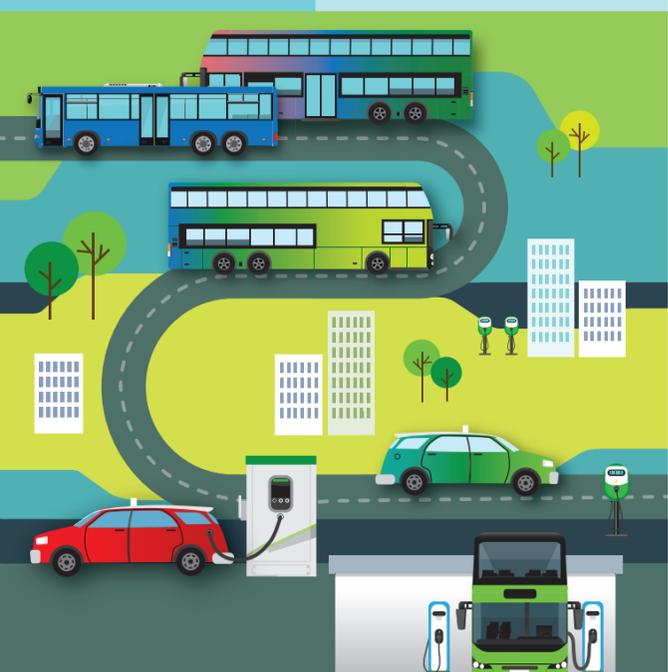


公共巴士和的士 綠色轉型路線圖

2024年12月



願景

逐步
轉型

智慧
科技

共同
努力

目標

2050
年前

0

車輛
零排放

轉用電動巴士和電動的士的好處

1 達致環境可持續

2 提升出行體驗

3 更換舊車迎合趨勢

CO₂ 每年平均碳排放量

雙層柴油巴士 1 輛 130公噸 → 5 500棵

吸收此排放所需的樹木數量

石油氣的士 1 輛 40公噸 → 1 750棵

原則

鼓勵
為主

循序
漸進

避免轉嫁
成本予乘客

未來進程

車輛價格
下降

充電設施
增加

措施五年
一檢
邁向2050目標

進展

1 更多電動車款，以及配備更優質、充電速度更快的電池

2 資助專營巴士營辦商試驗電動巴士

3 純電動的士百分百擔保貸款專項計劃

4 舉辦電動車維修培訓課程

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

電動的士

- ▶ 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

電動巴士

- ▶ 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

私人市場的充電網絡

- ▶ 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

其他配套

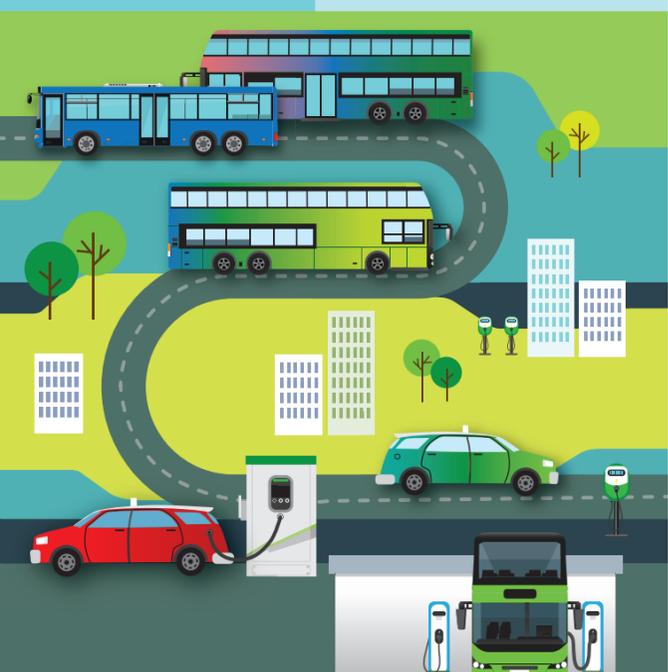
- ▶ 推動和加強對電動車技術及維修的人才培訓

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

- Achieve environmental sustainability
- Upgrade commuting experience
- Replace old vehicles to align with the trend

	CO ₂ 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

- More electric vehicle models, with better batteries of faster charging speed
- Subsidising trials of electric buses by franchised bus operators
- Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis
- 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 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 PFSSs 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

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

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 PFSSs to provide about 100 fast chargers
- 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
- MID-2026**: About 3 000 subsidised e-taxis licensed

