

Hongkong Tramways Limited

Proposal Charging and Penalty System for Road Opening Works

1 HKT's Unique Position

- 1.1 "Responsible" for track renewals and relevant road repairs
- 1.2 "Responsible" road areas (except tram-only-lanes) also used by others
- 1.3 Works performed while in service
- 1.4 No incentive to delay works for service disruption, passengers' complaints and loss in revenues.

2 Key Issues under the Current System

- 2.1 Lengthy TIA and EP application process involving various parties
- 2.2 Insufficient time to mobilize contractors after EP approval and gazette to commence works
- 2.3 No say though inadequate work period normally granted in EP

3 HKT's suggestions

- 3.1 HKT to be excluded from the Proposal - definitely for its controlled tram-only-lanes areas
- 3.2 A centralized EP processing body for all utility companies
- 3.3 An appeal system for adequate EP work period and genuine delay for all utility companies
- 3.4 A consultation process involving all utility companies for any proposed amendments to the relevant Ordinance

