

## MESSAGE

Hong Kong demands and deserves a safe, efficient, reliable and environmentally friendly transport system.

We have laid a solid foundation for this in our 1999 “Transport Strategy For The Future”. We aim to integrate transport into land use planning, to use railways as the major transport mode, to improve public transport services, to use advanced technologies to manage the system, and to focus on environmental protection. Our “Railway Development Strategy 2000” has set the blueprint for the railway network expansion in the next 15 years. Our efforts in monitoring public transport operators, improving inter-modal co-ordination and enhancing healthy competition have seen major improvements in the level and quality of public transport services. We have also enhanced pedestrian facilities and road safety measures.

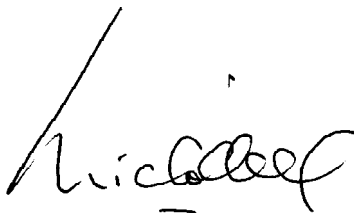


Looking ahead, six new railway projects will be completed by 2007, and another six by 2016, with a total investment of \$200 billion. More imminently, the Tseung Kwan O Extension will open next year and the West Rail a year after. We will also see the construction and improvement of over 100 km of strategic roads in the next ten years, including Route 9 linking Tsing Yi and Shatin, and Route 10 linking Tuen Mun and North Lantau. We will maintain our momentum in inter-modal co-ordination and introduce more bus-bus interchange schemes. We will have more pedestrian walkways and pedestrian schemes, and explore new environmentally friendly modes of transport in new development areas. On traffic management, we have not adopted electronic road pricing, but would press on with a comprehensive Intelligent Transport System to maximise road use efficiency.

Our ambitious transport blueprint will also consolidate our strategic partnership with the Mainland. In the past five years, cross-border passenger flow has more than doubled and vehicular flow increased by one third. The

Shenzhen Western Corridor, the Sheung Shui to Lok Ma Chau Spur Line, the Northern Link and the Regional Express Line are all geared towards meeting such continuing demand.

This booklet records our progress and outlines next year's new initiatives. We welcome your suggestions and count on your support in building a transport system that meets your needs.

A handwritten signature in black ink, appearing to read 'Nicholas Ng'. The signature is fluid and cursive, with a prominent diagonal stroke at the beginning.

(Nicholas Ng)  
Secretary for Transport

**A Safe, Efficient, Reliable and  
Environmentally Friendly  
Transport System**

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**Policy Objective  
and  
Key Result Areas**

# **A SAFE, EFFICIENT, RELIABLE AND ENVIRONMENTALLY FRIENDLY TRANSPORT SYSTEM**

Our Policy Objective is to provide a safe, efficient, reliable, and environmentally friendly transport system which meets the economic, social and recreational needs of the community, and is capable of supporting sustainability and the future development of Hong Kong.

## **Overall Targets**

Our targets this year in pursuing this Policy Objective are –

- to continue with the planning and implementation of the further expansion and improvement of our transport infrastructure, with emphasis on railways
- to further promote the usage of public transport services by maintaining their quality and improving their co-ordination
- to effectively manage road use, reduce congestion and promote safety
- to continue to support environmental improvement measures in transport-related areas

## **Progress**

In the past year, we have scored further achievements in meeting our Policy Objective.

We have applied the principles of our new Transport Strategy in all new strategic development studies with a view to reducing travel demands, encouraging the use of public transport services and minimising transport-related impacts on the environment. On infrastructure development, we are on schedule with the planning and implementation of the five railway projects (the Mass Transit Railway (MTR) Tseung Kwan O Extension, the West Rail (Phase I), the Ma On Shan to Tai Wai Rail Link, the

Kowloon-Canton Railway (KCR) Extension to Tsim Sha Tsui and the Penny's Bay Rail Link) to be completed between 2002 and 2005. As regards the Sheung Shui to Lok Ma Chau Spur Line, Kowloon-Canton Railway Corporation (KCRC) has come up with a revised scheme which gives better protection to the local ecology and minimises impact on the local community. The viaduct section in Long Valley will be replaced by a bored tunnel of 4.3 km, running from the north of Sheung Shui station to Chau Tau. The remaining part of the Spur Line of three km will continue on viaduct to the Lok Ma Chau boundary crossing terminal. For the three railway projects which "Railway Development Strategy 2000" recommends for completion between 2008 and 2013, we are now assessing the proposals submitted by the two railway corporations. On the implementation of road projects, we have introduced the Strategic Highway Projects Review mechanism to review the need for and the appropriate timing of each planned new road to ensure their timely provision. We have completed the first review on the selected projects in the Third Comprehensive Transport Study.

On public transport, we have made sustained efforts to improve the integration of other transport modes with railway services. To promote the usage of public transport services, we have continued to encourage transport operators to improve their services and facilities. The KCRC is putting new trains into service and the MTR Corporation (MTRC) has completed a train refurbishment programme. Franchised bus operators are also taking steps to provide better service, including the trial of interactive passenger information bus stop panels, installation of electronic display panels and the installation of the Octopus Fare Collection System at all franchised buses.

On traffic management, we have completed the Intelligent Transport Systems (ITS) Strategy Review and have formulated an ITS development programme with a view to maximising the efficiency of our transport system. We are now developing the Transport Information System which aims at providing comprehensive transport information to meet the different needs of our road users. We are also making preparation for the setting up of a Traffic Management and Information Centre to further enhance effective management of traffic in Hong Kong. On road safety, we have introduced legislation to implement a Driver Improvement Scheme in Hong Kong which aims at educating and helping drivers to rectify their improper driving attitude and behaviour.

To improve the environmental performance of vehicles, all franchised buses have switched to use Ultra Low Sulphur Diesel early this year. The franchised bus companies have also retrofitted diesel catalysts on 2 000 buses. Over 65% of the buses are now running on Euro I or more environmentally advanced engines. To improve the pedestrian environment, we have completed the implementation of the initial phases of the pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok. We are now finalising the detailed implementation programme of the pedestrian schemes in Central, Wan Chai, Jordan and Sham Shui Po. Initial phases of these schemes will come on stream starting from end-2001.

We also achieved the following progress in our six Key Result Areas (KRAs).

## **1 Plan better for the timely provision of transport infrastructure**

The indicator we used in the past year to measure progress in this area was the completion of transport infrastructure projects in accordance with the implementation programme.

The timely provision of the required transport infrastructure is achieved by better integration of transport and land use planning. The timing of the availability of transport infrastructure is set having regard to the projected population build-up in new development areas. We have introduced the Strategic Highway Projects Review mechanism to regularly review the traffic forecast and the need for a particular road project. The first review on selected projects set out in the Third Comprehensive Transport Study, including Central Kowloon Route, Western Coast Road, Route 7 – Kennedy Town to Aberdeen and Route 10 – North Lantau to Yuen Long Highway, has been completed. We have made preparation for the Travel Characteristics Survey 2002 which will commence later this year to collect up-to-date travel characteristics of the public to enable better transport planning. The progress made on the planning and implementation of a number of railway and road projects is detailed in the KRAs 2 and 3 in the latter part of this booklet.

## **2 Expand the rail network**

Our target set in 1999 was to increase the total length of our rail network from 143 km to over 200 km by the end of 2004.

We have made good progress in meeting this target. We are on schedule with the planning and implementation of five railway projects, namely the MTR Tseung Kwan O Extension, the West Rail (Phase I), the Ma On Shan to Tai Wai Rail Link, the KCR Extension to Tsim Sha Tsui and the Penny's Bay Rail Link. We have endorsed KCRC's proposal to adopt the tunnel option for the construction of the Sheung Shui to Lok Ma Chau Spur Line. For the other six railway projects recommended in the Railway Development Strategy 2000, further planning work has started to ensure their timely completion. Tender assessment for the Shatin to Central Link is on schedule, and a decision on the operator for the link will be made within this year. Assessment for the proposals for the Island Line Extensions and the Kowloon Southern Link is expected to be completed by early 2002. As regards the Northern Link, the Regional Express Line and the Port Rail Line, their transport demands are being closely monitored and preliminary planning work has also started.

### **3 Develop and improve the road network**

We have identified the need to complete the construction and improvement works of over 100 km of strategic routes within a ten-year period from 1998 to 2008.

We have commenced work on 25 km of roads since 1998. This year, we have started the construction of Route 5 between Tuen Mun Road and Tsuen Kam Interchange, Kam Tin Bypass, and the Improvement to Castle Peak Road between Tsuen Wan Area 2 and Ka Loon Tsuen. We have also commenced the detailed design for the widening of Tolo and Fanling Highways between Tai Po and Fanling.

### **4 Improve the quality and co-ordination of public transport services**

The indicator we used to measure progress in this area was the volume of daily public transport patronage. The average daily public transport patronage has increased from 10.7 million for the first seven months in 2000 to 10.9 million during the same period in 2001.

We have ensured the delivery of quality services by public transport operators through vigilant monitoring. The KCRC has been putting new trains into the East Rail. The MTRC has completed a train refurbishment programme and the Quarry Bay Congestion Relief

Works. Franchised bus operators continue to provide satisfactory services and have been taking further improvement measures through the application of information technology, including the trial of interactive passenger information bus stops, installation of electronic display panels and the equipping of all franchised buses with the Octopus fare collection system.

## **5 Manage road use and improve road safety**

We continue to make good progress in this area. We completed the study on the ITS Strategy Review for Hong Kong in 2001 which recommended better use of information and telecommunication technologies in traffic management with a view to maximising the efficiency of our transport system and enhancing road safety. To implement the recommendations made under the study, we have started the development of a Transport Information System for completion by 2003. The system aims to collect, analyse and disseminate comprehensive transport information to road users in Hong Kong. Preparatory work is underway to set up a Traffic Management and Information Centre for the overall co-ordination of traffic and incident management of the whole territory.

We have continued to install Area Traffic Control (ATC) systems and Closed Circuit Television (CCTV) cameras at road junctions and along strategic roads to better monitor and manage the traffic situation. In 2001, the number of junctions covered by ATC systems increased by 30 to over 1 120 and 27 additional CCTV cameras were installed. Coverage of the ATC systems currently extends to about 75% of all signalised junctions. We have also been able to maintain the average peak hour travelling speed at a level above the ten-year average of 24 km/hr in urban areas and 39 km/hr in suburban areas.

On road safety, we measure progress through the accident and casualty rates per 1 000 vehicles. The accident and casualty rates in 2000 remained at roughly the same level as 1999 at 29.2 and 0.3 respectively. We will endeavour to maintain these rates at a low level.

On the regulatory front, the requirement to fit and wear seat-belts has been extended to the rear seats of taxis and the penalties for speeding by 30 km/hr or more beyond the legal limit have been raised since 1 January 2001 to deter excessive speeding. To complement our efforts to tighten the legislative framework over the past few years,



we have introduced legislation in June 2001 to implement a Driver Improvement Scheme to provide an educational element whereby drivers could attend to and rectify improper driving attitude or behaviour.

## **6 Reduce roadside pollution and noise from transport sources**

Encouraging progress has been made in this area. About 70% of the taxi fleet has already switched to Liquefied Petroleum Gas (LPG). All new taxis registered from January 2001 onwards run on LPG. Our whole franchised bus fleet has switched to using Ultra Low Sulphur Diesel since February 2001. In addition, the franchised bus companies have retrofitted diesel catalyts on 2 000 buses, which comprise 1 800 pre-Euro and 200 Euro I buses. Over 65% of the buses are already running on engines that meet Euro standards.

To improve the environment for pedestrians, we have completed the implementation of the initial phases of pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok with wide public support. We have also completed the studies for pedestrian schemes in Central, Wan Chai, Jordan and Sham Shui Po, and consulted the affected parties on the schemes. These schemes will be implemented in phases starting from end-2001.

Progress on each previously announced initiative under the above KRAs is set out in the “Detailed Progress” section of this report.

## **Looking Forward**

To achieve our overall targets this year, we will undertake the following initiatives and targets under each of the KRAs for the coming year.

# 1

## Plan better for the timely provision of transport infrastructure

The timely provision of transport infrastructure is essential to meeting the transport needs of the public and to serving new development areas. We aim to improve and strengthen the planning process to facilitate the implementation of new transport links.

We will assess our performance in respect of this KRA against the following indicator –

- The timely implementation of transport projects. Our target is to complete transport projects in accordance with the implementation programmes, so as to meet the needs of the population intake.

We will pursue the following initiatives and targets to deliver results in this area –

Initiative *	Target
To identify a suitable environmentally friendly transport mode for South East Kowloon Development <i>(Transport Bureau (TB))</i>	To decide on the type of environmentally friendly transport mode in South East Kowloon in 2002
To examine the feasibility of installing high-speed travellers in selected new developments <i>(TB/Highways Department (HyD))</i>	To commence the study in 2002 for completion in 2003
To consider installing new escalator/lift systems <i>(TB/HyD)</i>	To identify suitable locations and complete the feasibility studies in 2002

\* the bracketed information denotes the agency with lead responsibility for the initiative

<b>Initiative</b>	<b>Target</b>
To collect up-to-date information on goods vehicle trip characteristics to enable better transport planning <i>(TB/Transport Department)</i>	To commence the study in late 2002

Railways provide a speedy, efficient and environmentally friendly means of mass transport. They form the backbone of the public transport network, serving major corridors which have the heaviest traffic flow. There is a need to expand the rail network to relieve existing bottlenecks and to cater for increasing demand. We are implementing a number of railway projects and have also formulated plans for the further expansion of our railway network.

We will assess our performance in respect of this KRA against the following indicators –

- Length of the railway network. Our target is to increase the length of the railway network from 143 km to over 200 km by the end of 2006 and to over 250 km in 2016.
- Percentage of population living within rail catchment, i.e., one km radius from rail stations. Our target is to increase the population catchment from 50% in 1996 to about 60% by 2006.
- Rail market share of total public transport trips. Our target is to increase the market share from 31% at present to about 40% by 2006.
- Rail market share in terms of passenger kilometre travelled. Our target is to increase the market share from 34% at present to about 50% by 2006.

We will pursue the following initiatives and targets to deliver results in this area –

Initiative	Target
<p>To implement the recommendations of the “Railway Development Strategy 2000”  <i>(Transport Bureau (TB)/Highways Department/Kowloon-Canton Railway Corporation (KCRC)/MTR Corporation (MTRC))</i></p>	<ul style="list-style-type: none"> <li>● To decide on the operator of the Shatin to Central Link by end-2001 with a view to starting detailed planning and design work in 2002</li> <li>● To invite MTRC by early 2002 to proceed with detailed planning and design of the Island Line Extensions with a view to completing the project between 2008 and 2012</li> <li>● To invite KCRC by early 2002 to proceed with detailed planning and design of the Kowloon Southern Link with a view to completing the project between 2008 and 2013</li> <li>● To work on the preliminary planning for the alignment of the Regional Express Line and to complete route protection by end-2001</li> </ul>
<p>To prepare for the opening of the Mass Transit Railway (MTR) Tseung Kwan O Extension  <i>(TB)</i></p>	<p>To monitor the operational readiness of the MTR Tseung Kwan O Extension which is scheduled for commissioning by end-2002, including the co-ordination of traffic arrangements and monitoring the provision of other public transport services at the stations</p>

# 3

## Develop and improve the road network

We need to develop and improve the road network to relieve existing bottlenecks and to cope with future transport demand. The road development programme would also complement the railway network both for freight transport and in areas where a railway service is not available.

We will assess our performance in respect of this KRA against the following indicator –

- Length of strategic roads newly constructed or improved. Subject to actual requirements, our target is to build and improve over 100 km of strategic roads in the ten-year period from 1998 to 2008.

We will pursue the following initiatives and targets to deliver results in this area –

Initiative	Target
To proceed with the design for the Shenzhen Western Corridor <i>(Highways Department (HyD))</i>	To commence the design in early 2002 for completion in early 2003
To review the way forward for the road link between Kennedy Town and Pok Fu Lam and the remaining section of Route 7 between Pok Fu Lam and Aberdeen <i>(Transport Bureau/HyD)</i>	To complete the review in 2002
To improve the north-south road link on Lantau <i>(HyD)</i>	To complete the Investigation and Preliminary Design for the Improvement to Tung Chung Road between Lung Tseng Tau and Cheung Sha by mid-2002

<b>Initiative</b>	<b>Target</b>
<p>To proceed with the preliminary design for the latest alignment of the Central Kowloon Route (HyD)</p>	<p>To commence the preliminary design in mid-2002 for completion in mid-2003</p>
<p>To proceed with the preliminary design for the Reconstruction and Improvement of Tuen Mun Road (HyD)</p>	<p>To commence the preliminary design in early 2002 for completion in early 2004</p>

# 4

## Improve the quality and co-ordination of public transport services

The improvement of public transport services is our on-going objective to better serve the transport needs of the public. We aim to attract more commuters to use public transport services, rather than private transport, thereby achieving a more efficient use of road space.

Railway, being an efficient and environmentally friendly transport carrier, forms the backbone of our transport system. Apart from expanding the rail network as detailed in the KRA 2, we also aim to improve the quality and co-ordination of public transport services.

We will assess our performance in respect of this KRA against the following indicator –

- Volume of daily public transport patronage. Our target is to maintain a high rate of average daily public transport patronage at about 90% of total passenger trips.

We will pursue the following initiatives and targets to deliver results in this area –

Initiative	Target
To improve the quality of franchised bus services through the application of information technology <i>(Transport Department (TD))</i>	<ul style="list-style-type: none"><li>● To review with the bus operators the results of their trial schemes on Global Positioning System in 2002 and develop a programme for enhancing fleet management</li><li>● Bus companies to provide interactive passenger information panels at 50 bus stops by end-2002</li></ul>



Initiative	Target
<p>To expand the bus-bus interchange schemes (<i>TD</i>)</p>	<p>To expand the bus-bus interchange schemes at Western Harbour Crossing and Kwun Tong Road by end-2002</p>
<p>To improve the quality of taxi services (<i>TD</i>)</p>	<p>To organise Quality Service Projects, including taxi driver award scheme, taxi driver language improvement programme and seminars for taxi drivers in 2002</p>
<p>To improve the management and quality of public transport interchanges (<i>TD/Highways Department</i>)</p>	<ul style="list-style-type: none"> <li>● To implement contractor management schemes at about 50 covered public transport interchanges by mid-2005</li> <li>● To commence works to improve the physical environment of a covered public transport interchange by mid-2002</li> </ul>

Effective traffic management measures are essential for the efficient and safe use of our road space. Such measures include better application of information technology in traffic management, various traffic engineering measures, managing travel demand through land use planning, managing growth of vehicles, and legislating and educating against dangerous behaviour on roads to enhance the safety of road users.

We will assess our performance in respect of this KRA against the following indicators –

- Accident and casualty rates. Our target is to keep the accident and casualty rates per 1 000 vehicles below the ten-year average of 34.3 and 0.65 respectively.
- Travel speed. Our target is to maintain the average peak hour travelling speed at a level above the ten-year average of 24 km/hr in urban areas and 39 km/hr in suburban areas.
- Number of Area Traffic Control (ATC) junctions and Closed Circuit Television (CCTV) cameras. Our target is to install new ATC systems at 30 junctions and 30 new CCTV cameras by the end of 2002.

We will pursue the following initiatives and targets to deliver results in this area –

Initiative	Target
To alleviate traffic congestion ( <i>Transport Department (TD)</i> )	<ul style="list-style-type: none"> <li>● To implement short-term traffic improvement measures in Central Business District (at junctions of Queen’s Road Central/Pedder Street, Connaught Road Central/Pedder Street and Harcourt Road/Cotton Tree Drive) by end-2002</li> </ul>

Initiative	Target
	<ul style="list-style-type: none"> <li>● To plan by end-2002 for a gyratory system for Hennessy Road and Lockhart Road in Wan Chai</li> <li>● To develop by mid-2002 a programme for rationalising and enhancing operational efficiency of bus service on Nathan Road</li> </ul>
<p>To expand the Area Traffic Control (ATC) and Closed Circuit Television (CCTV) systems (TD)</p>	<ul style="list-style-type: none"> <li>● To implement the ATC and CCTV systems for Tai Po and North District by end-2003</li> <li>● To implement the ATC and CCTV systems for Tuen Mun and Yuen Long by end-2005</li> </ul>
<p>To upgrade on-street parking meters to accept reloadable smart cards (TD)</p>	<p>To upgrade meters to accept reloadable smart cards in phases from 2002</p>
<p>To promote safe driving and enhance vehicle safety (TD)</p>	<ul style="list-style-type: none"> <li>● To implement the Driver Improvement Scheme in 2002</li> <li>● To introduce legislation requiring the provision of seat-belts and high seatbacks in new public light buses in 2002</li> <li>● To install 75 speed enforcement cameras and 60 red light camera systems by mid-2003</li> </ul>
<p>To improve TD's licensing services (TD)</p>	<p>To replace the VALID III computer system by an open-standard web-based system by end-2004</p>

# 6

## Reduce roadside pollution and noise from transport sources

In pursuing our transport objective of facilitating the mobility of people and goods of Hong Kong, we need to ensure that this is achieved in an environmentally sustainable manner. Apart from taking steps on planning of transport infrastructure, expanding and improving the rail network and public transport as detailed in the KRAs 1, 2 and 4, we also aim to examine and implement practical measures to reduce pollution generated from transport sources.

We will assess our performance in respect of this KRA against the following indicator –

- Implementation of transport-related measures to mitigate the environmental impacts of road traffic. Our target is to complete the various improvement measures in accordance with the implementation programmes.

We will pursue the following initiatives and targets to deliver results in this area –

Initiative	Target
To improve the pedestrian environment <i>(Transport Department (TD))</i>	<ul style="list-style-type: none"><li>● To complete the initial phases of the pedestrian schemes in Central, Wan Chai, Jordan and Sham Shui Po in 2003</li><li>● To review the standards for pedestrian facilities in 2002</li><li>● To develop a more comprehensive walkway network plan for Tsim Sha Tsui, Jordan and Mong Kok in 2002</li><li>● To complete the Preliminary Project Feasibility Studies for the Gloucester Road walkway and walkway systems in Wan Chai in 2002</li></ul>

<b>Initiative</b>	<b>Target</b>
To improve and monitor air quality in covered public transport interchanges <i>(TD)</i>	<ul style="list-style-type: none"><li data-bbox="580 188 1000 347">● To commence the design for the upgrading of the ventilation systems in four covered public transport interchanges in 2002-2003</li><li data-bbox="580 368 1000 496">● To commence regular monitoring surveys in 2002 to check the air quality of covered public transport interchanges</li></ul>



**A Safe, Efficient, Reliable and  
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**Detailed Progress**

# 1

## Plan better for the timely provision of transport infrastructure

To achieve results in this area, various initiatives have been undertaken in the past years. Details are set out below –

Initiative *	Target #	Present Position +
<p>To review the need for and the timing of transport infrastructure proposals set out in the Third Comprehensive Transport Study, taking into account the changes in planning and land use parameters and the overall sustainability of our transport network</p> <p><i>(Transport Bureau (TB))</i></p>	<p>To undertake and complete in 2001 the first review on selected projects such as Central Kowloon Route and Western Coast Road</p> <p><i>(2000)</i></p>	<p>The first review completed. We will continue to review selected projects on a regular and systematic basis, taking into account the latest circumstances.</p> <p><i>(Action Completed)</i></p>
<p>To achieve the best possible interface between land use and transport planning</p> <p><i>(TB/Transport Department (TD)/ Highways Department/ Planning and Lands Bureau)</i></p>	<p>To apply the new Transport Strategy thinking in the planning process of new development areas such as North East New Territories, North West New Territories and the South East Kowloon Development</p> <p><i>(2000)</i></p>	<p>The New Transport Strategy thinking has been incorporated into the land use planning of the new development areas.</p> <p><i>(Action Completed)</i></p>

\* the bracketed information denotes the agency with lead responsibility for the initiative

# the bracketed information denotes the year in which the target was set

+ the bracketed information denotes the status of the target



Initiative	Target	Present Position
<p>To plan for the timely provision of cross-boundary transport infrastructure</p> <p><i>(TB)</i></p>	<p>To explore the possibility of new access roads to the Lok Ma Chau Control Point and the expansion of the northbound vehicle holding area with a feasibility study to commence in 2000 for completion in 2001</p> <p><i>(2000)</i></p>	<p>The feasibility study was completed in mid-2001.</p> <p><i>(Action Completed)</i></p>
<p>To collect up-to-date travel characteristics of the public to enable better transport planning to meet their future travel needs</p> <p><i>(TB/TD)</i></p>	<p>To commence the 2002 Travel Characteristics Survey in late 2001</p> <p><i>(2000)</i></p>	<p>The Survey will commence in December 2001.</p> <p><i>(Action in Progress: On Schedule)</i></p>

# 2

## Expand the rail network

To achieve results in this area, various initiatives have been undertaken in the past years. Details are set out below –

Initiative	Target	Present Position
<p>To implement the recommendations of the “Railway Development Strategy 2000”</p> <p><i>(Transport Bureau (TB)/Highways Department (HyD)/Kowloon-Canton Railway Corporation (KCRC)/MTR Corporation (MTRC))</i></p>	<ul style="list-style-type: none"> <li>● To invite by the end of 2000 the MTRC to submit an implementation proposal for the Island Line Extensions with a view to completing the project in phases between 2008 and 2012</li> <li>● To invite in early 2001 the railway corporations to submit implementation proposals for the Shatin to Central Link with a view to completing the project in phases between 2008 and 2011</li> <li>● To invite by the end of 2000 the KCRC to submit implementation proposals for the Kowloon Southern Link with a view to completing the project between 2008 and 2013</li> </ul> <p><i>(2000)</i></p>	<p>The two railway corporations have submitted the respective proposals in response to Government’s invitation. We are now assessing the proposals.</p> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>To facilitate the construction of the Sheung Shui to Lok Ma Chau Spur Line (TB/HyD/KCRC)</p>	<ul style="list-style-type: none"> <li>● Subject to the authorisation of the railway scheme by the Chief Executive in Council, KCRC to start construction in early 2001 for completion in 2004 (2000)</li> <li>● To seek the Executive Council's (ExCo's) authorisation of the project in 2000 (1999)</li> <li>● KCRC to submit implementation proposals by early 1999 so that the project can be completed in 2004 (1998)</li> </ul>	<ul style="list-style-type: none"> <li>● We have endorsed KCRC's proposal to adopt the tunnel option for the construction of the Spur Line. The present target is to commence construction in mid-2002 for completion by mid-2007.</li> <li>● We are handling the objections lodged under the Railways Ordinance and will seek ExCo's authorisation in due course.</li> <li>● KCRC has submitted the implementation proposals and has been invited to proceed with detailed planning and design of the project. The relevant railway scheme was gazetted under the Railways Ordinance in October 1999. The statutory processes are underway.</li> </ul> <p><i>(Action in Progress: Behind Schedule)</i></p>
<p>To facilitate the construction of the Penny's Bay Rail Link (TB/HyD)</p>	<p>To seek authorisation of the railway scheme from the Chief Executive in Council in 2001 (2000)</p>	<p>The railway scheme was authorised by the Chief Executive in Council in January 2001. <i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>KCRC to award major civil works contracts as well as electrical and mechanical system contracts for Ma On Shan to Tai Wai Rail Link and Tsim Sha Tsui Extension (KCRC)</p>	<p>To complete these milestones in 2001 (2000)</p>	<p>Major civil works and electrical and mechanical system contracts have been awarded. <i>(Action Completed)</i></p>
<p>KCRC to build a Light Rail extension in Tin Shui Wai Reserve Zone (HyD/KCRC)</p>	<p>To commence construction in 2001 for completion in 2003 (2000)</p>	<p>Construction commenced in April 2001. <i>(Action in Progress: On Schedule)</i></p>
<p>To authorise the Ma On Shan to Tai Wai Rail Link and the Kowloon-Canton Railway (KCR) Extension to Tsim Sha Tsui projects (TB/KCRC)</p>	<p>To seek ExCo's authorisation for the projects in 2000 (1999)</p>	<p>The projects were authorised by the Chief Executive in Council in October 2000. <i>(Action Completed)</i></p>
<p>To finalise the planning for the implementation of and seek authorisation for the Ma On Shan to Tai Wai Rail Link and KCR Extension to Tsim Sha Tsui (TB)</p>	<p>To enable KCRC to start construction by early 2000 with a view to completing the project in 2004 (1998)</p>	<p>The projects were authorised by the Chief Executive in Council in October 2000. Construction commenced in early 2001. <i>(Action in Progress: On Schedule)</i></p>

Initiative	Target	Present Position
<p>To facilitate the construction of the Mass Transit Railway Tseung Kwan O Extension (HyD)</p>	<p>To seek authorisation of the railway scheme from ExCo and enable MTRC to start construction by the end of 1998 for completion in 2002  (1998)</p>	<p>Construction commenced in November 1998. MTRC has completed more than 77% of the project.  <i>(Action in Progress: On Schedule)</i></p>
<p>To facilitate the construction of the West Rail (Phase I) (HyD/KCRC)</p>	<p>To start the construction of the West Rail (Phase I) before the end of 1998 and to monitor the progress to ensure completion in 2003  (1998 and 1997)</p>	<p>The KCRC has completed over 53% of the project.  <i>(Action in Progress: On Schedule)</i></p>

# 3

## Develop and improve the road network

To achieve results in this area, various initiatives have been undertaken in the past years. Details are set out below –

Initiative	Target	Present Position
To complete the improvement to Castle Peak Road between Tsuen Wan Area 2 and Ka Loon Tsuen <i>(Highways Department (HyD))</i>	To commence construction in phases from mid-2001 onwards for completion in 2005 <i>(2000)</i>	Construction has commenced. <i>(Action in Progress: On Schedule)</i>
To complete the preliminary and detailed design of the Deep Bay Link <i>(HyD)</i>	<ul style="list-style-type: none"> <li>● To complete the detailed design in 2002 <i>(2000)</i></li> <li>● To complete the preliminary design in 2000 <i>(1999)</i></li> </ul>	<ul style="list-style-type: none"> <li>● The detailed design will start in early 2002 and will be completed in late 2002. <i>(Action in Progress: On Schedule)</i></li> <li>● The preliminary design was completed. <i>(Action Completed)</i></li> </ul>
To complete the detailed design of the Chok Ko Wan Link Road <i>(HyD)</i>	To complete the detailed design in 2002 <i>(2000)</i>	The design is underway. <i>(Action in Progress: On Schedule)</i>
To complete the design of the walkway system in Tsuen Wan <i>(HyD)</i>	To complete the design in 2003 <i>(2000)</i>	The design is underway. <i>(Action in Progress: On Schedule)</i>

Initiative	Target	Present Position
<p>To complete the widening works of the Island Eastern Corridor – section between North Point and Sai Wan Ho</p> <p>(HyD)</p>	<p>To complete the construction in 2003</p> <p>(2000)</p>	<p>Construction is underway.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To commence the detailed design of the following projects –</p> <ul style="list-style-type: none"> <li>● Route 7 (section between Kennedy Town and Aberdeen)</li> <li>● Route 9 (section between Tsing Yi and Cheung Sha Wan)</li> </ul>	<ul style="list-style-type: none"> <li>● To commence detailed design in 2000 for completion in 2003</li> <li>● To complete detailed design in phases between 2001 and 2002</li> </ul>	<ul style="list-style-type: none"> <li>● A review of the road link between Kennedy Town and Pok Fu Lam and the remaining section of Route 7 between Pok Fu Lam and Aberdeen to be carried out for completion in 2002.</li> <li>● The detailed design was partially completed. Full completion will be achieved in 2002.</li> </ul> <p><i>(Action in Progress: Under Review)</i></p> <p><i>(Action in Progress: On Schedule)</i></p>

Initiative	Target	Present Position
<ul style="list-style-type: none"> <li>Lantau north-south link between Tai Ho Wan and Mui Wo</li> </ul> <p>(HyD)</p>	<ul style="list-style-type: none"> <li>To commence detailed design in 2000 for completion in 2001</li> </ul> <p>(1999)</p>	<ul style="list-style-type: none"> <li>We will improve the north-south road link on Lantau by widening Tung Chung Road between Lung Tseng Tau and Cheung Sha instead of constructing the road link between Tai Ho Wan and Mui Wo. We will not commence detailed design for the road link between Tai Ho Wan and Mui Wo.</li> </ul> <p>(Action Completed)</p>
<p>To start construction of Tsing Yi North Coastal Road, which will have the capacity to handle 2 800 vehicles per hour in each direction</p> <p>(HyD)</p>	<p>To start construction in 1999 for completion in 2002</p> <p>(1998 and 1996)</p>	<p>Construction is underway.</p> <p>(Action in Progress: On Schedule)</p>
<p>To construct the section of Route 5 connecting Tuen Mun Road and the Tsuen Kam Interchange</p> <p>(Territory Development Department)</p>	<p>To start construction in 2000 for completion in 2004</p> <p>(1998)</p>	<p>Construction is underway.</p> <p>(Action in Progress: On Schedule)</p>



Initiative	Target	Present Position
<p>To press on with the detailed design work for the following major road projects –</p>		
<ul style="list-style-type: none"> <li>● Route 9 from Cheung Sha Wan to Sha Tin</li> </ul>	<ul style="list-style-type: none"> <li>● To complete the detailed design in 2001 <i>(1998 and 1994)</i></li> </ul>	<ul style="list-style-type: none"> <li>● The detailed design will be completed in late 2001. <i>(Action in Progress: On Schedule)</i></li> </ul>
<ul style="list-style-type: none"> <li>● Route 10</li> </ul>		
<ul style="list-style-type: none"> <li>– North Lantau Section</li> </ul>	<ul style="list-style-type: none"> <li>– To complete the detailed design in 2001</li> </ul>	<ul style="list-style-type: none"> <li>– The detailed design is in progress. <i>(Action in Progress: On Schedule)</i></li> </ul>
<ul style="list-style-type: none"> <li>– Tsing Lung Bridge</li> </ul>	<ul style="list-style-type: none"> <li>– To complete the detailed design in 2001</li> </ul>	<ul style="list-style-type: none"> <li>– The detailed design is in progress. <i>(Action in Progress: On Schedule)</i></li> </ul>
<ul style="list-style-type: none"> <li>– Tsing Lung Tau to So Kwun Wat</li> </ul>	<ul style="list-style-type: none"> <li>– To complete the detailed design in 2001</li> </ul>	<ul style="list-style-type: none"> <li>– The detailed design is in progress. <i>(Action in Progress: On Schedule)</i></li> </ul>
<ul style="list-style-type: none"> <li>– So Kwun Wat to Yuen Long Highway</li> </ul>	<ul style="list-style-type: none"> <li>– To complete the detailed design in 2002 <i>(1998 and 1997)</i></li> </ul>	<ul style="list-style-type: none"> <li>– The investigation and preliminary design assignments were completed. The detailed design will commence subject to further review of traffic need. <i>(Action in Progress: Under Review)</i></li> </ul>

Initiative	Target	Present Position
<ul style="list-style-type: none"> <li>● Central Kowloon Route</li>   <li>● Central-Wan Chai Bypass and Island Eastern Corridor Link</li>   <li>● Improvement to Castle Peak Road (section between Kalo Tsuen and Siu Lam)</li> </ul> <p>(HyD)</p>	<ul style="list-style-type: none"> <li>● To complete the detailed design in 2003 <i>(1998 and 1997)</i></li>   <li>● To complete the detailed design in phases between 2001 and 2005 <i>(1998 and 1995)</i></li>   <li>● To complete the detailed design by 2002 <i>(1998)</i></li> </ul>	<ul style="list-style-type: none"> <li>● The alignment of the route has been reviewed, having regard to site constraints and the on-going South East Kowloon Development Study. We will commence preliminary design in 2002.  <i>(Action in Progress: Behind Schedule)</i></li>   <li>● The detailed design is underway.  <i>(Action in Progress: On Schedule)</i></li>   <li>● The detailed design is underway.  <i>(Action in Progress: On Schedule)</i></li> </ul>
<p>To carry out a detailed feasibility study of Route 10 regarding the section between Green Island Reclamation and Lantau Island</p> <p>(HyD)</p>	<p>To complete the detailed feasibility study in 2000 <i>(1998 and 1997)</i></p>	<p>We have reviewed the need of the project taking into account the latest planning parameters and development plans at Northeast Lantau. We have concluded that there is no urgency to proceed with the project.</p> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>To improve the capacity of Kam Tin Road between Au Tau and Kadoorie Farm to dual two-lane standard and build a new road bypassing Kam Tin Town</p> <p>(HyD)</p>	<p>To commence works in phases from 1999 onwards for completion in 2005</p> <p>(1997)</p>	<p>Improvement works for Kam Tin Road are underway. The construction of Kam Tin Bypass is in progress.</p> <p>(Action in Progress: On Schedule)</p>
<p>To improve the traffic circulation within Fo Tan area by providing an additional traffic lane in each direction of Fo Tan Road between Yuen Wo Road and Kwei Tei Street</p> <p>(HyD)</p>	<p>To commence works in 1999 for completion in 2002</p> <p>(1997)</p>	<p>Construction works are underway.</p> <p>(Action in Progress: On Schedule)</p>
<p>To widen the section of Choi Hung Road between Yin Hing Street and Sze Mei Street to dual three-lane carriageway to cater for increased traffic</p> <p>(HyD)</p>	<p>To commence works in 2002 for completion in 2006</p> <p>(1997)</p>	<p>The feasibility study has been completed. We have reviewed the project in view of the latest traffic projections and concluded that there is no urgency to proceed with the project.</p> <p>(Action Completed)</p>
<p>To improve the traffic flow between Northeast New Territories and urban areas by widening Tolo Highway and Fanling Highway between Sha Tin and Fanling</p> <p>(HyD)</p>	<p>To commence works in phases from 1998 onwards for completion in 2005</p> <p>(1997)</p>	<p>Construction works for the section between Sha Tin and Tai Po have already started. For the section between Tai Po and Fanling, detailed design has commenced in early 2001.</p> <p>(Action in Progress: On Schedule)</p>

Initiative	Target	Present Position
<p>To enhance safety and traffic flow in the Sai Kung area by improving Hiram's Highway. To upgrade the junction at Clearwater Bay Road by building a flyover and re-align the section between Nam Wai and Nam Pin Wai</p> <p>(HyD)</p>	<p>To commence work in early 1997 for completion by mid-2001</p> <p>(1996)</p>	<p>Construction works have been completed.</p> <p>(Action Completed)</p>
<p>To cater for increased traffic generated by the opening of the Western Harbour Crossing by constructing a dual two-lane flyover spanning the junction of Pokfulam Road and Sassoon Road</p> <p>(HyD)</p>	<p>To commence work in late 1998 for completion in mid-2001</p> <p>(1996)</p>	<p>Construction works have been completed.</p> <p>(Action Completed)</p>
<p>To improve traffic flow and pedestrian safety in Tsim Sha Tsui by –</p> <ul style="list-style-type: none"> <li>● widening Salisbury Road from the Star Ferry Concourse to Mody Lane</li> <li>● constructing a vehicular underpass along Salisbury Road at its junction with Chatham Road South</li> <li>● implementing a traffic circulation system in Middle Road</li> </ul>	<p>To commence work in phases from 1998 for completion in 2002</p> <p>(1996)</p>	<ul style="list-style-type: none"> <li>● These projects are affected by the Kowloon-Canton Railway Extension to Tsim Sha Tsui. Part of the construction works have been entrusted to the Kowloon-Canton Railway Corporation. The project is expected to be completed in 2004.</li> </ul> <p>(Action in Progress: Behind Schedule)</p>

Initiative	Target	Present Position
<ul style="list-style-type: none"> <li>● constructing pedestrian subways at the junction of Salisbury Road and Kowloon Park Drive; at the junction of Kowloon Park Drive and Peking Road; and at the junction of Austin Road and Canton Road</li> </ul> <p>(HyD)</p>		<ul style="list-style-type: none"> <li>● Construction works of the three subways are underway. The subway at Austin Road will be completed in end-2001. The other two subways will be completed in 2002.</li> </ul> <p>(Action in Progress: On Schedule)</p>
<p>To construct additional climbing lanes in the most congested uphill sections of Tuen Mun Road</p> <p>(HyD)</p>	<p>To complete the project by July 1996</p> <p>(1994)</p>	<p>We have completed the works under the original contract except the section at Tai Lam which constitutes 11% of the project. This outstanding section was considered by the mediator as “impossible” under the original contract. A viable alternative design of the climbing lane has been developed under a new contract and construction was completed in 2001.</p> <p>(Action Completed)</p>

# 4

## Improve the quality and co-ordination of public transport services

To achieve results in this area, various initiatives have been undertaken in the past years. Details are set out below –

Initiative	Target	Present Position
<p>To encourage franchised bus companies to provide better passenger service through the application of information technology</p> <p><i>(Transport Department (TD))</i></p>	<p>Bus companies to –</p> <ul style="list-style-type: none"> <li>● put on trial interactive passenger information bus stop panels by 2001</li> <li>● install electronic display panels and/or audio passenger information systems in 600 buses in 2001</li> <li>● conduct further trial schemes on Global Positioning Systems in 2001</li> </ul> <p><i>(2000)</i></p>	<ul style="list-style-type: none"> <li>● Bus companies are conducting technical tests of the interactive passenger information bus stops. Trials at on-street bus stops will commence before end-2001.</li> </ul> <p><i>(Action in Progress: On Schedule)</i></p> <ul style="list-style-type: none"> <li>● The installation work has been completed.</li> </ul> <p><i>(Action Completed)</i></p> <ul style="list-style-type: none"> <li>● Bus companies have conducted further trial schemes of the Global Positioning Systems.</li> </ul> <p><i>(Action Completed)</i></p>
<p>To implement more bus-bus interchange schemes</p> <p><i>(TD)</i></p>	<p>To introduce new bus-bus interchange schemes at Wan Chai Ferry Pier, Admiralty, Tin Shui Wai town centre, and the portal of Tate's Cairn Tunnel by the end of 2001</p> <p><i>(2000)</i></p>	<p>All the four new bus-bus interchange schemes have been implemented.</p> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>To improve the management of public transport interchanges (TD)</p>	<p>To introduce a contractor management scheme at ten public transport interchanges in 2001-2002 (2000)</p>	<p>Tender documents are being finalised. <i>(Action in Progress: On Schedule)</i></p>
<p>To improve the quality of Public Light Bus (PLB) service by enhancing PLB drivers' driving behaviour and manner and the provision of better customer service (TD)</p>	<ul style="list-style-type: none"> <li>● To conduct three workshops for PLB operators/drivers in 2001</li> <li>● To encourage Green Minibus (GMB) operators to display drivers' name plates on all overnight GMBs by the end of 2000 (2000)</li> </ul>	<ul style="list-style-type: none"> <li>● Preparatory works for the workshops have commenced. All three workshops will be conducted in late 2001 as scheduled. <i>(Action in Progress: On Schedule)</i></li> <li>● Operators of all the overnight GMB services have started displaying drivers' name plates since end-November 2000. <i>(Action Completed)</i></li> </ul>
<p>To encourage ferry operators to provide better passenger service through the application of information technology (TD)</p>	<p>Ferry operators to provide electronic displays of ferry service information at five ferry piers by the end of 2001 (2000)</p>	<p>Installation of electronic displays at five ferry piers has been completed. Testings are being conducted. <i>(Action in Progress: On Schedule)</i></p>
<p>To review the performance of operators of major outlying islands ferry services (TD)</p>	<p>To complete the review by mid-2001 (2000)</p>	<p>The review was completed in mid-2001. <i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>To improve the training of taxi drivers (TD)</p>	<p>To develop a self-learning package for in-service taxi drivers and a pre-service training programme for new taxi drivers by the end of 2001 (2000)</p>	<p>The contents of the self-learning package and pre-service training programme are being developed. <i>(Action in Progress: On Schedule)</i></p>
<p>To ensure smooth implementation of the regulatory framework for the MTR Corporation (MTRC) after partial privatisation (TD)</p>	<p>To monitor the performance of the railway services provided by the MTRC against the Operating Agreement between Government and the MTRC (2000)</p>	<p>Starting from June 2000, the Government has been monitoring the performance of the railway services provided by the MTRC through the framework of the Operating Agreement. <i>(Action Completed)</i></p>
<p>To provide off-street terminal facilities for cross-boundary coach services as part of public transport interchange developments to enhance convenience to passengers and improve passenger safety <i>(Transport Bureau (TB)/TD)</i></p>	<p>To commence detailed designs for new facilities in Sai Wan Ho and to identify new sites for additional facilities in Kowloon and the New Territories in 2001 (2000)</p>	<p>Detailed design for new facilities in Sai Wan Ho is being prepared. Five new sites for additional facilities in Kowloon and the New Territories have been identified. <i>(Action Completed)</i></p>



Initiative	Target	Present Position
<p>To improve the interchange capacity of the Mass Transit Railway (MTR) and East Rail stations at Kowloon Tong by 30%</p> <p><i>(TB/Kowloon-Canton Railway Corporation (KCRC)/MTRC)</i></p>	<p>To ensure that the railway corporations complete the improvement project by 2003</p> <p><i>(2000)</i></p>	<p>Construction works of this project commenced in June 2001.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>KCRC to improve services by procuring new trains for the East Rail</p> <p><i>(KCRC)</i></p>	<p>KCRC to procure and put into service eight new East Rail trains by the end of 2001</p> <p><i>(1999)</i></p>	<p>New trains are being delivered and tested. The first train was put into service in September 2001.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To encourage franchised bus companies to equip more buses with the Octopus Fare Collection System</p> <p><i>(TD)</i></p>	<p>To aim to equip 90% of franchised buses with the Octopus System by the end of 2000</p> <p><i>(1999)</i></p>	<p>All franchised buses have been equipped with the Octopus System.</p> <p><i>(Action Completed)</i></p>
<p>To conduct a study on the future development of waterborne transport to examine the viability of different types of ferry services and to consider how such services could be provided to best meet passengers' demand and expectations</p> <p><i>(TD)</i></p>	<p>To complete the study in 2000</p> <p><i>(1999)</i></p>	<p>The study has been completed.</p> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>To improve the quality of service to MTR passengers (<i>TB/MTRC</i>)</p>	<ul style="list-style-type: none"> <li>● To ensure that the MTRC completes a \$1.3 billion train refurbishment programme by 2002</li> <li>● To ensure that the MTRC completes the \$3.2 billion Quarry Bay Congestion Relief Works by 2000</li> </ul> <p>(1998)</p>	<ul style="list-style-type: none"> <li>● The train refurbishment programme was completed in September 2001.</li> <li>● The Quarry Bay Congestion Relief Works was completed in September 2001.</li> </ul> <p>(<i>Action Completed</i>)</p>
<p>To conduct studies on the integration of new railways (i.e., the West Rail (Phase I), the MTR Tseung Kwan O Extension and the Tai Wai to Ma On Shan Rail Link) with other public transport services (<i>TD</i>)</p>	<ul style="list-style-type: none"> <li>● To complete the studies by the end of 2000</li> <li>● To implement an integrated public transport system in areas served by the MTR Tseung Kwan O Extension upon its commissioning in 2002</li> <li>● To implement an integrated public transport system in areas served by the West Rail (Phase I) upon its commissioning in 2003</li> </ul>	<ul style="list-style-type: none"> <li>● Studies have been conducted which provide input for drawing up plans to implement integrated public transport systems in areas served by the three new railways.</li> </ul> <p>(<i>Action Completed</i>)</p> <ul style="list-style-type: none"> <li>● Plans are being drawn up to implement integrated public transport systems in areas served by the new railway.</li> </ul> <p>(<i>Action in Progress: On Schedule</i>)</p> <ul style="list-style-type: none"> <li>● Plans are being drawn up to implement integrated public transport systems in areas served by the new railway.</li> </ul> <p>(<i>Action in Progress: On Schedule</i>)</p>

Initiative	Target	Present Position
	<ul style="list-style-type: none"> <li>To implement an integrated public transport system in areas served by the Ma On Shan to Tai Wai Rail Link upon its commissioning in 2004</li> </ul> <p>(1998)</p>	<ul style="list-style-type: none"> <li>Plans are being drawn up to implement integrated public transport systems in areas served by the new railway.</li> </ul> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To review the franchised bus fare determination mechanism with a view to developing a more objective basis for adjusting bus fares which takes into account public acceptability and the need to allow a reasonable return to the operators</p> <p>(TD)</p>	<p>To complete the review in 1999</p> <p>(1998)</p>	<p>The review was completed and a franchised bus fare adjustment mechanism was developed in December 2000.</p> <p><i>(Action Completed)</i></p>

To achieve results in this area, various initiatives have been undertaken in the past years. Details are set out below –

Initiative	Target	Present Position
<p>To address the traffic congestion in the Central Business District</p> <p><i>(Transport Bureau (TB)/Transport Department (TD))</i></p>	<ul style="list-style-type: none"> <li>● To develop additional traffic management proposals to ease the traffic congestion in 2001</li> <li>● To monitor the operation of bus trips to Central and to adjust bus services according to passenger demand in 2001</li> <li>● To review the adequacy of existing public transport interchanges in Central and identify possible measures for improvement in 2001</li> </ul> <p><i>(2000)</i></p>	<ul style="list-style-type: none"> <li>● The additional traffic management proposals have been worked out for detailed design and implementation.</li> </ul> <p><i>(Action Completed)</i></p> <ul style="list-style-type: none"> <li>● A survey was conducted in mid-2001 to monitor the operation of bus trips to Central. Bus services will be adjusted according to the results of the survey.</li> </ul> <p><i>(Action in Progress: On Schedule)</i></p> <ul style="list-style-type: none"> <li>● The review has been completed. Additional public transport interchange facilities are planned to be provided at the Central Market site and a site near the Central piers.</li> </ul> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>To review the parking policy in line with the new Transport Strategy (<i>TB/TD</i>)</p>	<p>To complete the review on on-street and off-street parking in 2001-2002 (2000)</p>	<p>The review is underway. (<i>Action in Progress: On Schedule</i>)</p>
<p>To promote safe driving and enhance vehicle safety (<i>TD</i>)</p>	<ul style="list-style-type: none"> <li>● To implement the new requirement of compulsory wearing of rear seat-belts for new taxis in 2001</li> <li>● To introduce legislation for implementing a Driver Improvement Scheme for drivers in 2001-2002</li> <li>● To assess the viability of extending the seat-belt requirement to public light buses and to work out an implementation programme in 2001 (2000)</li> </ul>	<ul style="list-style-type: none"> <li>● The new requirement has come into operation since 1 January 2001.</li> <li>● Legislative proposal was introduced in 2001.</li> <li>● The review was completed in 2001. Legislative amendments to extend the fitting and wearing of passenger seat-belts in public light buses are being prepared for introduction in 2002. (<i>Action Completed</i>)</li> </ul>
<p>To review the enforcement procedures for traffic offences (<i>TB/TD/Hong Kong Police Force</i>)</p>	<p>To consider measures such as automation and owners' liability and complete the review in 2001 (2000)</p>	<p>The review was completed in July 2001. (<i>Action Completed</i>)</p>

Initiative	Target	Present Position
<p>To develop a comprehensive Intelligent Transport System (ITS) (TD)</p>	<ul style="list-style-type: none"> <li>● To complete the feasibility study on developing a Traffic Management and Information Centre by early 2001, and to set up the Centre by 2006</li> <li>● To complete the development of the Transport Information System, including a Public Transport Inquiry System in 2003</li> <li>● To install Closed Circuit Television cameras, automatic incident detection systems, variable message signs, lane control signals, and speed enforcement camera systems on new roads in the Strategic Road Network from 2001</li> <li>● To implement journey time indicator on approaches to tunnels and strategic routes by 2002 to relieve traffic queues</li> </ul> <p>(2000)</p>	<ul style="list-style-type: none"> <li>● The study was completed. The detailed planning of the Traffic Management and Information Centre will start in 2002. <i>(Action in Progress: On Schedule)</i></li> <li>● The Transport Information System is being implemented for completion in 2003. <i>(Action in Progress: On Schedule)</i></li> <li>● Traffic Control and Surveillance Facilities are being installed on all new roads in the Strategic Road Network. <i>(Action Completed)</i></li> <li>● The journey time indication system is being implemented for completion in 2002. <i>(Action in Progress: On Schedule)</i></li> </ul>

Initiative	Target	Present Position
<p>To improve road conditions for road users (TD)</p>	<ul style="list-style-type: none"> <li>● To complete improvements in the design standards of certain traffic signs and road markings in 2000 and to implement a pilot scheme in Wan Chai in 2001</li> <li>● To start an exit numbering system on expressways in 2001</li> </ul> <p>(2000)</p>	<ul style="list-style-type: none"> <li>● Improvements to the design standards of such traffic signs and road markings have been completed. The improved signs and markings have been put to use. The pilot scheme in Wan Chai was completed in September 2001.</li> </ul> <p><i>(Action Completed)</i></p> <ul style="list-style-type: none"> <li>● The signage will be installed in late 2001.</li> </ul> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To upgrade all existing parking meters to accept reloadable smart cards (TD)</p>	<p>To complete the trial of Mondex, Visa Cash and Octopus Cards on parking meters in 2001 and to decide on the way forward</p> <p>(2000)</p>	<p>The trials of Mondex, Visa Cash and Octopus Cards have been completed. The Administration will take a view on the suitability of the three reloadable smart cards by end-2001.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To replace and expand the Area Traffic Control (ATC) systems on the Hong Kong Island (TD)</p>	<p>To complete the detailed design of the systems and to start construction in 2002 for completion in 2005</p> <p>(2000)</p>	<p>The consultancy for the detailed design of the ATC systems on Hong Kong Island is being prepared and will be awarded by end-2001.</p> <p><i>(Action in Progress: On Schedule)</i></p>

<b>Initiative</b>	<b>Target</b>	<b>Present Position</b>
To consider the future development of an integrated ITS in Hong Kong <i>(TB/TD)</i>	To decide on the way forward in 2000 <i>(1999)</i>	A comprehensive strategy on the implementation of ITS in Hong Kong was finalised in 2001.  <i>(Action Completed)</i>
To follow up on the recommendations of the study on Transport Information System (TIS) <i>(TB/TD)</i>	To implement the recommendations of the TIS study in 2001 <i>(1999)</i>	Implementation of TIS is underway.  <i>(Action Completed)</i>
To develop traffic improvement schemes at Causeway Bay near Times Square <i>(TD)</i>	To implement traffic improvement measures near Times Square in phases for completion in 2001 <i>(1999)</i>	Major traffic improvement measures are in place. Other minor improvement and landscaping works will be implemented as scheduled.  <i>(Action in Progress: On Schedule)</i>
To implement “natural streaming” of goods vehicles at land boundary crossing points <i>(TB)</i>	To build in flexible arrangements regarding goods vehicles crossing the boundary by the implementation of full “natural streaming” (i.e., allowing goods vehicles the free choice to use any of the crossings any time), to be subject to a review in 1998-1999 <i>(1998)</i>	In view of the various measures agreed at the Meeting of the Hong Kong/Guangdong Cooperation Joint Conference held on 25 July 2001 to smoothen cross-boundary traffic, both sides agreed that there was no need to introduce full “natural streaming” at this stage.  <i>(Action Completed)</i>



Initiative	Target	Present Position
<p>To commission a feasibility study on Electronic Road Pricing system for completion in 1999 to enable a decision to be reached on whether such a system should be introduced</p> <p><i>(TB/TD)</i></p>	<p>To complete the feasibility study in 1999</p> <p><i>(1996)</i></p>	<p>The final study report was completed.</p> <p><i>(Action Completed)</i></p>
<p>To provide a Traffic Surveillance and Information System on Tolo Highway by 2001</p> <p><i>(TD)</i></p>	<p>To complete the project by 2001</p> <p><i>(1995)</i></p>	<p>The construction works are in progress.</p> <p><i>(Action in Progress: On Schedule)</i></p>

# 6

## Reduce roadside pollution and noise from transport sources

To achieve results in this area, various initiatives have been undertaken in the past years. Details are set out below –

Initiative	Target	Present Position
<p>To investigate the feasibility of extending the use of low-noise surfacing materials to local roads</p> <p><i>(Highways Department (HyD))</i></p>	<p>To commence trials on the effectiveness of various surfacing materials in 2001</p> <p><i>(2000)</i></p>	<p>Trials of different surfacing materials are underway.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To implement pedestrian schemes for Causeway Bay, Tsim Sha Tsui and Mong Kok, and promote pedestrian schemes in Central, Wan Chai, Jordan and Sham Shui Po</p> <p><i>(Transport Department (TD))</i></p>	<ul style="list-style-type: none"> <li>● To complete the initial phases of the pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok in 2001</li> <li>● To complete feasibility studies for Central, Wan Chai, Jordan and Sham Shui Po by early 2001, and to develop, design and carry out consultations on feasible pedestrian schemes in 2001</li> </ul> <p><i>(2000)</i></p>	<ul style="list-style-type: none"> <li>● Implementation of the initial phases of the pedestrian schemes was completed.</li> <li>● Feasibility studies for the four areas were completed, and affected parties have been consulted on the proposed pedestrian schemes in 2001.</li> </ul> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>To improve the environmental performance of franchised buses (TD)</p>	<ul style="list-style-type: none"> <li>● To complete the switch to Ultra Low Sulphur Diesel in 2001</li> <li>● To deploy only Euro II engine buses to bus routes operating in the Causeway Bay corridors by 2001</li> <li>● To scrap all the remaining pre-Euro engine buses which are not fitted with catalytic converters by 2002</li> </ul> <p>(2000)</p>	<ul style="list-style-type: none"> <li>● All franchised buses have switched to use Ultra Low Sulphur Diesel since February 2001. <i>(Action Completed)</i></li> <li>● About 98% of the buses operating in the Causeway Bay corridors are Euro II engine buses. <i>(Action in Progress: On Schedule)</i></li> <li>● About 45% of the remaining pre-Euro engine buses which are not fitted with catalytic converters have been scrapped. <i>(Action in Progress: On Schedule)</i></li> </ul>
<p>To improve the air quality in covered public transport interchanges (TD)</p>	<p>To upgrade the ventilation systems in three covered public transport interchanges by 2002 and another three by 2003 (2000)</p>	<p>A tender exercise for upgrading the ventilation systems in the first batch of three covered public transport interchanges has been conducted and the tender bids are being examined. <i>(Action in Progress: On Schedule)</i></p>

<b>Initiative</b>	<b>Target</b>	<b>Present Position</b>
To encourage franchised bus companies to retrofit their buses with diesel catalyts <i>(TD/Environmental Protection Department (EPD))</i>	To retrofit 2 000 franchised buses which run on pre-Euro engines with diesel catalyts by the end of 2001 <i>(1999)</i>	About 1 800 pre-Euro franchised buses have been retrofitted with diesel catalyts. <i>(Action in Progress: On Schedule)</i>
To install noise barriers on the Tolo Highway between Sha Tin and Tai Po <i>(HyD)</i>	To install the noise barriers in 2001 as part of the widening works of the Tolo Highway <i>(1999)</i>	Works are in progress. <i>(Action in Progress: On Schedule)</i>
To consider the feasibility of introducing a trolley bus system in Hong Kong <i>(Transport Bureau/TD/EPD)</i>	To study the feasibility of operating trolley buses in the local operating environment <i>(1999)</i>	The study was completed in July 2001. <i>(Action Completed)</i>
To introduce emission tests progressively for all commercial and private vehicles as part of their annual inspection or road worthiness examination <i>(TD/EPD)</i>	To work out with EPD the emission standards and to acquire suitable equipment for introducing the emission tests by phases starting from 2000 <i>(1999)</i>	New emission tests for petrol and Liquefied Petroleum Gas vehicles were introduced in November 2000. <i>(Action Completed)</i>