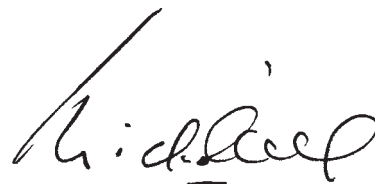


MESSAGE

In the past year, we embarked on a major programme of railway and road expansion to improve our transport infrastructure. Implementation of the five railway projects is on schedule and good progress has been made with several strategic highways. There have been significant improvements to railway and bus services. We have also kept up our effort to promote a safer and a more efficient use of our roads.

In the coming year, apart from maintaining the impetus of our ambitious transport infrastructure programme, we aim to achieve a better integration of the provision of transport facilities with land use planning, to continue the improvement to public transport services with priority given to railways and other efficient and environmentally friendly transport modes, to introduce transport-related measures to mitigate the environmental impact caused by road traffic, and to take further steps to enhance road safety. Entering the new millennium, we will continue to improve our transport system to meet the ever-changing needs of the community. Two strategic studies on future transport provision and railway development have been undertaken to map out our transport development blueprint and strategy up to 2016 as part of Government's programme to support the sustainability and the future development of Hong Kong.

Keeping Hong Kong moving into the 21st century will require community contribution. Your views on how we can better achieve our goals and improve our performance are therefore most welcomed.



(Nicholas Ng)

Secretary for Transport

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. Our targets this year in pursuing this Policy Objective are –

- to expand and improve our transport infrastructure network
- to improve the quality and co-ordination of public transport services
- to actively manage road use, reduce congestion and promote safety
- to seek and support environmental improvement measures in transport-related areas

Progress Made

We have made notable achievements in the above four main areas of our Policy Objective in the past year.

On the planning of transport infrastructure, we have taken steps to strengthen the input into transport planning to ensure its better integration with overall land use planning. We have adopted measures to streamline the planning process for individual projects to reduce the time needed for implementation. A number of major road projects were completed and opened to traffic, namely the Duplicate Tsing Yi Bridge, the Hunghom Bypass and the Princess Margaret Road Link. The planning and implementation of the five railway projects (two of which have already started construction) are progressing well and on schedule for completion between 2002 and 2004.

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 better designed train cars. Franchised bus operators are equipping more buses with air-conditioning and the Octopus fare collection system. We have also tendered out a number of ferry routes to ensure that essential ferry services for the outlying islands are maintained.

On traffic management, we have continued to install Area Traffic Control systems and Closed Circuit Television cameras at road junctions to better monitor and manage the traffic situation. On the road safety side, we have enacted legislation to tighten the control on drink-driving and strengthen our enforcement capability through the installation of additional red light cameras and speed enforcement cameras at strategic locations.

To make our transport system environmentally more friendly and sustainable, we have been taking steps to ensure our transport facilities are better integrated with land use planning to reduce trip generation. For existing road traffic, actions are in progress to improve the environmental performance of vehicles. We have completed the trial scheme on LPG taxis and will follow with a mandatory scheme for all new taxis. For the franchised bus fleet, nearly 60% of the buses are already using environmentally friendly engines.

To facilitate future development of our transport system, we have carried out two strategic transport studies. The Third Comprehensive Transport Study has just been completed. It maps out the future development blueprint for our transport facilities. The Second Railway Development Study is near completion. The Study will provide the basis for the next phase of development of our railway network.

We are not stopping here. For each of our transport policy areas set out in the remaining parts of this booklet, we have set out new initiatives in the coming year to continue with our work to provide for a transport system which can meet the community's needs and support sustainability and the future development of Hong Kong.

KEY RESULT AREAS (KRAs)

To ensure that this Policy Objective can be achieved, we must deliver results in the following key areas, that is, we must –

1	Plan better for the timely provision of transport infrastructure	Page 4
2	Expand the rail network	Page 9
3	Develop and improve the road network	Page 13
4¹	Improve the quality and co-ordination of public transport services	Page 21
5²	Manage road use and improve road safety	Page 28
6³	Reduce roadside pollution and noise from transport sources	Page 39

¹ the 1998 KRAs, KRA 3 (Improve rail services and their interchange arrangements with other modes of transport) and KRA 5 (Improve the availability and quality of public transport services), have been combined into one KRA 4 (Improve the quality and co-ordination of public transport services) for 1999

² the 1998 KRAs, KRA 6 (Improve and promote road safety) and KRA 7 (Manage road use by introducing high technology installations and other traffic management measures), have been combined into one KRA 5 (Manage road use and improve road safety) for 1999

³ this is a new KRA for 1999

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.

Progress Made

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.

From inception to completion, major transport projects require years of thorough planning and structured implementation. We have continued to find ways to streamline the procedures involved and to shorten the time needed for implementation. We are also strengthening the input into transport planning so that the provision of transport infrastructure can be better integrated with the overall land use planning in a sustainable manner. The progress made on the planning and implementation of a number of railway and road projects is detailed in the Key Result Areas 2 and 3 in the latter part of this booklet.

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 streamline the implementation procedures for transport infrastructure projects <i>(Transport Bureau (TB))</i></p>	<p>To reduce the time taken for implementation of projects by 15% <i>(1998)</i></p>	<p>We are adopting the following procedures for high priority projects with a view to reducing the implementation time –</p> <ul style="list-style-type: none"> ● to proceed in parallel, where possible and appropriate, rather than in sequence, various preparatory work in relation to the planning of projects; and ● to include special conditions in the works contract to ensure timely completion of projects. <p><i>(Action in Progress: On Schedule)</i></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 <i>(TB)</i></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) <i>(1998)</i></p>	<p>This is an on-going task. We have established a planning team within Transport Bureau, and are rationalising transport planning concepts and procedures, and how best they can be incorporated into the OZPs and ODPs. <i>(Action in Progress: On Schedule)</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 complete the Third Comprehensive Transport Study (CTS-3) to provide a framework for planning and prioritising our future transport infrastructure requirements up to 2016 <i>(TB)</i></p>	<p>To complete CTS-3 in 1999 <i>(1998)</i></p>	<p>CTS-3 was completed in July 1999. <i>(Action Completed)</i></p>
<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"> – the East Kowloon Line – a fourth cross-harbour rail link – a second connection from Tai Wai to the urban area – the North Hong Kong Island Line – the West Hong Kong Island Line <p>and to take early decisions on the recommendations of the Study <i>(TB)</i></p>	<ul style="list-style-type: none"> ● To complete the Study by the end of 1999 ● 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), Mass Transit Railway (MTR) Tseung Kwan O Extension, Ma On Shan to Tai Wai rail link and Kowloon-Canton Railway (KCR) Extension to Tsim Sha Tsui, and Sheung Shui to Lok Ma Chau Spur Line) <p><i>(1998 and 1997)</i></p>	<p>The interim report of the Study was issued in December 1998. The consultants aim to complete the final report in the last quarter of 1999. <i>(Action in Progress: On Schedule)</i></p>

Looking Forward

In the next 12 months, we will assess our performance in respect of this KRA against the following indicator –

Indicator	1999 Target
The implementation of transport projects	Completion of transport projects in accordance with the implementation programmes

We will undertake the following initiatives to deliver results in this area –

Initiative	1999 Target
To develop a framework for planning and prioritising our requirements for future transport facilities up to 2016 <i>(TB)</i>	To formulate a new transport strategy based on the findings and recommendations of CTS-3
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) <i>(TB)</i>	To consider the proposals of the RDS-2 which will examine, amongst other things, the priority of the following rail projects – <ul style="list-style-type: none">● the East Kowloon Line● a fourth cross-harbour rail link● a second connection from Tai Wai to the urban area● the North Hong Kong Island Line● the West Hong Kong Island Line

Initiative	1999 Target
<p>To achieve the best possible interface between land use and transport planning</p> <p><i>(TB/Transport Department/ Highways Department/Planning, Environment and Lands Bureau)</i></p>	<ul style="list-style-type: none"> ● 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 ● To review and revise where appropriate the transport planning parameters in the Hong Kong Planning Standards and Guidelines in 2000 ● To strengthen input on transport planning by Transport Bureau, Transport Department and Highways Department into the town planning process

2

Expand the rail network

Railways provide a speedy, comfortable and reliable means of 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 also formulating plans for the further expansion of our railway network.

Progress Made

Our target set in 1998 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. Five railway projects to be completed between 2002 and 2004 are at advanced stages of planning or are already being implemented. The construction of West Rail (Phase I) and the Mass Transit Railway (MTR) Tseung Kwan O Extension commenced in September and November 1998 respectively. The Ma On Shan to Tai Wai rail link and the Kowloon-Canton Railway Extension to Tsim Sha Tsui projects were gazetted under the Railways Ordinance in March and April this year. The detailed design of the Sheung Shui to Lok Ma Chau Spur Line is now being conducted by the Kowloon-Canton Railway Corporation and the corresponding railway scheme will be gazetted soon. We are also formulating the next phase of railway development in the Second Railway Development Study which is scheduled for completion later this year.

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 facilitate the construction of the West Rail (Phase I) <i>(Highways Department (HyD)/Kowloon-Canton Railway Corporation (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>	Construction of the West Rail (Phase I) started in September 1998. <i>(Action in Progress: On Schedule)</i>

Initiative	Target	Present Position
<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</p> <p><i>(Transport Bureau (TB))</i></p>	<ul style="list-style-type: none"> ● To finalise the planning for implementation by the end of 1999 ● To enable KCRC to start construction by early 2000 with a view to completing the project in 2004 <p><i>(1998)</i></p>	<ul style="list-style-type: none"> ● 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 will be finalised in 1999. ● Subject to project authorisation, construction of the three railway extensions will start between 2000 and early 2001 for completion in 2004. <p><i>(Action in Progress: On Schedule)</i></p>
<p>To facilitate the construction of the MTR Tseung Kwan O Extension</p> <p><i>(HyD)</i></p>	<p>To seek authorisation of railway schemes from the Executive Council (ExCo) and enable the Mass Transit Railway Corporation (MTRC) to start construction by the end of 1998 for completion in 2002</p> <p><i>(1998)</i></p>	<p>Construction commenced in November 1998. MTRC will award all major civil works contracts by the end of 1999 and will award construction contracts on all sites according to the Project Master Programme. About 25% of the project works by value will be completed by the end of 1999.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To plan the implementation of the Sheung Shui to Lok Ma Chau Spur Line</p> <p><i>(TB)</i></p>	<p>KCRC to submit implementation proposals by early 1999 so that the project can be completed in 2004</p> <p><i>(1998)</i></p>	<p>KCRC has submitted the implementation proposals and has been invited to proceed with detailed planning and design of the project. The relevant railway scheme will be gazetted under the Railways Ordinance in the fourth quarter of 1999 with a view to seeking ExCo's authorisation in the third quarter of 2000.</p> <p><i>(Action in Progress: On Schedule)</i></p>

Initiative	Target	Present Position
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 is progressing on schedule and the Study will be completed by the end of 1999. The Sheung Shui to Lok Ma Chau Spur Line is being implemented ahead of West Rail (Phase II) for completion in 2004. It will connect to a new cross-boundary passenger crossing at Huanggang/Lok Ma Chau to relieve the congestion at Lo Wu. (Action in Progress: On Schedule)

Looking Forward

In the next 12 months, we will assess our performance in respect of this KRA against the following indicator –

Indicator	1999 Target
Length of the railway network	Increase from 143 km to over 200 km by the end of 2004

We will undertake the following initiatives to deliver results in this area –

Initiative	1999 Target
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) (KCRC)	To complete this milestone in 2000
MTRC to complete the award of all civil works contracts and system-wide mechanical and electrical contracts for the MTR Tseung Kwan O Extension (MTRC)	To complete this milestone in 2000

Initiative	1999 Target
To authorise the Ma On Shan to Tai Wai rail link and the KCR Extension to Tsim Sha Tsui projects <i>(TB/KCRC)</i>	To seek ExCo's authorisation for the projects in 2000
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

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 for freight transport and in areas where railway service is not available.

Progress Made

In 1998, we aimed at completing the construction and improvement works of over 100 km of strategic routes in the next ten years.

We have made good progress towards this target. We have completed the Duplicate Tsing Yi South Bridge, the Hunghom Bypass, the Princess Margaret Road Link, and the dualling of Sha Tau Kok Road, with the total length of these extensions amounting to some 5.5 km. Meanwhile, the construction and improvement works for over 30 km of roads are already underway.

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 start construction of Tsing Yi North Coastal Road, which will have the capacity to handle 2 800 vehicles per hour in each direction <i>(Highways Department (HyD))</i>	To start construction in 1999 for completion in 2002 <i>(1998 and 1996)</i>	Construction works of this road project commenced in February 1999. We will monitor the progress for completion in 2002. <i>(Action in Progress: On Schedule)</i>
To construct the section of Route 5 connecting Tuen Mun Road and the Tsuen Kam Interchange <i>(Territory Development Department)</i>	To start construction in 2000 for completion in 2004 <i>(1998)</i>	Detailed design is in progress and is expected to be completed in 2000 for construction works to commence. <i>(Action in Progress: On Schedule)</i>

Initiative	Target	Present Position
<p>To complete the detailed design of the improvement of Castle Peak Road between Tsuen Wan Area 2 and Ka Loon Tsuen (HyD)</p>	<p>To complete the detailed design in 1999 (1998 and 1995)</p>	<p>Detailed design is underway for completion in December 1999. (Action in Progress: On Schedule)</p>
<p>To press on with the detailed design work for the following major road projects –</p> <ul style="list-style-type: none"> ● Route 9 from Cheung Sha Wan to Sha Tin ● Route 10 <ul style="list-style-type: none"> – North Lantau Section – Tsing Lung Bridge – Tsing Lung Tau to So Kwun Wat – So Kwun Wat to Yuen Long Highway ● Central Kowloon Route ● Improvement to the Island Eastern Corridor - section between North Point and Sai Wan Ho 	<ul style="list-style-type: none"> ● To complete the detailed design in 2001 (1998 and 1994) – To complete the detailed design in 2001 – To complete the detailed design in 2001 – To complete the detailed design in 2001 – To complete the detailed design in 2002 (1998 and 1997) ● To complete the detailed design in 2003 (1998 and 1997) ● To complete the detailed design in 2000 (1998 and 1997) 	<ul style="list-style-type: none"> ● Detailed design for both the Sha Tin section and the Cheung Sha Wan section has started. (Action in Progress: On Schedule) – The investigation and preliminary design assignments are in progress. – The investigation and preliminary design assignments are in progress. – The investigation and preliminary design assignments are in progress. – The investigation and preliminary design assignments are underway. (Action in Progress: On Schedule) ● The review stage of this project is in progress, having regard to the site constraint and the on-going South East Kowloon Development Study. (Action in Progress: Under Review) ● The project was gazetted under Roads (Works, Use and Compensation) Ordinance in September 1998. Detailed design is now in progress. (Action in Progress: On Schedule)

Initiative	Target	Present Position
<ul style="list-style-type: none"> ● Central-Wan Chai Bypass & Island Eastern Corridor Link ● Improvement to Castle Peak Road section between Ka Loon Tsuen and Siu Lam <p>(HyD)</p>	<ul style="list-style-type: none"> ● To complete the detailed design by phases between 2001 and 2005 (1998 and 1995) ● To complete the detailed design by 2002 (1998) 	<ul style="list-style-type: none"> ● Detailed design is underway. (Action in Progress: On Schedule) ● The preliminary design will commence in October 1999 for completion in late 2000. (Action in Progress: On Schedule)
<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 in view of the uncertainty of the Green Island Development and the development proposals of North-east 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"> ● Route 7 regarding the section between Kennedy Town and Aberdeen ● Route 9 between Tsing Yi and Cheung Sha Wan ● Lantau north-south link between Tai Ho Wan and Mui Wo <p>(HyD)</p>	<ul style="list-style-type: none"> ● To complete the preliminary design and site investigation by 1999 (1998 and 1997) ● To complete the preliminary design and site investigation by 1999 (1998 and 1997) ● To complete the preliminary design and site investigation by 1999 (1998) 	<ul style="list-style-type: none"> ● The preliminary design and site investigation works will be completed in late 1999. (Action in Progress: On Schedule) ● The site investigation and preliminary design assignments are underway for completion in late 1999. (Action in Progress: On Schedule) ● The preliminary design and site investigation are underway for completion in November 1999. Detailed design will commence in 2000. (Action in Progress: On Schedule)

Initiative	Target	Present Position
<p>To take over the ownership of the Cross Harbour Tunnel upon the expiry of its franchise at the end of August 1999 and to ensure the continuity and standard of service</p> <p><i>(Transport Bureau/ Transport Department)</i></p>	<p>To decide on the arrangements by the end of 1998</p> <p><i>(1998)</i></p>	<p>Ownership of the Cross Harbour Tunnel Company reverted to Government from 1 September 1999 and the Tunnel is being operated by the successful bidder of a new management contract.</p> <p><i>(Action Completed)</i></p>
<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><i>(HyD)</i></p>	<p>To commence works in phases from 1999 onwards for completion in 2005</p> <p><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.</p> <p><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</p> <p><i>(HyD)</i></p>	<p>To commence works in 1999 for completion in 2002</p> <p><i>(1997)</i></p>	<p>The project has been authorised under the Roads (Works, Use and Compensation) Ordinance. Tenders for the construction works have been invited. Construction works will commence in November 1999.</p> <p><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</p> <p><i>(HyD)</i></p>	<p>To commence works in 2002 for completion in 2006</p> <p><i>(1997)</i></p>	<p>The feasibility study was completed in September 1999.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To examine the need for, and preferred alignment of, an Eastern Highway between Eastern New Territories and urban areas</p> <p><i>(TB)</i></p>	<p>To complete the study in 1999</p> <p><i>(1997)</i></p>	<p>This was examined in the Third Comprehensive Transport Study (CTS-3). The findings revealed no priority for this project in the short to medium term. We will keep under review the need for this road in the longer term.</p> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>To examine the need for an additional expressway to strengthen the east-west route in the New Territories (TB)</p>	<p>To complete the study in 1999 (1997)</p>	<p>This was examined in the CTS-3. The findings revealed no priority for this project in the short to medium term. We will keep under review the need for this road in the longer term. <i>(Action Completed)</i></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 (HyD)</p>	<p>To commence works in phases from 1998 onwards for completion in 2005 (1997)</p>	<p>Construction works for the section between Sha Tin and Tai Po have already started. Target completion date for this section is 2001. For the section between Tai Po and Fanling, the investigation assignment now underway is nearing completion. <i>(Action in Progress: On Schedule)</i></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 (HyD)</p>	<p>To commence work in early 1997 for completion by mid-2001 (1996)</p>	<p>Construction works are in progress. <i>(Action in Progress: On Schedule)</i></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. (HyD)</p>	<p>To commence work in late 1998 for completion in mid-2001 (1996)</p>	<p>Construction works commenced in December 1998. <i>(Action in Progress: On Schedule)</i></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"> ● widening Salisbury Road from the Star Ferry Concourse to Mody Lane ● constructing a vehicular underpass along Salisbury Road at its junction with Chatham Road South ● implementing a traffic circulation system in Middle Road ● 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 <p>(HyD)</p>	<ul style="list-style-type: none"> ● To commence work in phases from 1998 for completion in 2002 (1996) 	<ul style="list-style-type: none"> ● The project is affected by the KCR Extension to Tsim Sha Tsui. Part of the construction works will be entrusted to the KCRC. The project is expected to be completed in 2004. <i>(Action in Progress: Behind Schedule)</i> ● Tenders for the construction of the subway at the junction of Salisbury Road and Kowloon Park Drive and the subway at the junction at Kowloon Park Drive and Peking Road were invited in February 1999. Construction works commenced in June 1999. ● As for the subway at the junction of Austin Road and Canton Road, construction works commenced in November 1998. <i>(Action in Progress: On Schedule)</i>
<p>To increase the capacity of Castle Peak Road in the section between Siu Lam and So Kwun Tan (HyD)</p>	<p>To complete the project by early 1999 (1995)</p>	<p>We are aiming at completing the construction works in mid-2000. The delay is mainly due to unforeseeable difficult ground conditions and the inclement weather during the construction. <i>(Action in Progress: Behind Schedule)</i></p>
<p>To start work on the Hung Hom Bypass and Princess Margaret Road Link (HyD)</p>	<p>To complete the project in 1999 (1995)</p>	<p>The project was completed in August 1999. <i>(Action Completed)</i></p>

Initiative	Target	Present Position
To start work on the Duplicate Tsing Yi South Bridge which, when completed in 1998, will significantly improve traffic to and from Tsing Yi <i>(HyD)</i>	To complete works in 1998 <i>(1995)</i>	The project was completed in July 1999. <i>(Action Completed)</i>
To construct additional climbing lanes in the most congested uphill sections of Tuen Mun Road <i>(HyD)</i>	To complete the project by July 1996 <i>(1994)</i>	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 ruled 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 2000. <i>(Action in Progress: Behind Schedule)</i>
To upgrade access roads to boundary crossing points <i>(TB)</i>	To complete the project by early 1999 <i>(1994)</i>	The project was completed in February 1999. <i>(Action Completed)</i>

Looking Forward

In the next 12 months, we will assess our performance in respect of this KRA against the following indicator –

Indicator	1999 Target
Length of strategic roads newly constructed or improved	<ul style="list-style-type: none"> ● Build and improve over 100 km of strategic roads in the 10-year period from 1998 to 2008 ● For 1999, to commence construction and improvement works for 10 km of strategic roads

We will undertake the following initiatives to deliver results in this area –

Initiative	1999 Target
<p>To complete the preliminary design of the Deep Bay Link, which will connect the proposed Shenzhen Western Corridor to the local highway network (HyD)</p>	<p>To complete the preliminary design in 2000</p>
<p>To complete the preliminary design of the Chok Ko Wan Link Road, which will provide road access to Penny's Bay (HyD)</p>	<p>To complete the preliminary design in 2000</p>
<p>To commence the detailed design of the following projects –</p> <ul style="list-style-type: none"> ● Route 7 (section between Kennedy Town and Aberdeen) ● Route 9 (section between Tsing Yi and Cheung Sha Wan) ● Lantau north-south link between Tai Ho Wan and Mui Wo <p>(HyD)</p>	<ul style="list-style-type: none"> ● To commence detailed design in 2000 for completion in 2003 ● To complete detailed design in phases between 2001 and 2002 ● To commence detailed design in 2000 for completion in 2001

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, will form the backbone of our future transport network. Apart from expanding the rail network as detailed in the Key Result Area 2, we also aim to improve the quality of rail services and their interchange arrangements with other transport modes.

Progress Made

The indicators we used to measure progress in this area were the volume of daily public transport patronage and the extent to which public transport operators maintain and achieve their performance pledges.

We have made good progress in achieving these targets. Railway operators' train refurbishment programmes are progressing on schedule. The services provided by the franchised bus operators are generally satisfactory, with a higher proportion of air-conditioned and Octopus-equipped buses in use now. The daily public transport patronage has increased from 10.65 million for the first six months in 1998 to 10.78 million during the same period in 1999, representing an increase of about 1.3%.

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 improve the quality of service to MTR passengers <i>(Transport Bureau (TB))</i>	<ul style="list-style-type: none"> To ensure that the MTRC completes a \$1.3 billion train refurbishment programme by 2002 To ensure that the MTRC completes the \$3.2 billion Quarry Bay Congestion Relief Works by 2000 <i>(1998)</i> 	<ul style="list-style-type: none"> Approximately 26% of the project works by value will be completed by the end of 1999. The construction programme is 67% completed. <i>(Action in Progress: On Schedule)</i>

Initiative	Target	Present Position
<p>To improve the quality of service to KCR passengers (TB)</p>	<p>To ensure that the KCRC completes a \$1.3 billion train refurbishment programme in 1999. Together with the \$1.5 billion Automatic Train Protection System implemented in 1998, the carrying capacity of the KCR East Rail will be increased by 35% (1998)</p>	<p>The train refurbishment programme will be completed by the end of 1999. The Automatic Train Protection System has started operation since late 1998. (Action in Progress: On Schedule)</p>
<p>To enhance safety and improve the traffic flow at Light Rail/road junctions (TB)</p>	<p>To finalise proposals in 1999 (1998)</p>	<p>KCRC has completed a study of the safety and traffic flow at the Light Rail/road junctions in Tuen Mun, Yuen Long and has identified three junctions requiring improvement as a matter of priority. Work is expected to start in 2001 for completion in 2003. (Action Completed)</p>
<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 (Transport Department (TD))</p>	<ul style="list-style-type: none"> ● To complete the studies by the end of 2000 ● To implement an integrated public transport system in areas served by the MTR Tseung Kwan O Extension upon its commissioning in 2002 ● To implement an integrated public transport system in areas served by the West Rail (Phase I) upon its commissioning in 2003 	<p>The studies are in progress. (Action in Progress: On Schedule)</p>

Initiative	Target	Present Position
	<ul style="list-style-type: none"> 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 <p>(1998)</p>	
<p>To promote better use of inter-modal transfer through the provision of public transport interchanges and park-and-ride facilities at rail stations</p> <p>(Highways Department/TD)</p>	<ul style="list-style-type: none"> To complete a review of the park-and-ride scheme by the end of 1998 To include public transport interchanges and park-and-ride facilities at suitable rail stations in the design of rail projects <p>(1998)</p>	<p>We completed a review of the trial scheme at Sheung Shui in 1998, and decided to plan for more park-and-ride facilities at suitable stations along new railways being implemented. We have incorporated adequate public transport interchange facilities in the design of new railway stations.</p> <p>(Action Completed)</p>
<p>To strengthen monitoring of the railway corporations</p> <p>(TB)</p>	<p>To strengthen the capability of the government agents involved to monitor the railway safety and performance of the railway corporations</p> <p>(1998)</p>	<p>We have taken steps to enhance the role of the Transport Advisory Committee, Transport Department and the Hong Kong Railway Inspectorate in monitoring the safety and performance of the railway corporations.</p> <p>(Action Completed)</p>
<p>To encourage bus companies to enhance passenger facilities and comfort by equipping buses with Octopus fare collection systems, 2 x 2 seating layouts and air-conditioning</p> <p>(TD)</p>	<ul style="list-style-type: none"> Bus companies to equip all buses serving the cross-harbour routes with Octopus fare collection system by 1999 <p>(1998)</p> <ul style="list-style-type: none"> Bus companies to equip 30% of the total bus fleet with improved seating layouts by 1999 <p>(1998)</p>	<ul style="list-style-type: none"> 90% of the buses serving the cross-harbour routes have been equipped with the Octopus fare collection system. Works on the remaining 10% of the buses are expected to be completed by the end of 1999. <p>(Action in Progress: On Schedule)</p> <ul style="list-style-type: none"> Target has been fully met. <p>(Action Completed)</p>

Initiative	Target	Present Position
	<ul style="list-style-type: none"> ● Bus companies to equip 55% of the total bus fleet with ventilation facilities by 1999 <i>(1998)</i> ● Bus companies to name more bus stops for easy identification <i>(1997)</i> 	<ul style="list-style-type: none"> ● Target has been fully met. <i>(Action Completed)</i> ● All bus companies have set up programmes to give names to more bus stops. <i>(Action Completed)</i>
<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 <i>(TD)</i></p>	<p>To complete the study in 1999 <i>(1998)</i></p>	<p>The study will be completed by the end of 1999. <i>(Action in Progress: On 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 <i>(TD)</i></p>	<ul style="list-style-type: none"> ● To encourage the NWFBS to publish service charters and performance pledges in 1999 <i>(1998)</i> 	<ul style="list-style-type: none"> ● The service charter was published in June 1999. The performance pledge is expected to be published in the fourth quarter of 1999. <i>(Action in Progress: On Schedule)</i>

Initiative	Target	Present Position
	<ul style="list-style-type: none"> ● To encourage the company to equip, by the end of 2000, 500 buses in its fleet with – <ul style="list-style-type: none"> – features to assist disabled persons, e.g. entrance with fold out ramp, specially designed handrails to assist grips, braille information plates, etc. – Octopus fare collection systems – low floor facilities <p>(1998)</p> <ul style="list-style-type: none"> ● To ensure that the company replaces all buses aged 18 years and above in its fleet by 1 September 2000 <p>(1998)</p>	<ul style="list-style-type: none"> ● 418 buses have been equipped with these features. <i>(Action in Progress: On Schedule)</i> <ul style="list-style-type: none"> ● The number of buses aged 18 years and above has been reduced from 248 in September 1998 to 41. <i>(Action in Progress: On Schedule)</i>
<p>To maintain uninterrupted ferry services to outlying islands after the expiry of the franchise of Hongkong and Yaumati Ferry Company Limited (HYF) on 31 March 1999</p> <p><i>(TD)</i></p>	<p>To tender out HYF's franchised routes by the end of 1998</p> <p><i>(1998 and 1997)</i></p>	<p>HYF's franchised routes were tendered out in the second half of 1998. Ferry services to outlying islands have been operating under licences since 1 April 1999.</p> <p><i>(Action Completed)</i></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><i>(TD)</i></p>	<p>To complete studies covering HK Island, Kowloon and New Territories East in 1999</p> <p><i>(1998)</i></p>	<p>The study for Hong Kong Island was completed in June 1999 and the rationalisation measures are being implemented. The study for the other regions has commenced and is expected to be completed by the end of 1999.</p> <p><i>(Action in Progress: On Schedule)</i></p>

Initiative	Target	Present Position
To ensure adequate provision of public transport services to support the new airport <i>(TB/TD)</i>	To ensure adequate provision of public transport services to support the new airport <i>(1997)</i>	A comprehensive review was completed in April 1999 after the opening of the new airport. The results indicated that the current provision of public transport services to the new airport is adequate. <i>(Action Completed)</i>
To encourage Green Minibus operators to establish passenger liaison groups <i>(TD)</i>	To encourage Green Minibus operators to establish passenger liaison groups <i>(1997)</i>	Whether or not passenger liaison groups will be established has become one of the factors which will be taken into account in deciding on licence renewal for existing operators and selecting operators for new Green Minibus routes. <i>(Action Completed)</i>
The MTRC to provide tactile guide paths in all 38 stations to assist the visually impaired <i>(MTRC)</i>	To provide tactile guide paths in all 38 stations by late 1996 <i>(1995)</i>	Tactile guide paths have been provided at all MTR stations. <i>(Action Completed)</i>

Looking Forward

In the next 12 months, we will assess our performance in respect of this KRA against the following indicator –

Indicator	1999 Target
Volume of daily public transport patronage	Increase the average daily public transport patronage by 1% in 2000

We will undertake the following initiatives to deliver results in this area –

Initiative	1999 Target
<p>To improve the facilities at the Lo Wu Terminal Building to meet the growing cross-boundary passenger flow <i>(TB/Security Bureau/KCRC)</i></p>	<p>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 tidal-flow operation whenever necessary</p>
<p>KCRC to improve services by procuring new trains for the East Rail <i>(KCRC)</i></p>	<p>KCRC to procure and put into service eight new East Rail trains by the end of 2001</p>
<p>MTRC to improve services by installing platform screen doors at MTR stations <i>(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>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 <i>(TB/Finance Bureau)</i></p>	<ul style="list-style-type: none"> ● To introduce the draft legislation within the 1999-2000 legislative session ● To prepare an Operating Agreement in 2000
<p>To plan and award packages of franchised bus routes to serve new development areas in Tin Shui Wai and Tseung Kwan O <i>(TD)</i></p>	<p>To complete the planning and award the package of franchised bus routes by the end of 1999</p>
<p>To encourage franchised bus companies to equip more buses with the Octopus Fare Collection System <i>(TD)</i></p>	<p>To aim to equip 90% of franchised buses with the Octopus System by the end of 2000</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 <i>(TD)</i></p>	<p>To complete the study in 2000</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 technology 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.

Progress Made

One of our objectives was to better manage road use by introducing new technologies in traffic management. The indicators we used to measure progress in the management of road use include the number of Area Traffic Control (ATC) signalised junctions, the number of Closed Circuit Television (CCTV) cameras, the average travelling speed, and the capacity to handle vehicles and passengers at cross-boundary control points.

We made good progress in this area in the past 12 months. The coverage of the ATC systems was further extended to 63 junctions and 17 CCTV cameras were installed. As a result, about 75% of all signalised junctions are now covered by the ATC systems. The construction of 10 additional pairs of vehicular kiosks for Immigration and Customs clearance at Lok Ma Chau is underway and scheduled for completion by the end of 1999. With these new kiosks, the design handling capacity will be increased from 19 000 to 32 000 vehicles per day. To improve traffic management, we will continue to increase the provision of parking spaces, particularly for goods vehicles as recommended in the Parking Demand Study and Freight Transport Study. We also aim to maintain the current average travelling speed in 1999, i.e., 25 km/hour in Hong Kong and Kowloon and 44 km/hour in the New Territories. We will continue to deploy new technologies in this field.

On road safety, the indicator we used to measure progress in road safety is the accident and casualty rate per 1 000 vehicles. The accident and casualty rate has decreased from 30.3 and 0.5 per 1 000 vehicles in 1997 to 27.9 and 0.4 in 1998. We will endeavour to maintain these low rates.

On legislation and enforcement, our target of introducing legislative proposals to tighten the legal limit of Blood Alcohol Content (from 80 mg to 50 mg per 100 ml of blood) to strengthen drink-driving enforcement in 1999 was endorsed by the Legislative Council in July 1999. We will monitor the effectiveness of the revised drink-driving legislation following its implementation in October 1999. To strengthen enforcement, we have obtained funding approval to install between 2000 and 2002 twelve additional red light cameras and eight additional speed enforcement cameras with automatic processing computers. A review on the effectiveness of the seat-belt legislation introduced in June 1996 is in progress for completion within 1999.

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 commission a consultancy study which will investigate how best to deploy advanced information and telecommunication technologies to manage our strategic road network</p> <p><i>(Transport Department (TD))</i></p>	<p>To complete the study in 1999</p> <p><i>(1998)</i></p>	<p>The study is scheduled for completion in 1999.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To conduct a study on the development of an integrated transport information system</p> <p><i>(TD)</i></p>	<p>To complete the study in 1999</p> <p><i>(1998)</i></p>	<p>The study is scheduled for completion in 1999.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To extend the operating hours at land boundary crossing points</p> <p><i>(Transport Bureau (TB))</i></p>	<p>To extend, in 1998-1999, the operating hours at the following land boundary crossing points –</p> <ul style="list-style-type: none"> ● Lo Wu – from 7:00 am - 11:00 pm to 6:30 am - 11:30 pm ● Lok Ma Chau/ Huanggang – from 7:00 am - 9:00 pm to 7:00 am - 10:00 pm for non-goods vehicles ● Man Kam To – from 7:00 am - 8:00 pm to 7:00 am - 10:00 pm for non-goods vehicles ● Sha Tau Kok – from 7:00 am - 6:00 pm to 7:00 am - 8:00 pm for goods vehicles <p><i>(1998)</i></p>	<ul style="list-style-type: none"> ● The extension of hours at Lo Wu and Lok Ma Chau have been implemented since October 1998. ● The extension of hours at Man Kam To and Sha Tau Kok have been implemented since April 1999. <p><i>(Action Completed)</i></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 in two phases –</p> <ul style="list-style-type: none"> ● First phase – starting from October 1998, goods vehicles licensed to cross at Man Kam To and Sha Tau Kok can cross at Lok Ma Chau after the first two crossing points have been closed ● Second phase – 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 <p>(1998)</p>	<ul style="list-style-type: none"> ● The First phase was implemented in October 1998. (Action Completed) ● 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 conduct the review for the need of the second phase in 2000. (Action in Progress: Under Review)
<p>To finalise legislative proposals to promote safe driving and to enhance vehicle safety by tightening the prescribed blood alcohol limits and strengthening drink-driving enforcement (TD)</p>	<p>To introduce the legislative proposals in 1999 (1998)</p>	<p>The Road Traffic (Amendment) Bill 1998 to tighten the statutory limit for alcohol concentration and streamline the procedures for enforcing the controls on drink-driving was passed on 16 July 1999 and took effect on 1 October 1999. (Action Completed)</p>

Initiative	Target	Present Position
<p>To complete a review of measures to promote safe driving and enhance vehicle safety by –</p> <ul style="list-style-type: none"> ● regulating the use of mobile phones while driving vehicles ● providing for the safe use of TV monitors in vehicles ● improving the framework for regulating the use of seat belt in vehicles ● introducing probationary driving licences for inexperienced motor cyclists <p>(TD)</p>	<p>To complete the review in 1999 (1998)</p>	<ul style="list-style-type: none"> ● The review was completed. Proposals were submitted to the Transport Advisory Committee and the Legislative Council Panel on Transport for consultation. Revised proposals are being worked out. <i>(Action Completed)</i> ● The review was completed. We aim at introducing the legislative proposals into the Legislative Council in the 1999-2000 session. <i>(Action Completed)</i> ● The review is in progress for completion in 1999. <i>(Action in Progress: On Schedule)</i> ● The review was completed. We aim at introducing legislative proposals into the Legislative Council in the 1999-2000 session. <i>(Action Completed)</i>

Initiative	Target	Present Position
<p>To strengthen enforcement in order to enhance road safety by –</p> <ul style="list-style-type: none"> ● installing high technology equipment (e.g. speed enforcement systems and red light camera systems) at strategic locations ● considering how best to apply automatic detection technology to improve the efficiency of information processing and prosecution ● reviewing the demerit point system to ensure maintenance of the deterrent effect on speeding, overloading and insecure loading <p>(TD)</p>	<ul style="list-style-type: none"> ● To install 12 red light camera sites and 10 speed enforcement camera sites at strategic locations in 1999-2000 ● To conduct a review on the use of automatic detection technology ● To complete the review in 1999 (1998) 	<ul style="list-style-type: none"> ● 10 speed enforcement camera sites have been installed. Installation of the 12 red light camera sites will be completed by October 1999. <i>(Action in Progress: On Schedule)</i> ● The review has been completed. Short term and long term plans are being worked out to strengthen enforcement actions through the use of technology. <i>(Action Completed)</i> ● The review is in progress. <i>(Action in Progress: On Schedule)</i>
<p>To improve conditions for road users by –</p> <ul style="list-style-type: none"> ● reviewing the maximum speed limits on roads and expressways ● implementing priority walkway systems in Central, Admiralty and Wanchai North ● implementing priority walkway systems in Tsuen Wan <p>(TD)</p>	<ul style="list-style-type: none"> ● To complete the review on maximum speed limits and implement improvement measures in 1999 ● To complete the planning of the projects in 1999 ● To complete the planning of the projects in 1999 <p>(1998)</p>	<ul style="list-style-type: none"> ● The review was completed. New speed limits on some roads and expressways are being implemented. <i>(Action Completed)</i> ● The planning is near completion. We will consider the way forward in 2000. <i>(Action in Progress: On Schedule)</i> ● The planning stage has been completed. We are considering the way forward. <i>(Action Completed)</i>

Initiative	Target	Present Position
<p>To strengthen community involvement, education and publicity to support the road safety programme (TB/TD)</p>	<ul style="list-style-type: none"> ● To complete a review in 1999 on how best to enhance community involvement, education and publicity relating to road safety ● To update the Road Users Code in 1999 (1998) 	<ul style="list-style-type: none"> ● The review was completed and the recommendations are being followed up. <i>(Action Completed)</i> ● We will table the updated code in the Legislative Council in the 1999-2000 legislative session. <i>(Action in Progress: On Schedule)</i>
<p>To improve traffic management by applying advanced computer and telecommunication technology, including the extension of the ATC system to Yuen Long, Tuen Mun, Tai Po and North Districts (TD)</p>	<p>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 (1997)</p>	<p>Both the PPFS and the detailed design are underway. <i>(Action in Progress: On Schedule)</i></p>
<p>To revamp the computer system for maintaining vehicle and driver licensing records (TD)</p>	<p>To commence the feasibility study in 1997-1998 (1997)</p>	<p>Due to technological development, we have come to a view that the original proposal to revamp the computer system is no longer technically feasible or advisable. <i>(Action Completed)</i></p>
<p>To replace all mechanical parking meters with electronic ones equipped to use Smart Cards by 1998 (TD)</p>	<p>To replace all mechanical parking meters with electronic ones equipped to use Smart Cards by 1998 (1997)</p>	<p>Programme to replace mechanical parking meters by electronic parking meters is 95% completed. <i>(Action in Progress: Behind Schedule)</i></p>

Initiative	Target	Present Position
<p>In 1997-1998, to use taxis to test the feasibility of using Liquefied Petroleum Gas (LPG) vehicles with a view to controlling vehicle emission and improving air quality</p> <p><i>(TB/Planning, Environment and Lands Bureau)</i></p>	<p>To complete the test by end-1998</p> <p><i>(1997)</i></p>	<p>A one-year trial of LPG taxis was successfully completed in November 1998. The trial confirmed that LPG taxis are a clean practical alternative to diesel taxis.</p> <p><i>(Action Completed)</i></p>
<p>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</p> <p><i>(TB)</i></p>	<p>To complete the feasibility study in 1999</p> <p><i>(1996)</i></p>	<p>The study commenced in March 1997 and is expected to be completed in 1999.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>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</p> <p><i>(TB)</i></p>	<p>To start work in June 1999 for completion in December 1999</p> <p><i>(1996)</i></p>	<p>The construction works are in progress for completion in December 1999.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To commission a consultancy study in 1996 to explore the feasibility of introducing bus-only lanes on a territory-wide basis</p> <p><i>(TB/TD)</i></p>	<p>To complete the study by late 1998</p> <p><i>(1996)</i></p>	<p>The study was completed in 1999.</p> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
<p>In 1997, to introduce regulations under the Road Traffic Ordinance to enhance the safety of transport services for school children. To include stricter licensing conditions for school light buses and subsequent inclusion in the Passenger Service Licence Scheme</p> <p><i>(TB)</i></p>	<p>To introduce the regulations in the 1997-1998 legislative session</p> <p><i>(1996)</i></p>	<p>Legislation to put school light buses under the Passenger Service Licence Scheme to enhance the safety of transport services for school children was passed on 16 July 1999 and took effect on 1 October 1999.</p> <p><i>(Action Completed)</i></p>
<p>To provide a Traffic Surveillance and Information System (TSIS) 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 for completion in 2001.</p> <p><i>(Action in Progress: On Schedule)</i></p>
<p>To consider raising First Registration Tax and Annual Licence Fees for private cars in the short term, if necessary, to control the rate of growth in the number of private cars</p> <p><i>(TD)</i></p>	<p>To complete the review on the subject by 1999</p> <p><i>(1995)</i></p>	<p>CTS-3 has recommended no priority for this measure in the short to medium term. On transport grounds, we will monitor the growth rate of private cars in the long term and keep in view the need for restraining the number of vehicles on environmental grounds.</p> <p><i>(Action Completed)</i></p>
<p>To complete the installation of TSIS on Tuen Mun Road by late 1997</p> <p><i>(TD)</i></p>	<p>To complete the project by late 1997</p> <p><i>(1995)</i></p>	<p>The installation was completed in 1999.</p> <p><i>(Action Completed)</i></p>
<p>To consider raising tolls at the cross-harbour tunnels for private cars and taxis by means of a passage tax to reduce congestion both in the tunnels and on their approach roads</p> <p><i>(TB)</i></p>	<p>To complete the review on the subject by 1999</p> <p><i>(1995)</i></p>	<p>The tunnel tolls for private cars and motor cycles for the Cross Harbour Tunnel were increased recently under the Revenue Ordinance 1999.</p> <p><i>(Action Completed)</i></p>

Initiative	Target	Present Position
To increase the capacity of the northbound vehicle holding area at the Sha Tau Kok Boundary Crossing from 50 to 120 vehicles by May 1999 to cope with growing demand <i>(TB)</i>	To complete the works before May 1999 <i>(1995)</i>	The project was completed in late 1998. <i>(Action Completed)</i>
To introduce further bus priority measures on certain congested roads, including the Sha Tin approach road to Tate's Cairn Tunnel (TCT) and Choi Hung Road, in 1995-1996 <i>(TB/TD)</i>	To complete the project in mid-1999 <i>(1994)</i>	The project was completed in July 1999. <i>(Action Completed)</i>

Looking Forward

In the next 12 months, we will assess our performance in respect of this KRA against the following indicators –

Indicator	1999 Target
Accident and casualty rates	Maintain the current low accident and casualty rates
Travel speed	Maintain the existing travelling speed of 25 km/h in urban areas and 44 km/h in suburban areas
Number of ATC junctions and CCTV cameras	Install new ATC systems at 15 junctions and 10 new CCTV cameras by the end of 2000

Indicator	1999 Target
Capacity of boundary crossings	<ul style="list-style-type: none"> ● Increase the vehicle handling capacity by 13 000 vehicles per day after the completion of the Lok Ma Chau improvement works by the end of 1999 ● 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 undertake the following initiatives to deliver results in this area –

Initiative	1999 Target
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
To conduct a study on improvements to design standards and the provision of traffic signs and road markings in Hong Kong <i>(TD)</i>	To complete the study in 1999
To strengthen driver training by – <ul style="list-style-type: none"> ● establishing a new driver training school in Tsuen Wan ● reprovisioning the driver training school in Tai Wai to Siu Lek Yuen ● reviewing the provision of driving instructor licences ● reviewing the need to introduce a driver improvement scheme in Hong Kong <i>(TB/TD)</i>	<ul style="list-style-type: none"> ● To commence operation in 2000 ● To complete the reprovisioning in 2000 ● To complete the review in 2000 ● To complete the review in 2000
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

Initiative	1999 Target
<p>To follow up on the recommendations of the study on the Strategic Road Network (SRN) (TB/TD)</p>	<p>To complete the review on the recommendations of the SRN study in 2000</p>
<p>To follow up on the recommendations of the study on Transport Information System (TIS) (TB/TD)</p>	<p>To implement the recommendations of the TIS study in 2001</p>
<p>To rationalise bus routes and encourage more bus-bus interchanges (TB/TD)</p>	<p>To implement suitable rationalisation of bus routes and conduct trial schemes of bus-bus interchange sites in 2000</p>
<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 by phases before mid-2000</p>
<p>To develop traffic improvement schemes at Causeway Bay near Times Square (TB/TD)</p>	<ul style="list-style-type: none"> ● To implement the pedestrianisation scheme at Russell Street in 1999 ● To implement traffic improvement measures near Times Square in phases for completion in 2001

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 expanding and improving the rail network and public transport as detailed in the Key Result Areas 2 and 4, we aim to examine and implement practical measures to reduce pollution generated from transport sources.

Progress Made

In the past year, we have completed the trial scheme on Liquefied Petroleum Gas (LPG) taxis, the result of which was satisfactory. It will be followed by a mandatory scheme for all new taxis. The trial scheme has also provided a good basis for a separate trial to extend the LPG scheme to public light buses. We are seeking to improve the environmental performance of the franchised bus fleet. Nearly 60% of the franchised buses are already using environmentally friendly engines. We have also started to explore traffic management schemes to separate pedestrians from the sources of roadside pollution.

Looking Forward

In the next 12 months, we will assess our performance in respect of this KRA against the following indicator –

Indicator	1999 Target
Implementation of transport-related measures to mitigate environmental impact of road traffic	Completion of the various improvement measures in accordance with the implementation programmes

We will undertake the following initiatives to deliver results in this area –

Initiative	1999 Target
<p>To encourage franchised bus companies to retrofit their buses with diesel catalysts <i>(Transport Department (TD)/Environmental Protection Department (EPD))</i></p>	<p>To retrofit 2 000 franchised buses which run on pre-Euro engines with diesel catalysts by the end of 2001</p>
<p>To install noise barriers on the Tolo Highway between Island House interchange and Ma Liu Shui interchange <i>(Highways Department)</i></p>	<p>To install the noise barriers as part of the widening works of the Tolo Highway, which are in progress for completion in 2001</p>
<p>To promote pedestrianisation schemes for environmental reasons by identifying specific sites in Causeway Bay, Tsim Sha Tsui and Mongkok <i>(TD/EPD)</i></p>	<p>To complete feasibility studies for the sites by the end of 1999, and to develop, design and carry out consultation on feasible pedestrianisation schemes in 2000</p>
<p>To consider the feasibility of introducing a trolley bus system in Hong Kong <i>(Transport Bureau/TD/EPD)</i></p>	<p>To study the feasibility of operating trolley buses in the local operating environment</p>
<p>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></p>	<p>To work out with EPD the emission standards and to acquire suitable equipment for introducing the emission tests by phases starting from 2000</p>
<p>To facilitate a trial scheme of public light buses using LPG <i>(TD/EPD)</i></p>	<p>To facilitate the discussions with the public light bus trade within 1999 on the launching of the trial scheme</p>