



中華電力
CLP Power

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1 November 2000

Panel on Planning, Lands & Works,
Legislative Council,
c/o 2A, Overseas Trust Bank Building,
95-97 Yuen Long Main Road,
Yuen Long,
N.T.

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Our Ref. : L/31.77-J01/034/00/TFC
Your Ref:

Attention: Mr. Tang Siu Tong, Chairman

Dear Sir,

Proposed Charging and Penalty System for Road Opening Works

I understand that a LegCo Panel Meeting will be held on 6th November and the captioned proposal is on the agenda. This proposal has been very controversial since it was first raised 5 years ago. To let your Panel members have a balanced view about the impact of the proposed scheme, I would like to summarise some key points from our perspective for your kind consideration:

- The introduction of the scheme will increase the operating expenditure of the utilities, which in the end will be paid for by our customers. In the case of CLP Power, it is estimated that this cost will amount to some \$25M/year, which will ultimately be paid for by our customers through their electricity bills. Also the scheme will increase the administrative overheads to both the Government and the utilities.
- The charging scheme would not disincentivise road openings, as for each opening there is a business or operation need. We believe that because of the additional costs and public liability in keeping road openings longer than required, every utility is striving hard to shorten the time of excavation.
- Most of our excavations are on footpaths. We have a practice of decking the openings as far as practicable to reduce the inconvenience to pedestrians. When cables are installed in the carriageway, a traffic impact assessment is conducted and the most appropriate traffic diversion and decking arrangement is made.
- Making provisions for underground utility services during new road construction, such as tunnels or troughs, is a long term solution for avoiding road openings. On existing roads, private utilities have been coordinating their works to avoid repeated excavations.





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A facilitated workshop involving utilities and trenching contractors was conducted earlier by the Commerce and Industry Bureau. The purpose was to discuss with utilities the scheme and identify potential improvements to the road opening process. However, as there are clear differences in the focuses of private utilities and Government – with private utilities being concerned about the streamlining of Government processes, and Government being concerned about the recovery of cost - unfortunately no consensus was reached.

In conclusion, we do not believe that the proposed scheme will reduce excavations and improve road work quality. On the contrary, its introduction will increase our financial and administrative burden which will be paid for by Hong Kong residents and businesses.

Yours sincerely,

For and on behalf of
CLP Power Hong Kong Limited

Ted Woodley
General Manager – Power Systems

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