

公共巴士和的士 綠色轉型路線圖

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中華人民共和國香港特別行政區政府
環境及生態局



由環境及生態局設計及出版，並由政府物流服務署採用環保油墨印刷於再造紙上。



掃描二維碼參閱
《公共巴士和的士
綠色轉型路線圖》

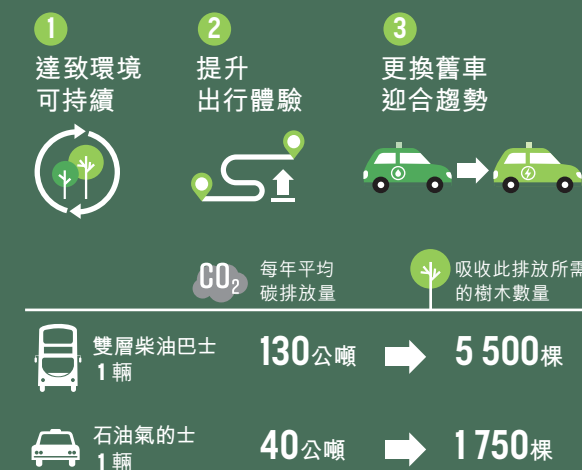
願景



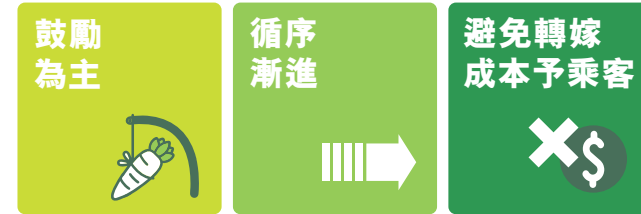
目標



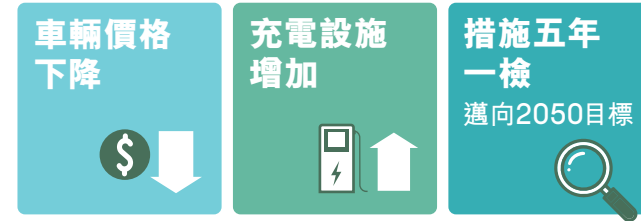
轉用電動巴士和電動的士的好處



原則



未來進程



進展



今屆政府措施

1 資助專營巴士營辦商購置電動巴士

- ➡ 電動巴士的價格較傳統柴油巴士高出約50%
- ➡ 需提供資助鼓勵專營巴士營辦商購置電動巴士，減低增加票價的壓力
- ➡ 資助購置約600輛電動巴士
 - 每輛單層電動巴士：40萬元
 - 每輛雙層電動巴士：80萬元
 - 或車輛資本成本25%（較低者為準）
- ➡ 專營巴士營辦商須：
 - 在2027年底前訂購電動巴士

2 資助的士車主購置電動的士

- ➡ 的士沒有強制退役的車齡限制
- ➡ 資助購置3 000輛電動的士
 - 每輛電動的士：45,000元
 - 優先更換老舊的的士
 - 發信邀請車齡最高的3 000輛的士的車主
- ➡ 的士車主須：
 - 2個月內回覆接受資助
 - 6個月內訂購電動的士
 - 12個月內為電動的士領牌

3 拓展充電網絡



持續多管齊下增加充電設施，逐步建立一個遍布全港的網絡



- ➡ 主要使用高速充電樁
- ➡ 在現有約1 500個快速及高速充電樁上，到2027年底額外提供至少500個可支援的士的高速充電樁

措施	預計高速充電樁數量
1. 將傳統加油站改建為高速充電站，及改造現有加油站以安裝高速充電設施	約300
2. 開放巴士車廠的充電設施	約70
3. 推出電動的士充電設施試驗項目	約100
4. 在的士站設置高速充電設施	約50



- ➡ 協助專營巴士營辦商在巴士車廠安裝充電設施
- ➡ 在新建的公共交通交匯處或巴士總站預留位置，安裝專用充電設施

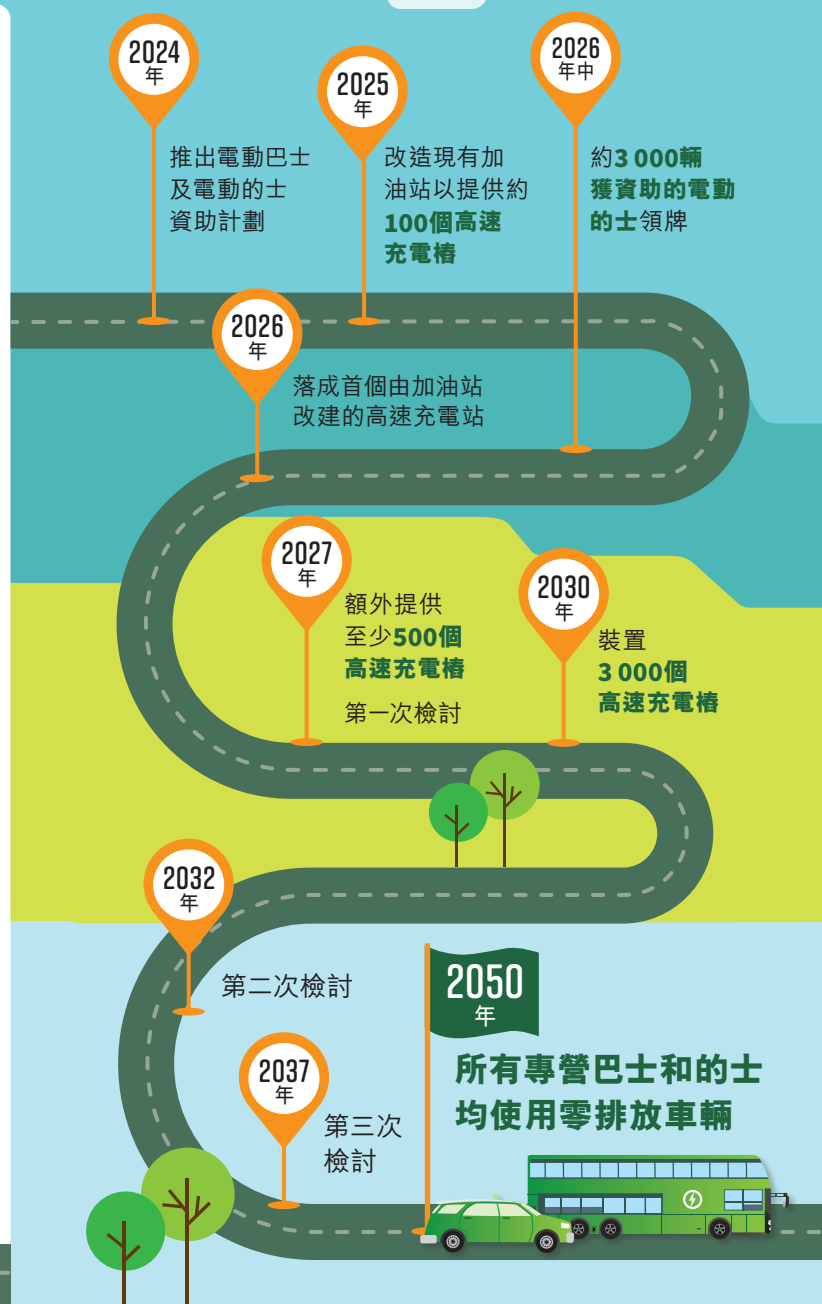


- ➡ 政府停車場的電動車充電服務徵收充電費，推動市場參與充電服務
- ➡ 計劃津貼私營機構在2030年底前安裝3 000個供公眾使用的高速充電樁



- ➡ 推動和加強對電動車技術及維修的人才培訓

時間表



Green Transformation Roadmap of Public Buses and Taxis

December 2024



VISION

Gradual Transformation

Smart Technology

Joint Effort

TARGET

BEFORE 2050

0

Zero Vehicular Emissions

BENEFITS OF SWITCHING TO ELECTRIC BUSES AND ELECTRIC TAXIS

1

Achieve environmental sustainability

2

Upgrade commuting experience

3

Replace old vehicles to align with the trend

CO₂

Average annual carbon emissions

Number of trees required to absorb these emissions

1 double-deck diesel bus

130 tonnes

5 500 trees

1 LPG taxi

40 tonnes

1 750 trees

PRINCIPLES

Carrots but not sticks

Gradual and orderly approach

No additional costs to passengers

FUTURE DEVELOPMENT

Drop in vehicle price

Increase in charging facilities

Review measures every 5 years achieving 2050 target

PROGRESS

1 More electric vehicle models, with better batteries of faster charging speed

2 Subsidising trials of electric buses by franchised bus operators

3 Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis

4 Arranging electric vehicle maintenance training programmes

CURRENT-TERM GOVERNMENT'S MEASURES

1 Subsidising franchised bus operators to procure electric buses

Prices of electric buses about 50% higher than that of traditional diesel buses

Need to incentivise franchised bus operators to procure electric buses, and minimise pressure on fare increase

Subsidise the procurement of about 600 electric buses

- Each single-deck electric bus: \$400,000
- Each double-deck electric bus: \$800,000
- Or 25% of capital cost (whichever is lower)

Franchised bus operators shall:

- Purchase electric buses by end of 2027

2 Subsidising taxi owners to procure electric taxis

No age limit for retiring a taxi

Subsidise the procurement of 3 000 electric taxis

- Each electric taxi: \$45,000
- Priority accorded to replace aged taxis
- Invite owners of the oldest 3 000 taxis by letter

Taxi owners shall:

- Reply to accept subsidy in 2 months
- Purchase electric taxis in 6 months
- License electric taxis in 12 months

3 Expanding charging network

Adopt a multi-pronged approach in increasing charging facilities, to gradually develop a territory-wide network

ELECTRIC BUSES

Facilitate franchised bus operators to install charging facilities in bus depots

Reserve space to install dedicated charging facilities in new public transport interchanges or bus termini

ELECTRIC TAXIS

Adopt fast chargers dominantly

On top of the existing about 1 500 quick and fast chargers, additionally provide at least 500 fast chargers that support taxis by end of 2027

Measures	Expected number of fast chargers
1. Convert traditional petrol filling stations (PFSs) into fast charging stations (FCSs) and retrofit existing PFSs to install fast chargers	About 300
2. Open up bus depots' charging facilities	About 70
3. Roll out Trial Projects on Electric Taxis Charging Facilities	About 100
4. Install fast charging facilities in taxi stands	About 50

PRIVATE MARKET'S CHARGING NETWORK

Imposed charging fees on electric vehicle charging services in government carparks, to promote market participation in charging services

Plan to incentivise private sector to install 3 000 fast chargers for public use by end of 2030

OTHER SUPPORT

Promote and strengthen the personnel training of electric vehicle technology and maintenance

TIMELINE

2024

Roll out electric bus and electric taxi subsidy schemes

2025

Retrofit existing PFSs to provide about 100 fast chargers

MID-2026

About 3 000 subsidised e-taxis licensed

2026

Commissioning of the first FCS converted from PFS

2027

Additionally provide at least 500 fast chargers First review

2030

3 000 fast chargers installed

2032

Second review

2037

Third review

2050

All franchised buses and taxis switched to zero emission vehicles