

香港特別行政區政府
The Government of the Hong Kong Special Administrative Region

政府總部
運輸及房屋局
運輸科

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Transport and
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本局檔號 OUR REF.: THB(T) 3/11/115
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18 September 2013

Panel on Transport
Legislative Council
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong
(Attn: Ms Macy Ng)

Dear Ms Ng,

Panel on Transport
List of follow-up actions as at 29 May 2013

I provide at the Annex supplementary information regarding the subject of “Average Speed Camera Trial Scheme”.

Yours sincerely,

(Kwong Ka Yin)
for Secretary for Transport and Housing

Average Speed Camera Trial Scheme

(a) The experience of adopting the Average Speed Camera System in overseas countries:

Country	Year of Adoption	Effects/Improvements
United Kingdom	2000	<u>After operation for 6 years :</u> <ul style="list-style-type: none"> • The number of traffic accidents with fatal and serious injury reduced by 51.6% • All casualties in traffic accidents reduced by 41.8%
Netherlands	2002	<u>Since operation :</u> <ul style="list-style-type: none"> • The number of traffic accidents reduced by 47% • Deaths in traffic accidents reduced by 25%
Austria	2003	<u>After operation for 2 years :</u> <ul style="list-style-type: none"> • The number of traffic accidents with injuries reduced by 33% • No deaths in traffic accidents recorded in the first 2 years of system operation
Italy	2005	<u>After operation for 1 year :</u> <ul style="list-style-type: none"> • The number of traffic accidents reduced by 19% • Deaths in traffic accidents reduced by 51% • All casualties in traffic accidents reduced by 27%

(b) The Government do not have data on drivers slowing down and then accelerating at locations installed with speed enforcement cameras. However, such behaviour has been observed by the Police when carrying out their general enforcement and patrolling duties.