street within certain period of time (for instance 3:00 - 6:00)”

“Legislation should be used to strictly control the over-use of billboard lighting & neon street lightings.”

3.2.1.6 Restrict use of luxury electricity consumption items (4 counts)

“Luxury energy consumption items such as in omate lighting appliances should be banned.”

3.2.1.7 Turn off public facilities when not necessary (9 counts)

“Escalator without people should be shut down. E.g. MTR, KCRC, Malls, Shopping centre. Lift in every building, lighting should be shut down if no body using the lift.”

“Automatic sensor system should be applied on public escalators & street lighting to minimize usage of energy.”

3.2.1.8 Turn off street light when not necessary (11 counts)

“Given the limited amount of night time traffic after a certain time, can street lights be staggered on/ off, within safety parameters of course.”

“Turn off the street lamp at low traffic time.” (Translated from Chinese)

3.2.1.9 Mandatory use of energy efficiency products (17 counts)

“I think we may only allow those electric with first class of Energy Efficiency Labeling can be imported and sold in Hong Kong. Although the choices for consumers may be reduced, but those first class electric really help in reducing the use of energy.”

“We fully support the efficient use of energy. As I know that the Electrical and Mechanical Services Department of Hong Kong operates a voluntary “Energy Efficiency Labeling” Scheme for appliances and equipment used both at home and office as well as for vehicles. The government should make it a mandatory measure for public and private enterprises.”

3.2.1.10 Mandatory use of energy efficiency light bulbs (23 counts)

“Certainly phasing out traditional incandescent light bulbs as soon as possible will be an effective way to decrease energy demand. There is no reason not to do this as the bulbs' long life certainly make up for the higher initial cost.”

“In order to reduce resource wastage and enhance the effectiveness of energy use, the government should also adopt a mandatory energy-efficient lighting system.”

3.2.1.11 Other mandatory approach (54 counts)

“EMSD’s voluntary labelling scheme should become mandatory including schemes for refrigerators, room coolers and compact fluorescent lamps. These three products together account for over 70% of the electricity consumption in the residential sector.”

“The government provides the law on labeling for electric appliances. The energy-efficiency labels is 10-20% more than no-labels.”

3.2.2 General about domestic energy saving schemes/ incentive approach (14 counts)

“The government should introduce some incentive scheme to encourage community (e.g. waste pre-sort scheme) and citizen to use less energy.”

“We likewise support the CSD’s efforts by providing services and incentives on a voluntary basis to encourage energy efficiency at the consumer end.”

3.2.2.1 Apply differential electricity pricing (39 counts)

“Tariffs on electricity should be increased significantly above a per capita limit per household to discourage sloppy over-usage.”

“In addition, the price difference of electricity between peak and non-peak hours can be substantial in mainland China. We can consider it in HK.”

3.2.2.2 Provide energy audits to companies/ households (14 counts)

“Subsidy by government for industry to carry out energy audit of premises”

“Setting a policy to reward the utilities to encourage DSM through providing energy audits.”

3.2.2.3 Flexible working hours (4 counts)

"Should the government consider and encourage flexible working hours to relieve the problem slightly" (Translated from Chinese)

3.2.2.4 5-days work (3 counts)

"Encourage 5 working days in Hong Kong."

3.2.2.5 Increase using energy efficiency labeling (14 counts)

"More promotion of the Energy Efficiency Labeling Scheme may increase the proportion of people using these appliances. But the current assessment standard of energy efficiency needs to be improved so that people are confident with the labels."

"There is great potential for further energy saving if the Energy Efficiency Labeling Scheme can be extended to cover appliances of other fuels."

3.2.2.6 Promote using energy efficiency products (29 counts)

"Supporting Government through running a 3-year DSM program which incentivized the use of energy efficient equipment."

"A design competition for electronic products should be launched to encourage more innovation on increasing energy-efficiency of the products and reducing carbon emissions during production so as to have a more positive impact on the environment. The winning entrant will receive US$50,000, as well as support to bring the design into production."

3.2.2.7 Promote roof gardening to save energy (20 counts)

"Strengthen greening at building roof to reduce electricity"

"I agree with Demand side management or energy savings by planting more trees and plants particularly on the roofs of all buildings"

3.2.2.8 Use of water cooling system (7 counts)

"Encourage using water cooling air conditioning system"

"Air-conditioning uses 40% of total electricity production. Therefore, changing the air conditioners from air-cooling to water-cooling can also help energy saving."

3.2.2.9 Use of solar energy (13 counts)

"High rise buildings should be equipped with self-supplied hot water systems making use of solar energy. Solar panels should be installed on roof tops of the high-rise buildings."

"To use solar energy to reduce peak demand."

3.2.2.10 Provide more choices on energy efficiency products (6 counts)

"Government to host information sharing platforms for EE products and services."

"The consumer must be given the precise, comprehensible, honest and genuine information on energy consumption as labeled on the electric appliances."

3.2.2.11 Energy saving competitions (8 counts)

"Competition like energy saving building among different districts and housing estates"

"Rewards should be given to the companies and estates that had the best performance on energy saving at quarterly basis." (Translated from Chinese)

3.2.2.12 Energy labels for outstandingly energy efficient buildings (11 counts)

"Energy Efficiency Certification scheme for buildings"

"Supporting Government initiatives such as participating in the Hong Kong Energy Efficiency Registration Scheme for Buildings"

3.2.2.13 Subsidizes for buying energy saving devices (6 counts)

"DSM programs should offer rebates to all residential customers who buy energy efficient lighting, refrigerators and room coolers and to non-residential customers who buy energy efficient lighting or energy efficient air-conditioning equipment."

"Discount price for all energy saving grade I electric appliance."

3.2.2.14 Punish those who fail to meet energy efficiency standards (6 counts)

"Penalize big users for energy use beyond acceptable level."

"Penalise companies who do not reduce power usage by only allowing 80% of the previous year's power consumption costs to be charged as a business expense in the current year."

3.2.2.15 Subsidies for companies initiating DSM energy saving schemes (12 counts)

"DSM programs entail costs, including the rebates, the promotional expenses and DSM incentive earnings for the power companies. The right incentives should be therefore given to utility companies for reducing electricity demand and consumption and ultimately the return on investment in generating capacity."

"Incentive through subsidy or rebate"

3.2.2.16 Other incentive approach on DSM (74 counts)

"Encourage people to use stairs instead of elevators by charging for elevators using Octopus cards (I see many apparently-healthy people take elevators up or down a single floor!). If the price per ride were fixed no matter how many floors were traversed, the people would tend to walk up or down a few floors and ride elevators only for long trips."

"It is important to find a way to get tenants of buildings to pay their own electricity bills, instead of the landlord paying the electricity bills. This would send a cost signal to the tenant, and indicate that they should reduce costs by economizing, whereas at present they have no such direct variable signal, and evidently not much incentive to economize on electricity consumption."

3.2.3 Education on energy saving (43 counts)

"education for the younger generation. e.g. new schools with 'energy saving design' "

"We need serious education rather than a using few slogans and unsystematic publicity of energy saving."

3.2.4 Other new policies on DSM (17 counts)

"It is suggested that there is a policy to reward the utilities to encourage DSM through providing energy audits and having the cost of the exercise written off as tax deductions for the utility concerned."

"Quantify the effect of various DSM measures and disclose the information."

3.3 Comments about opposing DSM policies (5 counts)

"I think mandatory energy saving is difficult and not appropriate to apply in Hong Kong." (Translated from Chinese)

“HK Electric has reservations on the effectiveness of an off-peak tariff in peak shaving. It would unnecessarily complicate the tariff scheme and incur additional costs for metering and administration. With the migration of local industries to PRD, commercial and domestic consumers dominate the demand of electricity in Hong Kong and their loading patterns are unlikely to be substantially changed with the introduction of an off-peak tariff.”

3.4 Other aspects of DSM approach (25 counts)

“These facts by themselves seem to me to make a nonsense of the third topic on which our views are sought, namely ‘demand side management which involves energy saving with energy efficiency and conservation measures to reduce burning of fossil fuels.’ The fact is that the more we tighten our belts here, the more power will be sold over the border. Consumers have no control over this source of pollution. In any event, domestic and industrial consumption both fell last year; commercial consumption grew by a small amount, but that is not unreasonable given the overall increase in economic activity.”

“When considering demand side management we should not just consider “energy efficiency” (e.g. better appliance), and shifting peak demand to off-peak hours (the CLP preference), but we should also consider how to achieve absolute reductions in energy consumption by reducing “luxury” consumption, which is very wasteful.”

4 General comments about engagement process (8 counts)

“If the council bring out more information about to what extent poor quality is harmful or even dangerous to children’s health, it may definitely draw more attention from the parents group in Hong Kong.”

“I write to congratulate the Council on the success of the Public Engagement Exercise on Better Air Quality; as I understand, already over 40,000 responses have been received from the community on the IR documents, the best in any government consultation. The Chamber is honored to be a collaborator organization to the public engagement, and we are pleased to have helped contribute through a series of forums including two site visits.”

4.1 Comments on how the topics are chosen (37 counts)

“The Canadian Chamber welcomes the questionnaire as a channel for gathering the public’s view. However, the questionnaire did not explain why only a limited number of issues (High Air Pollution Days, road pricing, demand side management (DSM)) were addressed, nor provide an opportunity for other issues to be raised.”

“The public consultation undertaken by the Council for Sustainable Development on Hong Kong’s air quality policy focuses on three issues and three potential measures to address them (air pollution alert system, road pricing, and demand side management). This focus creates misunderstanding that these are the most urgent issues to address in improving Hong Kong’s air quality management, while in fact they were produced by a system lacking adequate checks and balances.”

4.2 Comments on methods to collect opinions (31 counts)

“The limited scope of the questions did no allow for all appropriate answers to be provided (i.e. many people don’t own a car but the question didn’t allow us to state this – it only asked if we would leave a car at home) or addressed multiple aspects of n issue as they were too absolute (i.e. all outdoor activities is all encompassing).”

“You asked public if they would prefer to work at home on the high pollution day. Again, this should NOT be at the discretion of the public. This is a very risky question. Say, if the majority opts to work at home, but the medical practitioner advises otherwise. What would you conclude from this question? Why bother to include question of this type in the questionnaire.”

4.3 Concern on how the opinions are handled (6 counts)

“I hope the Council will consider not only on the suggestions stated in the IR documents but also the opinions which are more proactive, so that we can see back our blue sky in Hong Kong.” (Translated from Chinese)

“I hope the members of the Council can study my comments seriously, and not as hesitating as our Chief Executive Donald Tsang and his hibernating government.” (Translated from Chinese)

4.4 Other comments about engagement process (40 counts)

“Our main concern is that the initiatives set out in this document are too tentative and preliminary.”

“I strongly recommend anyone responding to this topic to start with the original report ‘Clean Air and Blue Skies – The Choice is Ours’ rather than the ‘Invitation and Response’ document, which is far too narrow and as so often happens contains no relevant statistics.”

5 Others issues

5.1 Expressions of concern on air pollution (126 counts)

“Every time I return to Hong Kong, I grow increasingly concerned about Hong Kong’s air quality. I feel a gray mist overhanging the city that, in turn, depresses the people’s health. After living and traveling around abroad for a couple of years now, I still find that the people of Hong Kong are more susceptible to illnesses compared to other countries I’ve seen.”

“I also hope that companies in HK take more seriously reducing pollutants and emissions. HK is a fairly attractive place to live for companies EXCEPT for the choking pollution, which is pretty quickly and obviously discouraging many people from staying here or settling here (or encouraging some long-time residents to consider leaving). We don't want to lose talent and income from companies just because pollution is so bad.

5.2 Comments about causes of air pollution (105 counts)

“One of the primary contributors to the unacceptable level of air pollution in Hong Kong is the exhausted gas emissions from Diesel engines. This fact somehow never seems to be mentioned in many of the discussion on this very important topic regarding the pollution levels in Hong Kong, it seems so much easier to put nearly all the blame on pollution from the Pearl River Delta. This is not correct.”

“Indeed, it is almost a consensus now that a significant (if not most) portion of the air pollution is coming from the Pearl River Delta.”

5.3 The report recommendations (1 count)

“Stronger legislation is required to enforce the recommendations from the previous report on air quality”

5.3.1 Institutional choices (Review of Air Quality Objectives) (40 counts)

“The World Health Organization has introduced new standards for air quality last year. The Government should revise our outdated standards with a view to implement plans to reach such standards within the next 5 years.”

“As a matter of urgency, the government should update its Air Quality Objectives (AQO) that reflect the health impact of our air pollution and are in line with WO guidelines and include sufficient health warnings. This should be part of an air quality management policy that includes stricter interim and long-term air quality targets as part of a broader sustainable development strategy (SDS).”

5.3.2 Electricity Generation choices (23 counts)

“Electricity companies should also explore other cleaner ways to produce energy.”

“Work done by China Light and Power Company Limited include emission reduction, use of natural gas and nuclear power in generating energy, Flue Gas Desulphurisation controls, and introduction of LPG terminals in HK”

5.3.2.1 Use of Clean coal (3 counts)

“Consider to restrict the standard on the amount of sulphur contained in the coal used for power supply.” (Translated from Chinese)

5.3.2.2 Flue-gas desulphurization (FGD) pollutant control (6 counts)

“Get ExxonMobile/ CLP to install as soon as possible fluegas desulphurization on its huge castle peak coal power station.”

“Works done by Hong Kong Electric Company Limited include introduction of FGD”

5.3.2.3 Use of liquefied natural gas (5 counts)

“You mentioned in your website a few times that a major reason for poor air quality was due to burning of fossil fuels for electricity generation. Therefore, Gov’t and electricity Company should not further delay the LNG project.”

5.3.2.4 Selling electricity to China (1 count)

“It is better to supply energy to the mainland by the power companies in Hong Kong because their power generation process is more environmentally friendly than the mainland.”

5.3.3 Transport choices (14 counts)

“It is important that Hong Kong adopts the most stringent vehicle emission standards that are practical and these measures should be enshrined in a sustainable transport strategy that is integrated with land use planning for long term sustainability.”

“Although the government had already planned to sponsor the owners of environmental friendly vehicles, but we think the incentives are not strong enough for people to change their vehicles immediately. Most of them will change their vehicles only after their vehicles can no longer be used. If we can have mandatory policy, we deeply believe the progress will be much faster.” (Translated from Chinese)

5.3.3.1 Converting light vehicles to cleaner fuel (light goods vehicles, light buses) (6 counts)

"Increase the number of LPG stations to attractive more taxi and minibus drivers to use LPG vehicles." (Translated from Chinese)

"Promote the use of LPG for private traffic - Most mini buses and all taxis are driven by energy efficient and clean LPG gas. Why does the Hong Kong government do not more to promote LPG for the private traffic as well? Many gas stations already are equipped with one or several LPG pumps and they could and would easily install more, if the demand increases. Promotion of LPG driven vehicles can easily be done by a lower fuel tax on LPG than on Diesel and Petrol."

5.3.3.2 Fitting catalytic converters and particulate traps onto medium and heavy vehicles (5 counts)

"More promotion on installing particulate traps"

5.3.3.3 Retrofitting particulate traps on franchised buses (5 counts)

"Suggest also that there should be subsidies available for retrofitting of exhaust after-treatment devices such as catalysts and particle traps. There have been a number of major programmes in US and Europe that have demonstrated the potential benefits of retrofit programs."

5.3.3.4 Prevent importing of high sulphur diesel from Shenzhen (3 counts)

"As far as vehicular fuel is concerned, an imminent problem that need to be addressed is the emissions from cross boundary vehicles as many of them are filled with low grade diesel in Shenzhen with 0.1 – 0.2% sulphur compared with that in Hong Kong with 0.005% sulphur as per "Clean Air and Blue Skies – The Choice is Ours" by the Council for Sustainable Development."

5.3.3.5 More hybrid vehicles (31 counts)

"For clean air to happen, efficient measures must be taken. Hybrid cars for private use should clearly be the next step, now that taxis and buses have switched to gas. Financial incentives should be given to encourage people to buy hybrid cars rather than fancy -and polluting- 4X4 and luxury cars."

“As for private cars, subsidy for private car owners to buy hybrid cars is a good start, and I am sure as more car makers produce better hybrid models, it will become a more popular choice.”

5.3.4 Industry choices (2 counts)

“Over 60% of the factories run in the PRD are owned or partially owned by Hong Kong businesses. Why do these companies not feel responsible for the worsening air in their home city? Those companies owning manufacturing businesses in the PRD should be held responsible by undergoing VERY strict emission control measures, filter applications to reduce smoke and particle emission.”

5.3.4.1 Shifting from industrial diesel to ultra-low sulpur diesel (e.g. ferry, construction, boats) (1 count)

“In parallel with the 2007-08 Policy Address regarding the legislation to replace industrial diesel with ultra low sulphur diesel in all industrial and commercial processes, I hope the procedures of the application of "Marked Ultra-low Sulphur Diesel Verification Scheme on End-users" can be simplified.”

5.3.4.2 Promotion of cleaner production (10 counts)

“Cleaner production should be implemented for large and heavy industries to reduce air pollutant emissions and energy consumption.”

“As industry representatives, we particularly agree with the Council’s view that it is now time for Hong Kong industries to play a proactive role in addressing he environmental issues in the PRD region – the manufacturing base for Hong Kong industries. The promotion of green production, which basically means industrial pollution prevention at sources through technology advancement as well as improved management in industrial and commercial operations, has become a core component of Mainland’s industrial pollution control policy in recent years.”

5.3.4.3 Code of Conduct (2 counts)

“voluntary initiatives include the “One Factory-One Environmental Project-One Year” Programme, Green Manufacturing Alliance, Green Mark Certification Scheme, and the Business Facilitation and Incubation Centre for SME Manufacturers to Enhance Environmental Excellence.”

5.4 Other suggestions for improving air quality (151 counts)

"I would like to suggest stop smoking in all public area to get better air environment."

"In 2004, Boeing launched the development of the 787 dreamliner, that rolled out on July 8 this year and will be in the air of customers next year. It saves a fifth of the fuel of its predecessor but cost the same and it has therefore had the fastest order takeoff of any airplane in history….If Cathy buys more Boeing 787, fuel surcharge can be reduced or cut and we will have cleaner air from 2015."

5.4.1 Greening (56 counts)

"I agree that clean air policy should implement in Hong Kong, however, I view that our Hong Kong Government should do more work not only setting regulations to control air pollution but also building more green work, such as creating our Hong Kong environment in green grass. I observe that our City, tree are comparatively smaller than Singapore, if we can not create a green environment, I view that Hong Kong will no longer attract more people around the world come to Hong Kong."

"Plant more trees in around the city is one of the practical way to get instant effects"

5.4.2 Building density (44 counts)

"Better urban planning to control the height and density of the tall buildings will help to have better air quality."

"To help resolve the street canyon problem, it is important that during the planning stage of any urban neighbourhood:

a) Avoid having tall buildings along narrow streets with busy traffic - in all circumstances, have an aspect ratio (Height of building/Width of road) of less than 3, preferably much lower.
b) Configuration of buildings: the flanking buildings should not be continuous and uniform - gaps should be allowed in the building geometry to improve ventilation. Better still, garden plots can be created to achieve better effects."

5.4.3 Education (64 counts)

"Government should start educating the public when they were young. There should be topic about air pollution at different stages of their study. Let them know serious the air pollution is and the effects on hem and the environment."

“There should be more public education to develop a correct mindset & better understanding of air pollution. People always have a wrong concept about air pollution. They tend to take good visibility as an indication of good air quality and pay less attention to air pollution when seeing blue sky but this is completely wrong. Only fine particles and nitrogen oxide affects visibilities greatly. The public should be educated that a blue sky indicates good visibility only, but not good air quality.”

5.4.4 Encouraging renewable energy (41 counts)

“Sponsoring research and community programs on renewable and alternative energy.”

“Hong Kong should try to use renewable energy resources such as solar power, wind power, power from biomass etc. Although there are different difficulties to use these renewable resources, for example, solar energy is difficult to collect and store. Also, we need a large place to build windmills if wind power is used. However, if these renewable energy resources can also be used, the amount of electricity that needs to be generated will be decreased The amount may not be large, but at least, the amount of pollutants can be reduced.”

5.4.5 Emissions trading (7 counts)

“Emission trading has been adopted to control industrial exhaust. CIWEM HK suggests caps on emission exhaust and pay for additional exhaust is useful to manage ever increasing industrial emissions. The HKSAR Government should work closely with the Guangdong Province Government on the emission trading pilot scheme for thermal power plants.”

“Hong Kong should study the UK pilot personal emissions trading scheme with a view to implementing a similar scheme in HK. This could then be used as a mechanism for later introduction in China.”

5.4.6 Reduction of traffic (79 counts)

“For existing streets already with a serious air pollution problem, temporary restrictions on vehicle use may need to be imposed under extreme conditions. Re-routing of part of traffic will reduce pollutant buildup.”

“Government to place appropriate limits on the number of new private cars to be registered each year, thereby properly controlling vehicle growth particularly that of private cars (with discretionary exemption for the disabled and those who have special needs of private cars).”

5.4.7 Encourage more use of rail (15 counts)

"Promote usage of railway system by imposing financial incentive, such as discount in ticket prices for traveling during morning and evening busy hours."

"Another suggestion would be optimizing government's public transport policy towards achieving an increase in rail-led transport, including greater use of trams which require much less use of energy."

5.4.8 Adoption of cleaner form of transport (45 counts)

"We recommend that the Government implement pedestrian-centred planning at the strategic level through its usual planning mechanisms."

"How do we change those to more environmental friendly way to do it? There are many ways to improve. Some of them doesn't need to spend money, they save money. Bicycle, as short distance transportation. Why the government is loosing on this?"

5.4.9 Ban of idling engine (29 counts)

"[…]banning of idling engines help reduce automobile exhaust, the air quality would be improved especially at covered transport interchanges. [We] urge that the legislation of banning idling engines should be further enhanced."

"[I] also think that the government should come up with regulations to penalize leaving engines on while waiting. This should apply to commercial cars and private cars. Although we can imagine that it would be hard to define, such as how long the car has been left idle etc, but this problem is rather serious and I believe with such regulations, it will improve the situation."

5.4.10 On-going studies on regional aspects of air pollution (17 counts)

"To address the problem, SAR Gov't should also work closely with mainland China. We should not neglect the pollution problem in Pearl River Delta region whilst we are very close to them."

"The government should not ignore the up-stream measures like cooperating with mainland government to deal with the Pearl River Delta's pollution problem."

5.4.11 Clean Air Charter (1 count)

"Smaller corporations could sign up for Clean Air Charter (CAC) and implement measures recommended in the CAC"

5.5 Government responsibility for action (22 counts)

"Maintaining and promoting the health well-being of Hong Kong citizenry is one of the most important objectives that the Government needs to achieve in its sustainable development strategy."

"We appreciate that the Council and the Government will come up with more ideas and innovations to combat air pollution determinedly. Please do something and act speedily."

5.5.1 Against mandatory approach in general/ legislation (2 counts)

"Against any legislation that addresses the air pollution problem. General public should be 'encouraged' to participate in improving air quality while they are not obligated to do so."

5.5.2 Oppose air quality policies (3 counts)

"Not agree to ask Hong Kong Citizens to pay money to tackle the pollution problem."

5.5.3 Support government take a leading role (53 counts)

"Given the importance and urgency to improve Hong Kong's air pollution, steps must be taken by the government, in its stewardship role, to outline a clear energy policy that focuses efforts to reduce the amount of power consumed in Hong Kong by improving energy efficiency and more stringent emission reductions."

"We recognize that the primary responsibility for action lies with the Government."

5.5.4 Other comments on government's role (39 counts)

"As an eco-concern group, we urge the government to take the long term environmental interests of Hong Kong, China and also that of the world in its formulation of any concerned policy. Being a cosmopolitan member of the global community and a vital city of China, Hong Kong should tackle the environmental issues not only with a local perspective but rather a regional and global one. We owe it to ourselves and our future generations to engage this fight NOW with commitment, determination and commensurate policies and programs."

“The Government should invite more international professors or experts to share their views while promoting “Better Air Quality” ideas in Hong Kong.”

5.6 Needs for individuals to act/ change behaviour (27 counts)

“With the growing awareness within our community that each member of society needs to play an active part in promoting the sustainability of our habitats, the public at large is increasingly prepared to adopt a life style and habits that ca minimize their footprints on the environment.”

“We believe everyone has a part to play in improving air quality in Hong Kong. Business, Government and consumers must all be engaged. However there must be wider realization in the community that, as well as changing habits, there will inevitably be financial implications in order to achieve our efficiency goals.”

5.7 Complaints (45 counts)

“If any member of the Council does not believe the public are fed up with the government inaction please ask the editor of the SCMP to send you copies of all the letters they have printed (not all they have received) on pollution and see how many think the government is doing a good job.”

“Whilst I do not hold all the answers I do despair that the government is so lacking in imagination.”