

## MESSAGE

Transport is about mobility of people and goods. Not only do we need to facilitate them moving about, we need to ensure that they do so in accordance with sustainable development principles.

In Hong Kong over 11 million passenger trips are made every day. The challenge is to provide a safe, efficient and reliable transport system which meets the economic, social and recreational needs of the community on the one hand, and supports sustainability and future development on the other.

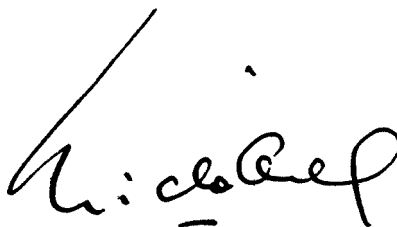


Our new transport strategy, “Hong Kong Moving Ahead : A Transport Strategy for the Future” announced last October, aims to achieve this balance. The strategy encompasses elements of better transport planning, enhanced public transport services and improved traffic management to provide a better environment overall for all road users.

We will start with better integration of land use and transport planning with a view to reducing travel demands. We will see to the timely completion of transport infrastructure, with a heavy emphasis on expanding the railway network to form the backbone of our transport system. Second, we will continue to encourage the community to use public transport. Our track record of a 90% market share for public transport is admirable. We will seek to keep it up. Third, we will continue to devise effective traffic management schemes and deploy new technologies to ease congestion and to ensure road safety. And last but not least, we will continue to implement measures to keep the environmental impacts of our transport activities to a minimum.

Our rail-based strategy is not a slogan. It is being implemented at full steam with six new rails coming on stream in the next five years and another six by 2016.

This Policy Objective booklet gives a full account of the progress of our pledges made in the past and the new initiatives to be embarked upon in the coming year. To achieve our objectives, I am counting on your support as a pedestrian, a motorist and a commuter. Let us join hands in this task.

A handwritten signature in black ink, appearing to read 'Nicholas Ng', with a long diagonal stroke above the first part of the name.

(Nicholas Ng)  
Secretary for Transport

# **Safe, Efficient and Reliable Transport System**

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## **Policy Objective and Key Result Areas**

# SAFE, EFFICIENT AND RELIABLE TRANSPORT SYSTEM

Our Policy Objective is to provide a safe, efficient and reliable 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 plan better for and implement the expansion and improvement of our transport infrastructure network, with emphasis on railway development
- to promote the usage of public transport services by improving their quality and co-ordination, with railways as the backbone
- to manage road use, reduce congestion and promote safety
- to develop and support environmental improvement measures in transport-related areas

## Progress

The achievements in the above four main areas of our Policy Objective in the past year are quite significant.

On transport planning and infrastructure development, we have announced our “Railway Development Strategy 2000”, which maps out the railway expansion blueprint up to 2016. We are on schedule with the planning and implementation of the six railway projects (including the Penny’s Bay Rail Link to serve the planned Hong Kong Disneyland on Lantau Island) for completion between 2002 and 2005. On the implementation of road projects, we have developed a mechanism to review the need for and the appropriate timing of each planned new road to ensure their timely provision. We have been extremely prudent in approving new road projects and have been giving due regard to the rail-based strategy in

considering our road development programme. In addition, we have also completed the revision to the transport planning parameters to better reflect our transport planning intentions. This new planning mindset is being applied in all new strategic development studies.

On public transport, we have accorded priority to railways and carried out studies to improve the integration of other transport modes with railway services. To achieve our goal of providing high quality public transport services to promote usage, we have encouraged operators of railway and bus services to improve their services and facilities. Railway corporations have installed new signalling systems and laid on better designed train cars. Franchised bus operators are improving the quality of their fleet with more ventilated buses and equipping them with the Octopus fare collection system.

On traffic management, 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. On the road safety side, we have enacted legislation to replace the offence of reckless driving by dangerous driving, to deter excessive speeding, to extend the requirement to fit and wear seat-belts to the rear seats of taxis, to prohibit the use of hand-held mobile phones while driving and to introduce a probationary licence system for motorcyclists.

To improve the environmental performance of vehicles, the law will require all commercial and private vehicles to undergo emission tests as part of their annual roadworthiness examination. The retrofitting of diesel catalysts on pre-Euro franchised buses is proceeding ahead of schedule and over 60% of the buses are already running on environmentally friendly engines. The pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok are being implemented in phases with wide public support.

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. Following the promulgation of our new Transport Strategy in October last year, we have revised the relevant sections in the Hong Kong Planning Standards and Guidelines to better reflect the transport planning intentions. We have also introduced a mechanism to regularly review the traffic forecast and the need for a particular road project. 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 the existing 143 km to over 200 km by the end of 2004.

Very good progress has been made towards this target in the past year. Six railway projects, including the Penny's Bay Rail Link, are at advanced stages of planning and implementation. The construction of West Rail (Phase I) and the Mass Transit Railway (MTR) Tseung Kwan O Extension commenced in 1998. The Ma On Shan to Tai Wai Rail Link and the Kowloon-Canton Railway Extension to Tsim Sha Tsui projects are in the final stages of planning and construction will soon commence. The railway schemes of the Sheung Shui to Lok Ma Chau Spur Line and the Penny's Bay Rail Link have been gazetted under the Railways Ordinance. We have also promulgated in May this year the "Railway Development Strategy 2000", which maps out the next phase of railway expansion to be completed between 2008 and 2016.

## **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 achieved our pledged target to commence work on 10 km of these roads in 1999, including the widening of Fo Tan Road and Tolo Highway between Sha Tin and Tai Po. We have also started work on the section of the Island Eastern Corridor between North

Point and Sai Wan Ho. We have gazetted under the Roads (Works, Use and Compensation) Ordinance two major strategic routes, i.e., Route 9 from Tsing Yi to Shatin and Route 10 from North Lantau to So Kwun Wat.

#### **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 10.6 million for the first six months in 1999 to 10.7 million during the same period in 2000.

We have also ensured the delivery of quality services by public transport operators through vigilant monitoring. The East Rail train refurbishment programme was fully completed while more than 50% of the MTR train modernisation programme has been completed. Improvements to the Lo Wu station have also been completed to enable the introduction of contra-flow operation when necessary. The services provided by the franchised bus operators are generally satisfactory, with a higher proportion of ventilated and Octopus-equipped buses in use now.

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

Good progress has been made in this area. The number of junctions covered by ATC systems increased by 25 to over 1 070 and 24 additional CCTV cameras were installed. Coverage of the ATC systems currently extends to about 75% of all signalised junctions. The construction of 10 additional pairs of vehicular kiosks for immigration and customs clearance at Lok Ma Chau were completed in December 1999 as scheduled, increasing the design handling capacity from 19 000 to 32 000 vehicles per day. 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. New technologies will continue to be deployed to improve the traffic flow.

On road safety, we measure progress through the accident and casualty rates per 1 000 vehicles. The accident and casualty rates in 1999 remained at roughly the same level as 1998 at 29.5 and 0.4 respectively. We will endeavour to maintain these low rates.

On the regulatory front, the use of hand-held mobile phones while driving has been prohibited since July 2000. Under a probationary licence scheme, newly qualified motorcyclists will be subject to restrictions such as the speed at which they can travel, so as to provide a safer environment for such drivers. Penalties for speeding by over 30 km/hr beyond the legal limit have been raised to deter excessive speeding. The requirement to fit and wear seat-belts will be extended to the rear seats of taxis from January 2001 in view of the proven effectiveness of a similar requirement for private cars.

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

Encouraging progress has been made in this area. Over 10% of the taxi fleet has switched to Liquefied Petroleum Gas (LPG), and all new taxis registered from 2001 onwards will run on LPG. A six-month trial scheme on LPG/electric public light buses (PLB) started in June 2000. Subject to the results of the trial, we will discuss with the PLB trade the timetable for a switch to a cleaner fuel. The franchised bus companies are pushing ahead with the retrofitting of diesel catalysts on their pre-Euro bus fleet. Over 50% of the buses have already been fitted with the device and they aim to complete the whole programme by mid-2001, six months ahead of schedule.

To improve the environment for pedestrians, we have introduced pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok. The initial phases are progressing well and are widely welcomed by the public. We aim to extend the scheme to other areas in Hong Kong.

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
<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>

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

Initiative	Target
<p>To achieve the best possible interface between land use and transport planning</p> <p><i>(TB/Transport Department (TD)/ Highways Department/ Planning &amp; 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>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>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>

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 2005 and to over 250 km in 2016.
- Percentage of population living within rail catchment, i.e., 1 km radius from rail stations. Our target is to increase the population catchment from 50% in 1996 to 63% by 2006.
- Rail market share of total public transport trips. Our target is to increase the market share from 31% at present to 39% by 2006.
- Rail market share in terms of passenger kilometre travelled. Our target is to increase the market share from 34% at present to 49% 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”</p> <p><i>(Transport Bureau (TB)/Highways Department (HyD)/Kowloon-Canton Railway Corporation (KCRC)/MTR Corporation)</i></p>	<ul style="list-style-type: none"> <li>● To invite by the end of 2000 the MTR Corporation to submit an implementation proposal for the Island Line Extensions with a view to completing the project in phases between 2008 and 2012</li> </ul>

Initiative	Target
	<ul style="list-style-type: none"> <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>
To facilitate the construction of the Sheung Shui to Lok Ma Chau Spur Line (TB/HyD/KCRC)	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
To facilitate the construction of the Penny's Bay Rail Link (TB/HyD)	To seek authorisation of the railway scheme from the Chief Executive in Council in 2001
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)	To complete these milestones in 2001
KCRC to build a Light Rail extension in Tin Shui Wai Reserve Zone (HyD/KCRC)	To commence construction in 2001 for completion in 2003

# 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 complete the improvement to Castle Peak Road between Tsuen Wan Area 2 and Ka Loon Tsuen (Highways Department (HyD))	To commence construction in phases from mid-2001 onwards for completion in 2005
To complete the detailed design of the Deep Bay Link (HyD)	To complete the detailed design in 2002
To complete the detailed design of the Chok Ko Wan Link Road (HyD)	To complete the detailed design in 2002
To complete the design of the walkway system in Tsuen Wan (HyD)	To complete the design in 2003

Initiative	Target
To complete the widening works of the Island Eastern Corridor - section between North Point and Sai Wan Ho <i>(HyD)</i>	To complete the construction in 2003

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, will form 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 of rail services and their co-ordination with other transport modes.

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 around 90% of total passenger trips.

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

Initiative	Target
<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>

Initiative	Target
To implement more bus-bus interchange schemes (TD)	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
To improve the management of public transport interchanges (TD)	To introduce a contractor management scheme at 10 public transport interchanges in 2001-2002
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)	<ul style="list-style-type: none"> <li>● To conduct 3 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</li> </ul>
To encourage ferry operators to provide better passenger service through the application of information technology (TD)	Ferry operators to provide electronic displays of ferry service information at five ferry piers by the end of 2001
To review the performance of operators of major outlying islands ferry services (TD)	To complete the review by mid-2001
To improve the training of taxi drivers (TD)	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



Initiative	Target
<p>To ensure smooth implementation of the regulatory framework for the MTR Corporation (MTRC) after partial privatisation <i>(TD)</i></p>	<p>To monitor the performance of the railway services provided by the MTRC against the Operating Agreement between Government and the MTRC</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</p>
<p>To improve the interchange capacity of the Mass Transit Railway and East Rail stations at Kowloon Tong by 30% <i>(TB/Kowloon-Canton Railway Corporation/MTR Corporation)</i></p>	<p>To ensure that the railway corporations complete the improvement project by 2003</p>

Effective traffic management measures are essential for the efficient and safe use of our road space. Such measures may include various traffic engineering measures, new technologies and equipment for traffic control and surveillance, 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 24 junctions and 27 new CCTV cameras by the end of 2001.
- Capacity of boundary crossings. Our target is to increase the passenger handling capacity by 150 000 persons per day after the completion of the Sheung Shui to Lok Ma Chau Spur Line in 2004.

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

Initiative	Target
To address the traffic congestion in the Central Business District <i>(Transport Bureau (TB)/Transport Department (TD))</i>	<ul style="list-style-type: none"> <li>● To develop additional traffic management proposals to ease the traffic congestion in 2001</li> </ul>

Initiative	Target
	<ul style="list-style-type: none"> <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>To review the parking policy in line with the new Transport Strategy (TB/TD)</p>	<p>To complete the review on on-street and off-street parking in 2001-2002</p>
<p>To promote safe driving and enhance vehicle safety (TD)</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</li> </ul>
<p>To review the enforcement procedures for traffic offences (TB/TD/Hong Kong Police Force)</p>	<p>To consider measures such as automation and owners' liability and complete the review in 2001</p>

Initiative	Target
<p>To develop a comprehensive Intelligent Transport System (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>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>

Initiative	Target
<p>To upgrade all existing parking meters to accept reloadable smart cards</p> <p><i>(TD)</i></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>To replace and expand the Area Traffic Control systems on the Hong Kong Island</p> <p><i>(TD)</i></p>	<p>To complete the detailed design of the systems and to start construction in 2002 for completion in 2005</p>

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 investigate the feasibility of extending the use of low-noise surfacing materials to local roads <i>(Highways Department)</i>	To commence trials on the effectiveness of various surfacing materials in 2001
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 <i>(Transport Department (TD))</i>	<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>

Initiative	Target
<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>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</p>





# **Safe, Efficient and Reliable Transport System**

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## **Detailed Progress**

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 develop a framework for planning and prioritising our requirements for future transport facilities up to 2016</p> <p><i>(Transport Bureau (TB))</i></p>	<p>To formulate a new transport strategy based on the findings and recommendations of the Third Comprehensive Transport Study (CTS-3)</p> <p><i>(1999)</i></p>	<p>CTS-3 was completed in September 1999. Based on its findings and recommendations, the new transport strategy “Hong Kong Moving Ahead: A Transport Strategy for the Future” was published in October 1999.</p> <p><i>(Action Completed)</i></p>
<p>To formulate a strategy for the future expansion of the railway network up to 2016 upon the completion of the Second Railway Development Study (RDS-2)</p> <p><i>(TB)</i></p>	<p>To consider the proposals of the RDS-2 which will examine, amongst other things, the priority of the following rail projects –</p> <ul style="list-style-type: none"> <li>● the East Kowloon Line</li> <li>● a fourth cross-harbour rail link</li> <li>● a second connection from Tai Wai to the urban area</li> <li>● the North Hong Kong Island Line</li> <li>● the West Hong Kong Island Line</li> </ul> <p><i>(1999)</i></p>	<p>The “Railway Development Strategy 2000” was formulated in May 2000, based on the findings and recommendations of RDS-2. The strategy recommends completion of the Island Line Extensions, the Shatin to Central Link and the Kowloon Southern Link in 2008-2013, the Northern Link in 2011-2016 and the implementation of the Regional Express Line and Port Rail Line depending on the cross-boundary traffic build-up.</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 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>	<ul style="list-style-type: none"> <li>● To develop guidelines in 2000 for a review mechanism to identify the possible need to change the planned implementation programme of transport infrastructure due to changes in planning and land use parameters</li> <li>● To review and revise where appropriate the transport planning parameters in the Hong Kong Planning Standards and Guidelines in 2000</li> <li>● To strengthen input on transport planning by the Transport Bureau (TB), the Transport Department (TD) and the Highways Department (HyD) into the town planning process</li> </ul> <p><i>(1999)</i></p>	<ul style="list-style-type: none"> <li>● The review mechanism has been in place since September 2000.</li> <li>● The necessary revision to relevant chapters of the Hong Kong Planning Standards and Guidelines has been completed.</li> <li>● Administrative procedures have been set out to ensure better co-ordinated input by TB, TD and HyD in major traffic impact assessments and the planning of new development areas.</li> </ul> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>To streamline the implementation procedures for transport infrastructure projects (TB)</p>	<p>To reduce the time taken for implementation of projects by 15% (1998)</p>	<p>We have adopted the following procedures for high priority projects with a view to reducing the implementation time –</p> <ul style="list-style-type: none"> <li>● to proceed in parallel, where possible and appropriate, rather than in sequence, various preparatory work in relation to the planning of projects; and</li> <li>● to include special conditions in the works contracts to ensure timely completion of projects.</li> </ul> <p>(Action Completed)</p>
<p>To achieve the best possible interface between land use and transport planning and implementation, and to enhance professional support for the planning of transport infrastructure projects (TB)</p>	<p>To strengthen the transport planning input and better co-ordinate the implementation of transport policies by fully incorporating suitable facilities in the Outline Zoning Plans (OZPs) and Outline Development Plans (ODPs) (1998)</p>	<p>We have been incorporating the transport planning concepts and procedures into the preparation of OZPs and ODPs. (Action Completed)</p>

Initiative	Target	Present Position
<p>To complete the Second Railway Development Study, which will examine, among other things, the priority of implementing the following rail projects –</p> <ul style="list-style-type: none"> <li>● the East Kowloon Line</li> <li>● a fourth cross-harbour rail link</li> <li>● a second connection from Tai Wai to the urban area</li> <li>● the North Hong Kong Island Line</li> <li>● the West Hong Kong Island Line</li> </ul> <p>and to take early decisions on the recommendations of the Study</p> <p><i>(TB)</i></p>	<ul style="list-style-type: none"> <li>● To complete the Study by the end of 1999</li> <li>● To examine the most urgent rail projects that Hong Kong needs to develop after the current five priority rail projects (i.e., West Rail (Phase I), MTR Tseung Kwan O Extension, Ma On Shan to Tai Wai Rail Link and Kowloon-Canton Railway Extension to Tsim Sha Tsui, and Sheung Shui to Lok Ma Chau Spur Line)</li> </ul> <p><i>(1998 and 1997)</i></p>	<p>RDS-2 was completed in early 2000. The findings and recommendations formed the basis for the “Railway Development Strategy 2000” announced in May 2000. The Strategy recommends completion of the Island Line Extensions, the Shatin to Central Link and the Kowloon Southern Link in 2008-2013, the Northern Link in 2011-2016 and the implementation of the Regional Express Line and Port Rail Line depending on the cross-boundary traffic build-up.</p> <p><i>(Action Completed)</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>Kowloon-Canton Railway Corporation (KCRC) to complete the award of all station and civil works contracts, as well as electrical and mechanical system contracts, for the West Rail (Phase I)</p> <p><i>(Kowloon-Canton Railway Corporation (KCRC))</i></p>	<p>To complete this milestone in 2000</p> <p><i>(1999)</i></p>	<p>All station and civil works contracts and the major system contracts have been awarded.</p> <p><i>(Action Completed)</i></p>
<p>MTR Corporation (MTRC) to complete the award of all civil works contracts and system-wide mechanical and electrical contracts for the MTR Tseung Kwan O Extension</p> <p><i>(MTR Corporation)</i></p>	<p>To complete this milestone in 2000</p> <p><i>(1999)</i></p>	<p>All station and civil works contracts and the major system contracts have been awarded.</p> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
To authorise the Ma On Shan to Tai Wai Rail Link and the Kowloon-Canton Railway (KCR) Extension to Tsim Sha Tsui projects <i>(Transport Bureau (TB)/KCRC)</i>	To seek the Executive Council's (ExCo's) authorisation for the projects in 2000 <i>(1999)</i>	We will seek ExCo's authorisation by the end of 2000. <i>(Action in Progress: On Schedule)</i>
To authorise the construction of the Sheung Shui to Lok Ma Chau Spur Line <i>(TB/KCRC)</i>	To seek ExCo's authorisation of the project in 2000 <i>(1999)</i>	We are handling the objections lodged under the Railways Ordinance and will seek ExCo's authorisation in due course. <i>(Action in Progress: On Schedule)</i>
To facilitate the construction of the West Rail (Phase I) <i>(Highways Department (HyD)/KCRC)</i>	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 <i>(1998 and 1997)</i>	The KCRC has completed over 25% of the project. <i>(Action in Progress: On Schedule)</i>
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 <i>(TB)</i>	<ul style="list-style-type: none"> <li>● To finalise the planning for implementation by the end of 1999</li> </ul>	<ul style="list-style-type: none"> <li>● Planning for the Ma On Shan to Tai Wai Rail Link and KCR Extension to Tsim Sha Tsui has been completed. We will seek ExCo's authorisation by the end of 2000. <i>(Action Completed)</i></li> </ul>

Initiative	Target	Present Position
	<ul style="list-style-type: none"> <li>● To enable KCRC to start construction by early 2000 with a view to completing the project in 2004 (1998)</li> </ul>	<ul style="list-style-type: none"> <li>● A project agreement on the three East Rail Extensions, i.e., the Ma On Shan to Tai Wai Rail Link, the KCR Extension to Tsim Sha Tsui and the Sheung Shui to Lok Ma Chau Spur Line is being finalised. Subject to the authorisation of Sheung Shui to Lok Ma Chau Spur Line, construction of the three railway extensions will start between 2000 and early 2001 for completion in 2004.  (Action in Progress: On Schedule)</li> </ul>
To facilitate the construction of the MTR Tseung Kwan O Extension (HyD)	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)	Construction commenced in November 1998. MTRC has completed more than 40% of the project.  (Action in Progress: On Schedule)



Initiative	Target	Present Position
To plan the implementation of the Sheung Shui to Lok Ma Chau Spur Line (TB)	KCRC to submit implementation proposals by early 1999 so that the project can be completed in 2004 (1998)	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 with a view to seeking ExCo's authorisation by the end of 2000.  (Action in Progress: On Schedule)
To speed up the planning of Phase II of the West Rail, which will provide cross-boundary passenger and freight services between Hong Kong and the Mainland (TB)	To study by the end of 1999 the priority of the project in the context of the Second Railway Development Study (RDS-2), and to finalise the way forward for its planning in 2000 (1997)	RDS-2 was completed. The way forward for the provision of cross-boundary passenger and freight services was set out in the "Railway Development Strategy 2000" announced in May 2000. It was recommended that the timing for the construction of the Northern Link and the Regional Express Line to provide additional cross-boundary passenger service and the Port Rail Line for freight service will be subject to the build-up of cross-boundary traffic.  (Action Completed)

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 preliminary design of the Deep Bay Link, which will connect the proposed Shenzhen Western Corridor to the local highway network <i>(Highways Department (HyD))</i>	To complete the preliminary design in 2000 <i>(1999)</i>	The preliminary design is on-going and will be completed in late 2000. <i>(Action in Progress: On Schedule)</i>
To complete the preliminary design of the Chok Ko Wan Link Road, which will provide road access to Penny's Bay <i>(Civil Engineering Department)</i>	To complete the preliminary design in 2000 <i>(1999)</i>	The preliminary design was completed in April 2000. <i>(Action Completed)</i>
To commence the detailed design of the following projects – ● Route 7 (section between Kennedy Town and Aberdeen)	● To commence detailed design in 2000 for completion in 2003	● In view of the latest developments of the Western District Development, a review of the preliminary design will be carried out in 2001 for completion in 2003. <i>(Action in Progress: Under Review)</i>

Initiative	Target	Present Position
<ul style="list-style-type: none"> <li>● Route 9 (section between Tsing Yi and Cheung Sha Wan)</li> <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 complete detailed design in phases between 2001 and 2002</li> <li>● To commence detailed design in 2000 for completion in 2001</li> </ul> <p>(1999)</p>	<ul style="list-style-type: none"> <li>● The detailed design is in progress. <i>(Action in Progress: On Schedule)</i></li> <li>● The detailed design will commence in 2001 subject to approval under the Environmental Impact Assessment Ordinance. <i>(Action in Progress: Behind Schedule)</i></li> </ul>
<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 works of this road project commenced in February 1999.</p> <p><i>(Action in Progress: On Schedule)</i></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>Detailed design was completed. Subject to Finance Committee's approval, construction works will commence in early 2001.</p> <p><i>(Action in Progress: Behind Schedule)</i></p>
<p>To complete the detailed design of the improvement of Castle Peak Road between Tsuen Wan Area 2 and Ka Loon Tsuen</p> <p>(HyD)</p>	<p>To complete the detailed design in 1999</p> <p>(1998 and 1995)</p>	<p>Detailed design was completed. Construction works will start in 2001.</p> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
To press on with the detailed design work for the following major road projects –		
● Route 9 from Cheung Sha Wan to Sha Tin	● To complete the detailed design in 2001 <i>(1998 and 1994)</i>	● Detailed design has started. <i>(Action in Progress: On Schedule)</i>
● Route 10		
– North Lantau Section	– To complete the detailed design in 2001	– The detailed design is in progress.
– Tsing Lung Bridge	– To complete the detailed design in 2001	– The detailed design is in progress.
– Tsing Lung Tau to So Kwun Wat	– To complete the detailed design in 2001	– The detailed design is in progress.
– So Kwun Wat to Yuen Long Highway	– To complete the detailed design in 2002 <i>(1998 and 1997)</i>	– The investigation and preliminary design assignments are underway. The detailed design will commence in mid-2001. <i>(Action in Progress: On Schedule)</i>
● Central Kowloon Route	● To complete the detailed design in 2003 <i>(1998 and 1997)</i>	● We are reviewing the alignment of the route, having regard to the site constraints and the on-going South East Kowloon Development Study. <i>(Action in Progress: Under Review)</i>

Initiative	Target	Present Position
<ul style="list-style-type: none"> <li>● Improvement to the Island Eastern Corridor - section between North Point and Sai Wan Ho</li> <li>● Central-Wan Chai Bypass &amp; Island Eastern Corridor Link</li> <li>● Improvement to Castle Peak Road section between Ka Loon Tsuen and Siu Lam</li> </ul> <p>(HyD)</p>	<ul style="list-style-type: none"> <li>● To complete the detailed design in 2000 (1998 and 1997)</li> <li>● To complete the detailed design by phases between 2001 and 2005 (1998 and 1995)</li> <li>● To complete the detailed design by 2002 (1998)</li> </ul>	<ul style="list-style-type: none"> <li>● The detailed design was completed. Construction works started in July 2000. (Action Completed)</li> <li>● Detailed design is underway. (Action in Progress: On Schedule)</li> <li>● The preliminary design commenced in October 1999 for completion in late 2000. (Action in Progress: On Schedule)</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 (1998 and 1997)</p>	<p>The review stage of this project is in progress pending decision on the Western District Development and taking into account the latest development plans at Northeast Lantau.</p> <p>(Action in Progress: Under Review)</p>
<p>To complete the preliminary design and site investigation of the following major projects –</p> <ul style="list-style-type: none"> <li>● Route 7 regarding the section between Kennedy Town and Aberdeen</li> </ul>	<ul style="list-style-type: none"> <li>● To complete the preliminary design and site investigation by 1999 (1998 and 1997)</li> </ul>	<ul style="list-style-type: none"> <li>● The preliminary design and site investigation works were completed. A review of the preliminary design will be carried out.</li> </ul>

Initiative	Target	Present Position
<ul style="list-style-type: none"> <li>● Route 9 between Tsing Yi and Cheung Sha Wan</li> </ul>	<ul style="list-style-type: none"> <li>● To complete the preliminary design and site investigation by 1999 <i>(1998 and 1997)</i></li> </ul>	<ul style="list-style-type: none"> <li>● The site investigation and preliminary design assignments were completed.</li> </ul>
<ul style="list-style-type: none"> <li>● Lantau north-south link between Tai Ho Wan and Mui Wo <i>(HyD)</i></li> </ul>	<ul style="list-style-type: none"> <li>● To complete the preliminary design and site investigation by 1999 <i>(1998)</i></li> </ul>	<ul style="list-style-type: none"> <li>● The preliminary design and site investigation were completed. <i>(Action Completed)</i></li> </ul>
<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 <i>(HyD)</i></p>	<p>To commence works in phases from 1999 onwards for completion in 2005 <i>(1997)</i></p>	<p>Improvement works for the section of Kam Tin Road between Au Tau and Kadoorie Farm commenced in May 1999. Detailed design of the Kam Tin Bypass is now underway. <i>(Action in Progress: On Schedule)</i></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 <i>(HyD)</i></p>	<p>To commence works in 1999 for completion in 2002 <i>(1997)</i></p>	<p>Construction works commenced in December 1999. <i>(Action in Progress: On Schedule)</i></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 <i>(HyD)</i></p>	<p>To commence works in 2002 for completion in 2006 <i>(1997)</i></p>	<p>The feasibility study will be completed in October 2000. We are in the process of reviewing the timing and scope of the project in view of the latest traffic projections. <i>(Action in Progress: Under Review)</i></p>

Initiative	Target	Present Position
<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. Target completion date for this section is 2002. For the section between Tai Po and Fanling, the investigation assignment was completed. Detailed design will start in early 2001.</p> <p>(Action in Progress: On Schedule)</p>
<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>The flyover section was completed and opened for public use in January 2000. Construction of the re-alignment section of the road is in progress and scheduled for completion by mid-2001.</p> <p>(Action in Progress: On Schedule)</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 commenced in December 1998.</p> <p>(Action in Progress: On Schedule)</p>

Initiative	Target	Present Position
<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> <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>	<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 will be entrusted to the Kowloon-Canton Railway Corporation. The project is expected to be completed in 2004.</li> </ul> <p><i>(Action in Progress: Behind Schedule)</i></p> <ul style="list-style-type: none"> <li>● Construction works of the three subways started in 1998 and 1999 for completion in 2001 and 2002.</li> </ul> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To increase the capacity of Castle Peak Road in the section between Siu Lam and So Kwun Tan</p> <p>(HyD)</p>	<p>To complete the project by early 1999</p> <p>(1995)</p>	<p>The construction works were completed.</p> <p><i>(Action Completed)</i></p>



Initiative	Target	Present Position
<p>To construct additional climbing lanes in the most congested uphill sections of Tuen Mun Road</p> <p><i>(HyD)</i></p>	<p>To complete the project by July 1996</p> <p><i>(1994)</i></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 commenced in September 1998 for completion in early 2001.</p> <p><i>(Action in Progress: Behind Schedule)</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 improve the facilities at the Lo Wu Terminal Building to meet the growing cross-boundary passenger flow</p> <p><i>(Transport Bureau (TB)/ Security Bureau/ Kowloon-Canton Railway Corporation (KCRC))</i></p>	<p>The Kowloon-Canton Railway Corporation (KCRC) to complete the installation of a pair of escalators linking the Departure Hall and Arrival Hall and the related modification work by the end of 1999, so as to facilitate the implementation of contra-flow operation whenever necessary</p> <p><i>(1999)</i></p>	<p>Installation of the escalators and other modification work were completed in December 1999.</p> <p><i>(Action Completed)</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>The procurement contract has been awarded and manufacturing of the new train cars is in progress.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>MTR Corporation (MTRC) to improve services by installing platform screen doors at MTR stations</p> <p><i>(MTR Corporation (MTRC))</i></p>	<p>MTRC to award contract for the design, manufacture, delivery, testing and installation of platform screen doors for six MTR stations by the end of 2000</p> <p><i>(1999)</i></p>	<p>The contract has been awarded.</p> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>To prepare the necessary enabling legislation for the privatisation of a substantial minority share of MTRC, and to develop a framework for the monitoring and regulation of MTR services after privatisation</p> <p><i>(TB/Finance Bureau)</i></p>	<ul style="list-style-type: none"> <li>● To introduce the draft legislation within the 1999-2000 legislative session</li> <li>● To prepare an Operating Agreement in 2000</li> </ul> <p><i>(1999)</i></p>	<ul style="list-style-type: none"> <li>● The new MTR Ordinance came into operation on 30 June 2000.</li> <li>● The Operating Agreement has been signed and executed on 30 June 2000.</li> </ul> <p><i>(Action Completed)</i></p>
<p>To plan and award packages of franchised bus routes to serve new development areas in Tin Shui Wai and Tseung Kwan O</p> <p><i>(Transport Department (TD))</i></p>	<p>To complete the planning and award the packages of franchised bus routes by the end of 1999</p> <p><i>(1999)</i></p>	<p>The packages of franchised bus routes were awarded to the selected bus companies in November 1999.</p> <p><i>(Action Completed)</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>About 80% of franchised buses have been equipped with the Octopus system.</p> <p><i>(Action in Progress: On Schedule)</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 is in progress.</p> <p><i>(Action in Progress: On Schedule)</i></p>

Initiative	Target	Present Position
<p>To improve the quality of service to MTR passengers (TB/MTRC)</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 (1998)</li> </ul>	<ul style="list-style-type: none"> <li>● More than 50% of the trains have been refurbished. (Action in Progress: On Schedule)</li> <li>● The construction programme is 70% completed. In order to further reduce the impacts on the local community, the MTRC has adjusted the construction programme. The project is expected to be completed in 2001. (Action in Progress: Behind Schedule)</li> </ul>
<p>To improve the quality of service to Kowloon-Canton Railway passengers (TB)</p>	<p>To ensure that the KCRC completes a \$1.3 billion train refurbishment programme for the East Rail in 1999. Together with the \$1.5 billion Automatic Train Protection System implemented in 1998, the carrying capacity of the East Rail will be increased by 35% (1998)</p>	<p>The train refurbishment programme was completed in December 1999. (Action Completed)</p>

Initiative	Target	Present Position
<p>To conduct studies on the integration of new railways (i.e., the West Rail (Phase I), MTR Tseung Kwan O Extension and Tai Wai to Ma On Shan Rail Link) with other public transport services (TD)</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> <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>	<p>The studies are in progress. (Action in Progress: On Schedule)</p>
<p>To encourage bus companies to enhance passenger facilities and comfort by equipping buses with Octopus fare collection systems, 2x2 seating layouts and air-conditioning (TD)</p>	<p>Bus companies to equip all buses serving the cross-harbour routes with Octopus fare collection system by 1999 (1998)</p>	<p>The target was achieved. (Action Completed)</p>

Initiative	Target	Present Position
<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><i>(TD)</i></p>	<p>To complete the review in 1999</p> <p><i>(1998)</i></p>	<p>The review will be completed by the end of 2000. The timetable was revised to enable the review to take into account the changes in Hong Kong's economic situation in the past few years.</p> <p><i>(Action in Progress: Behind Schedule)</i></p>
<p>To continue to assist New World First Bus Services Limited (NWFBS) to operate the network of 88 routes from September 1998 and to monitor its performance during the five-year franchise period to ensure that it complies with its bus acquisition programme, service targets and requirements</p> <p><i>(TD)</i></p>	<ul style="list-style-type: none"> <li>● To encourage the NWFBS to publish service charters and performance pledges in 1999</li> <li>● To encourage the company to equip, by the end of 2000, 500 buses in its fleet with – <ul style="list-style-type: none"> <li>– features to assist disabled persons, e.g. entrances with fold out ramps, specially designed handrails to assist grips, braille information plates, etc.</li> <li>– Octopus fare collection systems</li> <li>– low floor facilities</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● The service charter and the performance pledges were published.</li> <li>● 500 buses have been equipped with these features.</li> </ul>

Initiative	Target	Present Position
	<ul style="list-style-type: none"> <li>● To ensure that the company replaces all buses aged 18 years and above in its fleet by 1 September 2000</li> </ul> <p>(1998)</p>	<ul style="list-style-type: none"> <li>● The replacement has been completed.</li> </ul> <p>(Action Completed)</p>
<p>To conduct regional studies on public light bus (PLB) services with a view to rationalising the existing network of services and enhancing the role of PLB in providing feeder services</p> <p>(TD)</p>	<p>To complete studies covering Hong Kong Island, Kowloon and New Territories East in 1999</p> <p>(1998)</p>	<p>The studies were completed. The rationalisation measures are being implemented.</p> <p>(Action Completed)</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
To install crash cushion barriers on a trial basis at selected locations on Tsing Ma Bridge and the Hunghom Bypass <i>(Highways Department)</i>	To conduct the trial scheme in 2000 <i>(1999)</i>	The trial installation at the selected locations was completed. Crash cushion barriers have been installed at various locations including Tsing Ma Bridge, Hunghom Bypass, Tolo Highway, Kwun Tong Bypass and Fanling Highway. <i>(Action Completed)</i>
To conduct a study on improvements to design standards and the provision of traffic signs and road markings in Hong Kong <i>(Transport Department (TD))</i>	To complete the study in 1999 <i>(1999)</i>	The study was completed. <i>(Action Completed)</i>
To strengthen driver training by – <ul style="list-style-type: none"> <li>● establishing a new driver training school in Tsuen Wan</li> <li>● reprovisioning the driver training school in Tai Wai to Siu Lek Yuen</li> </ul>	<ul style="list-style-type: none"> <li>● To commence operation in 2000</li> <li>● To complete the reprovisioning in 2000</li> </ul>	<ul style="list-style-type: none"> <li>● The driving school in Tsuen Wan commenced operation in April 2000.</li> <li>● The driving school in Siu Lek Yuen commenced operation in August 2000.</li> </ul>



Initiative	Target	Present Position
<ul style="list-style-type: none"> <li>● reviewing the provision of driving instructor licences</li> <li>● reviewing the need to introduce a driver improvement scheme in Hong Kong</li> </ul> <i>(Transport Bureau (TB)/TD)</i>	<ul style="list-style-type: none"> <li>● To complete the review in 2000</li> <li>● To complete the review in 2000 <i>(1999)</i></li> </ul>	<ul style="list-style-type: none"> <li>● The review was completed in November 1999.</li> <li>● The review was completed in March 2000. <i>(Action Completed)</i></li> </ul>
To consider the future development of an integrated Intelligent Transport System (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 is being drawn up. <i>(Action in Progress: On Schedule)</i>
To follow up on the recommendations of the study on the Strategic Road Network (SRN) <i>(TB/TD)</i>	To complete the review on the recommendations of the SRN study in 2000 <i>(1999)</i>	The review on the recommendations was completed. <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>	Preparation for implementation is underway. <i>(Action in Progress: On Schedule)</i>
To rationalise bus routes and encourage more bus-bus interchanges <i>(TB/TD)</i>	To implement suitable rationalisation of bus routes and conduct trial schemes of bus-bus interchange sites in 2000 <i>(1999)</i>	Three bus-bus interchange schemes were introduced at Kwun Tong Road, Western Harbour Crossing, and Causeway Bay respectively and the service frequencies/routings of about 50 bus routes passing through the Central Business District have been rationalised. <i>(Action Completed)</i>

Initiative	Target	Present Position
<p>To re-organise bus stops to improve traffic flow (TD)</p>	<p>To review the bus stopping arrangements at busy areas in Kwun Tong, Yuen Long, Tsuen Wan and Yau Tsim Mong districts, and implement the re-organisation in phases before mid-2000 (1999)</p>	<p>The bus stops at the busy area in Kwun Tong, Yuen Long, Tsuen Wan and Yau Tsim Mong were re-organised in phases from October 1999 to July 2000. (Action Completed)</p>
<p>To develop traffic improvement schemes at Causeway Bay near Times Square (TD)</p>	<ul style="list-style-type: none"> <li>● To implement the pedestrian scheme at Russell Street in 1999</li> <li>● To implement traffic improvement measures near Times Square in phases for completion in 2001 (1999)</li> </ul>	<ul style="list-style-type: none"> <li>● The pedestrian scheme was implemented. (Action Completed)</li> <li>● Major traffic improvement measures are in place. Other minor improvement and landscaping works will be implemented as scheduled. (Action in Progress: On Schedule)</li> </ul>
<p>To commission a consultancy study which will investigate how best to deploy advanced information and telecommunication technologies to manage our strategic road network (TD)</p>	<p>To complete the study in 1999 (1998)</p>	<p>The study was completed. (Action Completed)</p>
<p>To conduct a study on the development of an integrated transport information system (TD)</p>	<p>To complete the study in 1999 (1998)</p>	<p>The study was completed. (Action Completed)</p>

Initiative	Target	Present Position
<p>To implement “natural streaming” of goods vehicles at land boundary crossing points (TB)</p>	<p>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 (1998)</p>	<p>In view of the low usage rate during the extended hours implemented in the first phase of “natural streaming”, we have agreed with the Mainland authorities that we should allow more time for the new system to settle and would review the need for the second phase in 2000-2001.  (Action in Progress: Under Review)</p>
<p>To complete a review of measures to promote safe driving and enhance vehicle safety by improving the framework for regulating the use of seat-belts in vehicles (TD)</p>	<p>To complete the review in 1999 (1998)</p>	<p>The review was completed. Legislation to extend the fitting and wearing of rear seat-belts in taxis was introduced and passed in June 2000.  (Action Completed)</p>
<p>To strengthen enforcement in order to enhance road safety by –</p> <ul style="list-style-type: none"> <li>● installing high technology equipment (e.g. speed enforcement systems and red light camera systems) at strategic locations</li> <li>● reviewing the demerit point system to ensure maintenance of the deterrent effect on speeding, overloading and insecure loading (TD)</li> </ul>	<ul style="list-style-type: none"> <li>● To install 12 red light camera sites and 10 speed enforcement camera sites at strategic locations in 1999-2000</li> <li>● To complete the review in 1999 (1998)</li> </ul>	<ul style="list-style-type: none"> <li>● 10 speed enforcement camera sites and 12 red light camera sites have been installed.</li> <li>● The review was completed. New legislative and administrative measures were introduced in 2000 to enhance the deterrent effect.  (Action Completed)</li> </ul>

<b>Initiative</b>	<b>Target</b>	<b>Present Position</b>
To improve conditions for road users by implementing priority walkway systems in Central, Admiralty and Wan Chai North <i>(TD)</i>	To complete the planning of the projects in 1999 <i>(1999)</i>	The planning has been completed. We will start the detailed design shortly. <i>(Action Completed)</i>
To strengthen community involvement, education and publicity to support the road safety programme <i>(TB/TD)</i>	To update the Road Users Code in 1999 <i>(1998)</i>	The updating was completed and the revised Road Users Code was issued in 2000. <i>(Action Completed)</i>
To improve traffic management by applying advanced computer and telecommunication technology, including the extension of the Area Traffic Control system to Yuen Long, Tuen Mun, Tai Po and North Districts <i>(TD)</i>	To complete the preliminary project feasibility study (PPFS) for the projects in Tuen Mun and Yuen Long, and the detailed design for the projects in Tai Po and North Districts in 2000 <i>(1997)</i>	The PPFS and the detailed design were completed in March and August 2000 respectively. <i>(Action Completed)</i>
To replace all mechanical parking meters with electronic ones equipped to use Smart Cards by 1998 <i>(TD)</i>	To replace all mechanical parking meters with electronic ones equipped to use Smart Cards by 1998 <i>(1997)</i>	The replacement work was completed. <i>(Action Completed)</i>

Initiative	Target	Present Position
To commission a feasibility study on Electronic Road Pricing system for completion in 1999 to enable a decision be reached on whether such a system should be introduced <i>(TB/TD)</i>	To complete the feasibility study in 1999 <i>(1996)</i>	Final study report is being compiled.  <i>(Action in Progress: Behind Schedule)</i>
To increase the number of kiosks at the Lok Ma Chau Boundary Crossing from 14 to 24 by the end of 1999 to cope with the growing volume of cross-boundary freight and passenger traffic <i>(TB)</i>	To start work in June 1999 for completion in December 1999 <i>(1996)</i>	The construction works were completed on schedule and the new kiosks commenced operation in December 1999.  <i>(Action Completed)</i>
To provide a Traffic Surveillance and Information System on Tolo Highway by 2001 <i>(TD)</i>	To complete the project by 2001 <i>(1995)</i>	The construction works are in progress for completion in 2001.  <i>(Action in Progress: On Schedule)</i>

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 encourage franchised bus companies to retrofit their buses with diesel catalysts <i>(Transport Department (TD)/Environmental Protection Department (EPD))</i>	To retrofit 2 000 franchised buses which run on pre-Euro engines with diesel catalysts by the end of 2001 <i>(1999)</i>	About 1 100 pre-Euro franchised buses have been retrofitted with diesel catalysts. <i>(Action in Progress: On Schedule)</i>
To install noise barriers on the Tolo Highway between Sha Tin and Tai Po <i>(Highways Department)</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 promote pedestrian schemes for environmental reasons by identifying specific sites in Causeway Bay, Tsim Sha Tsui and Mong Kok <i>(TD/EPD)</i>	To complete feasibility studies for the sites by the end of 1999, and to develop, design and carry out consultation on feasible pedestrian schemes in 2000 <i>(1999)</i>	Feasibility studies and consultations on the pedestrian schemes for Causeway Bay, Tsim Sha Tsui and Mong Kok were completed. The three schemes are being implemented in phases. <i>(Action Completed)</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 is in progress. <i>(Action in Progress: On Schedule)</i>

Initiative	Target	Present Position
<p>To introduce emission tests progressively for all commercial and private vehicles as part of their annual inspection or road worthiness examination (TD/EPD)</p>	<p>To work out with the Environmental Protection Department the emission standards and to acquire suitable equipment for introducing the emission tests by phases starting from 2000 (1999)</p>	<p>New emission tests for petrol and LPG vehicles will be introduced in November 2000. <i>(Action in Progress: On Schedule)</i></p>
<p>To facilitate a trial scheme of public light buses using LPG (TD/EPD)</p>	<p>To facilitate the discussions with the public light bus trade within 1999 on the launching of the trial scheme (1999)</p>	<p>The LPG/electric public light bus trial scheme started in June 2000 for completion in early 2001. <i>(Action Completed)</i></p>