

Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : 843- Minor  
consultancies for traffic impact assessments  
(block vote)

Programme :                    (1) Planning and Development

Controlling Officer :      Commissioner for Transport

Policy Secretary :        Secretary for Transport

Question :                    Please list the consultancy studies, the consultancy firms  
involved and the fees for undertaking the minor consultancies  
for traffic impact assessments.

Asked by :                    Hon LEE Kai-ming, SBS, JP

Reply :                        The provision of \$12m for minor consultancies for traffic  
impact assessments (TIAs) includes about \$10m for employing  
consultants to conduct TIAs and \$2m for updating 10 Base  
District Traffic Models (BDTMs) covering the whole territory.  
We plan to carry out about 4 TIA consultancy packages this  
financial year, each consisting of about 3 major housing  
development sites. One consultancy study consisting of 3 sites  
( 1 site at Borrett Road on Hong Kong Island and 2 sites at  
Fung Shing Street in east Kowloon) will start in May and we  
are in the process of selecting consultants from the longlist of  
27 consultants registered with Transport Department. As we  
are currently compiling the other packages, definite information  
on them is not available at present.

BDTMs are useful tools for traffic forecasting purposes in TIA  
studies. BDTMs need to be updated annually in order to  
produce accurate traffic forecasts. The 10 BDTMs will be  
updated under 4 consultancy packages, 2 packages by Ove  
Arup & Partners, 1 by Atkins (China) Ltd and the other by  
MVA Hong Kong Ltd.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title                      Commissioner for Transport

Date                              10 March 2000

Bureau Serial No.

TB002

Question Serial No.

0082

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) :

Programme :                      (4) : Management of Transport Services

Controlling Officer :          Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      The estimated net increase of 25.7% in the financial provision for 2000-01 as compared to the revised provision of 1999-2000 is mainly due to the non-recurrent expenditure. Please specify these non-recurrent expenditure items.

Asked by :                      Hon LEE Kai-ming, SBS, JP

Reply :                              The estimated net increase of \$25.6m (or 25.7%) in the financial provision for 2000-01 in Programme (4) is mainly due to the expenditure of \$21.5m for the replacement of 3 recovery vehicles, 3 tunnel washer vehicles, 1 hydraulic platform vehicle and 1 washer jet vehicle for government tunnels, and the expenditure of \$9.1m for a trial scheme to accept Octopus on electronic parking devices, to be offset by the reduced cashflow requirements for other non-recurrent items.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date      March 2000

Bureau Serial No.

TB003

Question Serial No.

0102

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat Subhead (No. & title) :  
Transport Bureau

Programme : Transport

Controlling Officer : Secretary for Transport

Question : Why is there a decrease of 15.3% in the estimate for 2000-01  
compared with that of the previous year?

Asked by : The Hon CHAN Wing-chan

Reply : Compared with the previous year, the reduction in expenditure in  
2000-01 by 15.3% amounts to \$13.9m. This is mainly due to –

- (a) the near completion of and reduced requirement in capital expenditure for the Second Railway Development Study, and the completion of the Railway Development Study Phase II and the removal exercise of the Transport Complaints Unit; and
- (b) reduced operating expenses under the Enhanced Productivity Programme and the deletion of two posts.

For (a), the amount is about \$13.5m.

For (b), the amount is about \$0.4m.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG

Post Title \_\_\_\_\_ Secretary for Transport

Date \_\_\_\_\_ March 2000

Bureau Serial No.

TB004

Question Serial No.

0103

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat  
Transport Bureau

Subhead (No. & title) : 700 - General other  
non-recurrent

Programme : Transport

Controlling Officer : Secretary for Transport

Question : Please provide a breakdown of the expenditure on the Second Railway Development Study such as consultant's fee, salaries, professional and technical service etc.

Asked by : The Hon. Chan Wing-chan

Reply :

The total provision for the Second Railway Development Study under Head 153 – Government Secretariat : Transport Bureau, Subhead 700 is \$35 m. Nearly 90% (about \$31.2 m) of this sum is on the consultancy fee which would be mostly spent as salary of the consultant's staff. A sum of some \$1.3 m is also included in the consultancy fee for setting up and transferring a railway planning forecasting model to Highways Department to enable their carrying out desktop planning in-house in the future. The printing materials of the Study and contingencies (\$0.2 m and \$3.6 m respectively) account for the remaining 10%.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG

Post Title \_\_\_\_\_ Secretary for Transport

Date \_\_\_\_\_ 13 March 2000

Bureau Serial No.

TB 005

Question Serial No.

0104

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat Subhead(No. & title) : 700 General  
Transport Bureau other non-recurrent

Programme : Transport

Controlling Officer : Secretary for Transport

Question : With regard to the exhibitions on transport infrastructure held in the past or being planned, please set out their venues, dates and approximate number of visitors. What is the expenditure on each exhibition ?

Asked by : The Hon. Chan Wing-chan

Reply : The exhibition entitled "Planning of Hong Kong's Transport Infrastructure for the 21<sup>st</sup> Century" was held from April to August in 1999, both overseas and locally. Three road shows were conducted in European cities in April while 15 other exhibitions were held locally from May to August at railway stations, shopping malls and Government office buildings. A list of the dates and venues is at Annex.

The total cost of the above exhibitions amounted to \$608,947.51. It included production, hand-out materials, souvenirs and venue rental.

Since the venues chosen for the exhibitions were either popular shopping malls, heavily used railway stations or major government offices, their convenient locations have attracted tens of thousands of viewers. It was estimated that over 60,000 active viewers had been attracted to the exhibitions.

The promotion of transport infrastructure through exhibitions and other promotional channels will continue in the coming year as and when necessary.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG \_\_\_\_\_

Post Title \_\_\_\_\_ Secretary for Transport \_\_\_\_\_

Date \_\_\_\_\_ March 2000 \_\_\_\_\_

**Schedule of Exhibitions**

<b>Date</b>	<b>Venue</b>
<b>13 April 99</b>	<b>London, Great Britain</b>
<b>14 April 99</b>	<b>Cologne, Germany</b>
<b>15 April 99</b>	<b>Rotterdam, Netherlands</b>
<b>1-2 May 99</b>	<b>Ocean Terminal</b>
<b>3-5 May 99</b>	<b>Central MTR Station</b>
<b>7-8 May 99</b>	<b>Grand Century Place in Mong Kok</b>
<b>9-11 May 99</b>	<b>Hung Hom KCR Station</b>
<b>12 May 99</b>	<b>Airport Railway Hong Kong Station</b>
<b>13-15 May 99</b>	<b>Sunshine City in Ma On Shan</b>
<b>17-19 May 99</b>	<b>Tai Wai KCR Station</b>
<b>20 May 99</b>	<b>Times Square</b>
<b>22-24 May 99</b>	<b>Metro City in Tseung Kwan O</b>
<b>29-30 May 99</b>	<b>Metroplaza in Kwai Fong</b>
<b>4-6 June 99</b>	<b>Tuen Mun Town Plaza</b>
<b>11-13 June 99</b>	<b>Yuen Long Plaza</b>
<b>12-24 July 99</b>	<b>North Point Government Offices</b>
<b>26 July-7 August 99</b>	<b>Tsuen Wan Government Offices</b>
<b>9-21 August 99</b>	<b>Wanchai Tower</b>

Bureau Serial No.

TB007

Question Serial No.

0130

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department

Subhead (No. & title) : -

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Policy Secretary : Secretary for Transport

Question :

(a) The provision for 2000-01 under Programme (2) has increased by \$1.2m (0.6%). Why the average waiting time for issue of driving and vehicle licences as well as driving test has not been shortened?

(b) What are the estimated expenditures for each of the licensing offices for issuing vehicle or driving licences?

Asked by : The Hon CHAN Wing-chan

Reply :

(a) The increase of \$1.2m in financial provision under Programme (2) is mainly for the purchase of chassis dynamometer to test vehicle emission during vehicle examination and for increased manpower for carrying out enhanced vehicle smoke tests. This has no impact on the average waiting time for issue of driving and vehicle licences as well as driving tests.

(b) The financial provision for operating the four licensing offices in 2000-01 under Head 186 is \$51.2m. Details are as follows:

	<u>Estimated Expenditure</u>
Hong Kong Licensing Office	\$23.5m
Kowloon Licensing Office	\$15.3m
Shatin Licensing Office	\$ 5.7m
Kwun Tong Licensing Office	<u>\$ 6.7m</u>
Total	: \$51.2m =====

Signature \_\_\_\_\_

Name in block letters ROBERT FOOTMAN

Post title Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB008

Question Serial No.

0131

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) :

Programme :                      (2) : Licensing of Vehicles and Drivers

Controlling Officer :          Commissioner for Transport

Policy Secretary :            Secretary for Transport

Question :                      Although there are 11 additional staff to strengthen the testing of vehicle emission, why the target waiting time for vehicle examination at government vehicle examination centres in 2000 is not better than that of 1999?

Asked by :                      Hon CHAN Wing-chan

Reply :                            The reason for deploying additional staff at the vehicle examination centres is to extend the smoke test for commercial vehicles. The smoke test involves engine speed check and air filter check. Whereas we only checked 10% of the vehicles on a sample basis previously, we will cover all commercial vehicles starting from 2000. This is a measure to tighten control on vehicle emissions and it does not affect the target waiting time, which is 2.5 days for vehicle examination.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title                      Commissioner for Transport

Date                              10 March 2000



Bureau Serial No.

TB009

Question Serial No.

0132

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                    (3)    District Traffic and Transport Services

Controlling Officer :        Commissioner for Transport

Policy Secretary :            Secretary for Transport

Question :                    How much does it cost for introducing new green minibus routes? Why only 7 new green minibus routes were planned for 2000?

Asked by :                    Hon CHAN Wing-chan

Reply :

The staff cost for selecting the routeing and operators of new green minibus (GMB) routes is absorbed by existing resources. No extra costs are required.

According to established transport policy, GMBs are to be used to provide feeder services to railways, to serve passengers in small catchments, and in transport corridors which would otherwise be uneconomical for regular franchised bus operations. Most areas of travel demand in Hong Kong have already been adequately served by a comprehensive network of railways, franchised buses, and green minibus services. We have identified 7 new GMB routes which satisfy the planning criteria and which are financially viable for the GMB operators selection exercise in 2000. We are examining one additional route for inclusion in the exercise.

The Transport Department will continue to identify suitable new GMB routes for tendering in the future.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title                    Commissioner for Transport

Date                            11 March 2000

Bureau Serial No.

TB010

Question Serial No.

0133

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (3) District Traffic and Transport Services

Controlling Officer :          Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      What is the expenditure for the rationalisation of bus services and stops? Has the Administration reviewed the rationalisation of bus stops on Nathan Road, Kowloon implemented earlier? How can it be shown that the public expenditure was appropriately spent on this item of work?

Asked by :                      The Hon. Chan Wing-chan

Reply :                              The Transport Department plans for the rationalisation of bus services and stops as part and parcel of its regular duties in monitoring the bus service operations. The rationalisation of bus stops on Nathan Road has just been completed in early March. According to our preliminary review, the scheme, which has reduced bus stoppings in a peak hour on both bounds of Nathan Road by 15%, has been effective in relieving traffic congestion and enhancing bus efficiency. Bus journey time along Nathan Road was observed to have been reduced by about 6 to 7 minutes during peak hours.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date      March 2000

Bureau Serial No.

TB011

Question Serial No.

0134

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (3) District Traffic and Transport Services

Controlling Officer :          Commissioner for Transport

Policy Secretary :            Secretary for Transport

Question :                      Why is the number of road junctions installed with Red Light Camera Systems increased by one only? What is the cost for such provision?

Why is there no increase in the number of locations installed with Speed Enforcement Camera Systems? What is the cost for such provision?

Asked by :                      The Hon CHAN Wing-chan

Reply :                              We planned to spend \$4m for the procurement and installation of Red Light Camera (RLC) Systems at 18 road junctions and 3 Light Rail Transit/road junctions commencing in February 1998. The works have been completed in stages since February 1999. One outstanding junction, being part of this package, is scheduled to be completed later this year.

10 Speed Enforcement Camera (SEC) Systems on Tolo/Fanling Highways were completed in January 1999 at a cost of \$2.7m. We plan to expand the RLC and the SEC Systems each to 60 new sites (at \$16m and \$25m respectively) in the coming 3 years. FC approved the funding for the expansion project in July 1999. As lead time is required for the planning, preparation of contract documents, tendering, ordering of equipment, site investigation and selection, and diversion of utilities underground etc., on-site installation work could only commence sometime in late 2000.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title                      Commissioner for Transport

Date                              10 March 2000

Bureau Serial No.

TB006

Question Serial No.

0163

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 60 Highways Department

Subhead(No. & title) :

Programme : (3) Railway Development

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : The department will coordinate with the Mainland authorities on cross-boundary infrastructures developments. What are the details of the coordination? Will the expenditure be affected?

Asked by : Ir. Dr. Hon. Raymond Ho Chung-tai

Reply : Transport Bureau and Highways Department through the "Infrastructure Co-ordinating Committee" discuss with the Mainland authorities on matters related to the co-ordination of cross-boundary infrastructural developments such as the rail passenger footbridge between Shenzhen and Lok Ma Chau Spur Line and the Hong Kong/Shenzhen Western Corridor.

The co-ordinating work is within the purview of our staff and has been catered for under the present staff establishment. There is no extra expenditure involved.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

Post Title \_\_\_\_\_

Date \_\_\_\_\_

Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      Planning and development

Controlling Officer :          Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      Transport Department will work with the bus companies to implement the bus-bus interchange trial schemes at suitable locations. What are the proposed arrangements and expenses for implementing the trial schemes? Is there any difference between these proposed schemes and the existing bus-bus interchange schemes (e.g. at Shing Mun Tunnel)?

Asked by :                      Dr Hon Raymond HO Chung-tai, JP

Reply :                              We plan to introduce at least 7 bus-bus interchange trial schemes in 2000. These schemes will take place at tunnel portals, bus terminals and roadside bus stops at Admiralty, Wan Chai, Causeway Bay and Kwun Tong etc. where passengers can conveniently interchange between selected bus routes with discounted fares. The existing infrastructure will be used for implementing the schemes and where appropriate on-site facilities like additional bus shelters will be provided by the relevant franchised bus companies. There will not be any cost implication for Government.

The operation of these proposed bus-bus interchange schemes will be similar to that of the existing bus-bus interchange schemes of Shing Mun and Tai Lam Tunnels. Fare discounts will be offered by the franchised bus companies to passengers who interchange to another bus route in the scheme for the second leg of their journey.

These schemes are developed to enhance the efficient use of bus resources and relieve pressure on the use of limited road space, whilst benefiting passengers by providing wider choices of routes with discounted fares through interchange. We intend to make use of the Octopus technology in the fare discount arrangement in the proposed schemes.

Signature \_\_\_\_\_

Name in block letters ROBERT FOOTMAN

Post title Commissioner for Transport

Date 10 March 2000

Bureau Serial No.

TB013

Question Serial No.

0215

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60—Highways Department Subhead(No. & title) :

Programme : (2) District and Maintenance

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : Highways Department had taken over the maintenance of the Cross-Harbour Tunnel in 1999. What is the estimated expenditure? Has the Department consider passing the maintenance work to the tunnel management company?

Asked by : Hon. LAU Wong-fat, GBS, JP

Reply : Highways Department is responsible for the planned maintenance and improvement road works of the Tunnel. For 2000-2001, the estimated expenditure is about \$5m. Under the existing Management-Operation-Maintenance (MOM) contract, the MOM contractor (Hong Kong Tunnels & Highways Management Company Limited) is responsible for the minor routine and ad-hoc maintenance of the road surface.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K S LEUNG

Post Title \_\_\_\_\_ Director of Highways

Date \_\_\_\_\_ 15 March 2000

Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**Head : 186 Transport Department      Subhead (No. & title) : -Programme :                      (2) Licensing of Vehicles and DriversControlling Officer :      Commissioner for TransportPolicy Secretary :              Secretary for TransportQuestion :                      Shatin Driving School is expected to be moved to Siu Lek Yuen in the middle of this year. What is the progress of the relocation? How will the Government assist the Driving School to ensure a smooth relocation? How much will the relocation incur?Asked by :                      Hon LAU Kong-wahReply :                              The construction of the Siu Lek Yuen Driving School commenced in February 2000. According to the Hong Kong School of Motoring (HKSM), the construction work will be completed in late July 2000 and the new driving school will be in operation in mid-August 2000. To ensure a smooth relocation, the two driving schools, new and old, will be in parallel operation for 4 days (from 17 August 2000 to 20 August 2000), so that learner drivers and training vehicles could be transferred to the Siu Lek Yuen Driving School without causing any disruption to the training programme. The Transport Department will monitor closely the progress of the construction work and implementation of the removal plan.

The site of the Shatin Driving School was tendered out under a short term tenancy. As stipulated in the tender documents, the HKSM has to return a clear site to Government on termination of tenancy. The HKSM is responsible for the demolition work of the Shatin School and for all the relocation expenses. The Government will not incur any expenses in the relocation exercise.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMANPost title      Commissioner for Transport

Date \_\_\_\_\_



Bureau Serial No.

TB015

Question Serial No.

0313

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and Development

Controlling Officer :          Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      What is the estimated cost for conducting the study on trolley bus operation in Hong Kong? Apart from trolley buses, has the Administration considered to expand the scope of the study to examine the feasibility of electrically-propelled heavy vehicles? If not, why not?

Asked by :                      The Hon. LAU Kong-wah

Reply :                              The estimated cost of the study is about \$7m.

The study would examine the feasibility of introducing a trolley bus system in Hong Kong. The scope of the study does not include other forms of electrically-propelled heavy vehicles because the technology for these vehicles is still under research and development and trials by motor vehicle manufacturers. The technology has not been proven for extensive use.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title                      Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB016

Question Serial No.

0314

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and development

Controlling Officer :          Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      The Government has projected that a total of 92 fare increase applications will have to be processed. This number is ten times higher than the one in 1999. What are the reasons for such discrepancy?

Asked by :                      Hon LAU Kong-wah

Reply :                          Nine fare increase applications were processed in 1999. This number was particularly low when compared to the preceding years, e.g. 166 applications in 1998 and 193 applications in 1997. The low figure for 1999 was largely due to the economic downturn. With the gradual recovery of Hong Kong's economy and increasing costs for some of the operators, we anticipate that we may need to process more fare increase applications from public transport operators in 2000.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title                      Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB017

Question Serial No.

0315

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and Development

Controlling Officer :          Commissioner for Transport

Policy Secretary :            Secretary for Transport

Question :                      In the 2000-01 draft Estimates, it has been mentioned that the Government will assist in the formulation of the regulatory of framework for the privatized MTRC. What are the details? And what are the recurrent costs?

Asked by :                      The Hon LAU Kong-wah

Reply :                            The Mass Transit Railway Ordinance stipulates that the privatised MTRC shall provide a proper and efficient service. Detailed regulatory requirements will be set out in an Operating Agreement which covers the design, construction, operation and maintenance of the railway. The Operating Agreement will also set out passenger service standards which the Corporation will have to meet.

To enable the Transport Department to discharge its regulatory functions, a small unit will be created within it through internal redeployment to absorb the additional workload generated by the regulatory functions under the Ordinance and the Operating Agreement. The Department may seek additional resources in future in the usual way if necessary in the light of experience.

Signature \_\_\_\_\_

Name in block letters          ROBERT FOOTMAN

Post title                          Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB018

Question Serial No.

0316

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and development

Controlling Officer :          Commissioner for Transport

Policy Secretary :            Secretary for Transport

Question :                      At present, what is Government's progress in providing adequate public transport services to serve the new development areas in Tin Shui Wai and Tseung Kwan O?

Asked by :                      Hon LAU Kong-wah

Reply :                              To provide adequate public transport services to serve the new development areas in Tin Shui Wai (North) and Tseung Kwan O (South), two new bus networks comprising 6 routes for Tin Shui Wai (North) and 7 routes for Tseung Kwan O (South) have been developed and their operating right awarded by tender in end 1999.

To date, two routes each in the two new bus networks are already in operation. We plan to implement another route in the Tin Shui Wai (North) network by the end of this year.

The remaining routes in the two networks will be introduced in stages within the next 2-3 years to cater for the transport demand arising from population intake in the two new development areas.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title                      Commissioner for Transport

Date \_\_\_\_\_

Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and Development

Controlling Officer :          Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      It is mentioned in the 2000-01 Budget that Government will conduct a study on the future development of waterborne transport. What are the details? Would Government complete the study in the next financial year? What is the estimated cost of the study?

Asked by :                      Hon LAU Kong-wah

Reply :                              Transport Department plans to conduct and complete a study on the future development of waterborne transport within Hong Kong in the financial year 2000-01. The estimated cost of the study is in the region of \$2 m.

The main aim of the study is to examine the future development of internal ferry services in Hong Kong, taking into account changes in ferry passenger demand and expectations, land use and transport infrastructure and the financial viability of ferry services.

Signature \_\_\_\_\_

Name in block letters          ROBERT FOOTMAN

Post title                          Commissioner for Transport

Date \_\_\_\_\_

Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**Head : 186 Transport Department      Subhead (No. & title) : -Programme :                    (1) Planning and developmentControlling Officer :      Commissioner for TransportPolicy Secretary :        Secretary for TransportQuestion :                    Where will the bus-bus interchange trial schemes be implemented? When will the Government announce the details? Is there any problem in exploring the feasibility of introducing the proposed schemes?Asked by :                    Hon LAU Kong-wahReply :                        We plan to introduce at least 7 bus-bus interchange trial schemes in 2000. The locations being considered include Admiralty, Wan Chai, Causeway Bay, Kwun Tong Road, Tin Shui Wai town centre, and the tunnel portals at Tate's Cairn Tunnel and Western Harbour Tunnel.

The scheme at Kwun Tong Road is targetted to be implemented in end March 2000. The relevant District Councils have been informed of the details of the scheme which will be publicized nearer the time of implementation.

We did not encounter major difficulties in exploring the feasibility of introducing bus-bus interchange schemes. Details of the other proposed schemes such as the interchange fare charging arrangement are being worked out. It is necessary to develop a new Octopus software for interchange fare discount and the preparatory work is in progress.

We have started briefing the relevant District Councils on the proposed schemes in the context of the Bus Route Development Programme consultation exercise. Details of each scheme will be publicized when they are ready.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMANPost title                      Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB021

Question Serial No.

0319

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (3) District Traffic and Transport Services

Controlling Officer :      Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      In the 1999-2000 Estimates, Transport Department planned to carry out 2 area accident investigation studies and indicated to me that the 2 areas were Mong Kok and Kwun Tong Yue Man Square. However, why was only one area Dundas Street completed in last year? Would the study on the outstanding area be continued? Which of the 2 areas would the Government study in this year? What are the selection criteria?

Asked by :                      Hon LAU Kong-wah

Reply :                              In 1999-2000, the study for the Mong Kok area commenced in April 1999 and was completed in September 1999 whilst the study for the Kwun Tong Yue Man Square commenced in October 1999 and is scheduled for completion in March 2000.

Transport Department has carried out a preliminary search into the areas to be studied in 2000-2001 and selected 4 districts, namely Central & Western, Eastern, Yuen Long and North, for further consideration. Based on the accident trends and the area accident density in these districts, we would select 2 areas within these districts for detailed investigation.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB022

Question Serial No.

0320

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (3) District Traffic and Transport Services

Controlling Officer :      Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :      With regard to the bus stop rationalization schemes in 2000, would the Government please advise whether the schemes cover the 21 bus routes for rationalization given as indicators and the details of the schemes (such as the rationalised routeings planned, factors of consideration, the overall plan and the timetable for consultation with the District Councils)?

Asked by :      The Hon LAU Kong-Wah

Reply :      The 21 bus route rationalisation packages are a separate measure independent of the bus stop rationalisation schemes. The bus route rationalization packages are worked out in conjunction with the franchised bus companies as part of their service re-organization plans. In developing these packages, consideration is given to inter alia the need to enhance the efficient use of transport resources, to better match passenger demand, and to maintain a balanced public transport system. These rationalisation proposals include :

- 9 packages for cancellation of services recording low patronage;
- 1 package for re-routeing of service;
- 1 package for conversion to peak only service;
- 1 package for truncation of service;
- 1 package for replacement of bus-route by green minibus service; and
- 8 packages for adjustment of service frequency.

All the major rationalisation proposals will be put to the Traffic and Transport Committees of the relevant District Councils for consultation and this process already started in February 2000 for individual District councils.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date      March 2000



Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (3) District Traffic and Transport Services

Controlling Officer :      Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      Has the Government assessed the effectiveness of the various road safety campaigns or based on the experience of these activities determined the main topics for publicity in the coming year? And in year 2000, what are the details of the planned road safety publicity campaigns and the anticipated expenses? In the coming year, has the Government considered to co-organise with the community bodies or non-government organizations to implement the road safety publicity campaigns.

Asked by :                      The Hon LAU Kong-wah

Reply :                              The Administration assesses the effectiveness of road safety campaigns through regular surveys conducted by the Information Services Department. The survey results indicated that the awareness level on the Announcements of Public Interest on road safety was high.

The publicity campaign on road safety is mainly coordinated by the Road Safety Campaign Committee (RSCC) of the Road Safety Council. Apart from Government representatives, the RSCC comprises representatives from a wide range of sectors, including the motoring associations, schools, District Councils, insurance trade, etc. Every year, the Administration, together with the RSCC, will work out a programme on road safety campaigns, funded by the Information Services Department. In this financial year, a budget of \$1.5m was allocated. The Administration is now working with the RSCC on the planned road safety publicity campaigns for the year 2000-2001.

The Administration and the RSCC have been organizing, and will continue to organize, road safety campaigns together with other interested parties, including public transport operators, motoring associations and schools to implement publicity campaigns to disseminate road safety messages

Signature \_\_\_\_\_

Name in block letters ROBERT FOOTMAN

Post title Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB024

Question Serial No.

0322

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60—Highways Department Subhead(No. & title) :

Programme : (1) Capital Project

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : Regarding cross-boundary traffic and transportation, how is the progress of the Shenzhen-Hong Kong Western Corridor at the present stage? Has the estimated expenditure of the project been evaluated?

Asked by : Hon. Lau Kong-wah

Reply : The implementation of the Shenzhen-Hong Kong Western Corridor is still being discussed with the Mainland Authorities through the Hong Kong/Mainland Cross-boundary Major Infrastructure Co-ordinating Committee. Detailed implementation programme and cost will only be known after a decision has been taken on the implementation of the Shenzhen-Hong Kong Western Corridor.

Signature \_\_\_\_\_

Name in block letters K S LEUNG

Post Title Director of Highways

Date March 2000

Bureau Serial No.

TB025

Question Serial No.

0323

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (3): District Traffic and Transport Services

Controlling Officer :          Commissioner for Transport

Policy Secretary :            Secretary for Transport

Question :                      What are the details concerning the planning and development of the proposed pedestrian walkway system from Wan Chai to Admiralty? What is the estimated expenditure? Has the Administration considered developing similar systems in other areas? If not, why not?

Asked by :                      The Hon LAU Kong-wah

Reply :                              The proposal is to build an elevated walkway along the north side of Gloucester Road between Immigration Tower and Harcourt Garden. The new walkway will link up the existing pedestrian networks in Wan Chai North and Admiralty, with connections to the existing footbridges along O'Brien Road, Fenwick Street and Fenwick Pier Street. The project is under planning. Its estimated cost and project timetable are being developed. Transport Department is also planning to develop an elevated walkway network in Tsuen Wan town centre to link up the existing MTR Station with the future West Rail Station and the other major developments. Walkway systems are also being planned and implemented for New Towns and Strategic Development Areas such as Tseung Kwan O and Ma On Shan.

Signature \_\_\_\_\_

Name in block letters          ROBERT FOOTMAN

Post title                          Commissioner for Transport

Date                                  March 2000

Bureau Serial No.

TB026

Question Serial No.

0343

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head            706            Subhead(No. & title) : 6718TH

Programme : Infrastructure-Transport-Roads

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : The North-South Link between Tai Ho Wan and Mui Wo, Lantau was previously objected by the Advisory Council on the Environment. Why has the government made the provision for the commencement of construction in the second quarter of 2000-01? What are the measures and plans going to be implemented by the government?

Asked by : Hon. LAW Chi-kwong, JP

Reply: When we briefed the Advisory Council on the Environment (ACE) and its Environmental Impact Assessment Subcommittee in May 1999 and July 1999 respectively, members did not object to the project but expressed concerns about the environmental impact and advised us to pay particular attention to certain aspects of the project when finalizing the Environmental Impact Assessment (EIA) study of the project. We have subsequently completed the draft EIA report of the project and are currently going through the statutory procedures under the EIA Ordinance. Subject to Director of Environmental Protection's acceptance of the EIA report, the report will be made available for public inspection and if the project is approved, the ACE will be consulted in accordance with the requirements of the EIA Ordinance. We currently schedule to start the detailed design of the project in late 2000 and to complete construction in 2004. The funds reserved for the project in 2000-01 are intended for employing consultants to carry out the detailed design of the project.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

Post Title \_\_\_\_\_

Date \_\_\_\_\_

Bureau Serial No.

TB027

Question Serial No.

0344

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 706                      Subhead(No. & title) : 6079TB

Programme : Transport-Footbridges/pedestrian tunnels

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : Has the Government considered contracting out the operation of the Hillside Escalator Link between Central and Mid-Levels by allowing the operator to gain profit from advertisement gain so that more bids will be attracted and thus the expenditure on this project can be reduced?

Asked by : The Hon LAW Chi-kwong, JP

Reply : The management and operation of the Hillside Escalator Link System between Central and Mid-Levels are under Transport Department. Transport Department has already contracted out the management and operating service for the Escalator. Transport Department and the Government Property Agency are currently studying the feasibility of displaying advertisements along the escalator link.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

Post Title \_\_\_\_\_

Date \_\_\_\_\_

Bureau Serial No.

TB028

Question Serial No.

0387

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60 – Highways Department

Subhead(No. & title) :

Programme : (3) Railway Development

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : Please specify the cross-boundary infrastructures items co-ordinated with the Mainland authorities, as well as the concrete programme and estimated expenditure.

Asked by : Hon. CHAN Kam-lam

Reply : The HKSARG continues to co-ordinate with the Shenzhen Municipal Government on the Huanggang/Lok Ma Chau passenger footbridge project connecting the terminals of the Sheung Shui/Lok Ma Chau Spur Line and the Shenzhen Metro. This footbridge will be built across Shenzhen River for rail passengers to cross the boundary. Entrustment of the design and construction of main footbridge structure to the Shenzhen Municipal Government is under discussion. The detailed design of the footbridge will commence in mid 2000 and construction will commence in the second half of 2001 for completion in 2004. The estimated expenditure of the footbridge project for Hong Kong side is about HK\$180m and the estimated design expenditure in this year is HK\$4.5m.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

Post Title \_\_\_\_\_

Date \_\_\_\_\_

Bureau Serial No.

TB029

Question Serial No.

0388

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60                      Subhead (No. & title) :

Programme : (3) Railway Development

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question :     What are the ranks, major responsibilities of and the expenditure for the 3 newly created posts in Railway Development Office?

Asked by :     Hon. CHAN Kam-lam

Reply :     The 3 posts to be created in 2000-01 for the Railway Development Office (RDO) include: (a) 2 Engineer/Assistant Engineer posts and (b) 1 PhotoPrinter II post. The 2 Engineer/Assistant Engineer posts will assist in co-ordinating and planning for the implementation of the Penny's Bay Rail Link (PBRL). Their duties include resolving project interfaces, gazetting and processing the railway scheme under the Railways Ordinance and negotiating with the rail operator on the terms and conditions of the project agreement. The PhotoPrinter II post will provide support for the Drawing Office of the RDO.

The staff cost for the creation of these posts is \$864,000 (including \$808,920 for the 2 Engineer/Assistant Engineer posts and \$55,080 for the PhotoPrinter II post).

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

Post Title \_\_\_\_\_

Date \_\_\_\_\_



Bureau Serial No.

TB030

Question Serial No.

0389

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60— Highways Department Subhead(No. & title) :

Programme : (2) District and Maintenance

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question :

- (a) Regarding slope maintenance, what are the concrete plan and required expenditure for the Engineer Inspections on roadside slopes?
- (b) Please state the concrete plan, completion schedule and required expenditure for updating the inventory of the slopes.

Asked by : The Hon CHAN Kam-lam

Reply :

- (a) Highways Department is responsible for the maintenance of about 13,000 roadside slopes in the territory and manages two geotechnical engineering consultancies on Engineer Inspections of roadside slopes - one in the urban and one in the NT areas. According to standards on slope maintenance set by the Geotechnical Engineering Office, Engineer Inspections of each slope are required at a minimum frequency of once every 5 years. During 2000-2001, Highways Department plans to spend about \$10m on the Engineer Inspections of 1,360 slopes in the urban area and \$17.5m on the Engineer Inspections of 1,700 slopes in the NT area.
- (b) Highways Department slope records are kept in a slope inventory. Updating of this inventory is an on going exercise undertaken by in-house staff. This updating will be carried out on completion of each Engineer Inspection which includes recommendations on the type of maintenance works. On completion of the recommended works, details are also recorded in the slope inventory.

Signature \_\_\_\_\_

Name in block letters K S LEUNG

Post Title Director of Highways

Date March 2000

Bureau Serial No.

TB031

Question Serial No.

0390

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60 – Highways Department      Subhead(No. & title) :

Programme : (2) District and Maintenance

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : What is the progress of the Highway Maintenance Management System Feasibility Study? What is the expected saving in expenditure for the system?

Asked by : The Hon. CHAN Kam-lam

Reply : The objective of the Highway Maintenance Management System is to improve the cost effectiveness and efficiency of highways maintenance. The feasibility study of the system is expected to complete by August 2000. Detailed user requirements, functional specifications, technical system architecture, implementation plan, and expected savings will be available upon completion of the feasibility study.

Signature \_\_\_\_\_

Name in block letters      K S LEUNG

Post Title      Director of Highways

Date      15 March 2000



Bureau Serial No.

TB038

Question Serial No.

0392

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head            60 – Highways Department        Subhead(No. & title) :

Programme :            (1) Capital Projects

Controlling Officer :            Director of Highways

Bureau Secretary :            Secretary for Transport

Question :        Please list the expenditure and anticipated completion dates of various works as stated in “Matter Requiring Special Attention in 2000-01”.

Asked by :        Hon. CHAN Kam-lam

Reply :        The expenditure and anticipated completion dates of various works as stated in “Matters Requiring Special Attention in 2000-01” are tabulated in the following table -

<b>Matters requiring special attention in 2000-01</b>	<b>Estimate 2000-01 (\$'000)</b>	<b>Completion date</b>
Castle Peak Road improvement (Siu Lam to So Kwun Tan section)	48,728	1st quarter of 2000-01
Hiram's Highway Phase 2 - flyover and improvement at junction with Clear Water Bay Road	23,000	1st quarter of 2000-01
Widening of Tolo Highway between Ma Liu Shui and Island House	190,000	Early 2002
Construction of Tsing Yi North Coastal Road	210,100	Late 2001
Improvement works of Island Eastern Corridor (section between North Point Interchange and Sai Wan Ho)	43,377	Late 2003
Improvement works of Castle Peak Road (section between Tsuen Wan Area 2 and Sham Tseng)	3,187	Early 2005
Preliminary design of Route 10 between So Kwun Wat and Yuen Long Highway	24,621	2nd quarter of 2000-01
Preliminary design of Deep Bay Link	4,000	3rd quarter of 2000-01
Preliminary design of Central Kowloon Route	10,129	3rd quarter of 2000-01
Preliminary design of Castle Peak Road improvement from Ka Loon Tsuen to Siu Lam	8,000	3rd quarter of 2000-01
Detailed design of Route 9 between Tsing Yi and Cheung Sha Wan	43,000	Mid 2004
Detailed design of Route 9 between Cheung Sha Wan and Shatin	73,393	Late 2001



Bureau Serial No.

TB032

Question Serial No.

0393

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat Subhead(No. & title) :  
Transport Bureau

Programme : Transport

Controlling Officer : Secretary for Transport

Question : With regard to the study on the future development of an Integrated Intelligent Transport System in Hong Kong, please give its concrete details, the expenditure to be involved and its expected completion date.

Asked by : The Hon CHAN Kam-lam

Reply :

The objective of the Intelligent Transport System (ITS) Strategy Review is to formulate a comprehensive strategy and action plan for the development of ITS in Hong Kong. It will be an in-house study carried out by the Transport Department, with the help of consultants to assist in conducting surveys and ITS user requirement analysis at an estimated cost of \$1.5 million. The Review will start in mid 2000 and is expected to be completed around mid-2001.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG \_\_\_\_\_

Post Title \_\_\_\_\_ Secretary for Transport \_\_\_\_\_

Date \_\_\_\_\_ March 2000 \_\_\_\_\_

Bureau Serial No.

TB033

Question Serial No.

0394

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 153 – Government Secretariat  
Transport Bureau

Subhead (No. & title) : -

Programme : Transport

Controlling Officer : Secretary for Transport

Question : When will the study on trolley bus operation in Hong Kong commence? What is the estimated cost?

Asked by : The Hon CHAN Kam-lam

Reply : The study to examine the operational feasibility and financial viability of introducing a trolley bus system in Hong Kong will commence in March/April 2000 and the estimated cost of the study is about \$7m.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG

Post title \_\_\_\_\_ Secretary for Transport

Date \_\_\_\_\_ March 2000

Bureau Serial No.

TB034

Question Serial No.

0395

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat Subhead (No. & title) :  
Transport Bureau

Programme : Transport

Controlling Officer : Secretary for Transport

Question : What specific measures do the Authorities have to encourage public light buses to use liquefied petroleum gas or other environmentally friendly fuel alternatives? What is the expenditure involved?

Asked by : The Hon Chan Kam-lam

Reply :

The Administration will launch a six month trial scheme in mid-2000 for using an alternative clean fuel (including LPG and electricity) for light buses. A preparatory committee comprising representatives of the light bus trade, academics and relevant government departments has been set up to facilitate the launching of the trial scheme. If the results of the trial are satisfactory, the Administration intends to work out a programme to encourage light bus operators to switch over to the new fuel.

No additional resources from the Transport Bureau are required for the operation of the preparatory committee and the trial scheme.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG \_\_\_\_\_

Post Title \_\_\_\_\_ Secretary for Transport \_\_\_\_\_

Date \_\_\_\_\_ March 2000 \_\_\_\_\_



Bureau Serial No.

TB035

Question Serial No.

0396

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat Subhead (No. & title) :  
Transport Bureau

Programme : Transport

Controlling Officer : Secretary for Transport

Question : Please specify the ranks of the two posts to be deleted this year and the estimated savings in respect of each of the posts deleted.

Asked by : The Hon CHAN Kam-lam

Reply :

During 2000-01, one Personal Secretary II (PSII) post and one supernumerary Administrative Officer Staff Grade C (AOSGC) post will be deleted. The deletion of the PSII post which is for Enhanced Productivity Programme purpose will give rise to savings of about \$180,000. The AOSGC post will lapse in February 2001. It is expected that an amount of \$230,000 will be saved from the lapse of the post.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG \_\_\_\_\_

Post Title \_\_\_\_\_ Secretary for Transport \_\_\_\_\_

Date \_\_\_\_\_ March 2000 \_\_\_\_\_

Bureau Serial No.

TB039

Question Serial No.

0471

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat  
Transport Bureau

Subhead(No. & title) :

Programme : Transport

Controlling Officer : Secretary for Transport

Question : Please list the title, rank and duties of the directorate post to be deleted in 2000-01, and the reasons for its deletion.

Asked by : The Hon Albert HO Chun-yan

Reply :

The post in question is a supernumerary Administrative Officer Staff Grade C post, which is designated as Principal Assistant Secretary (Transport) 7. The post was approved by the Finance Committee on 5 February 1999 for a period of two years. Major responsibilities of the post include provision of policy input and monitoring of the progress of the Second Railway Development Study (RDS-2) and the Third Comprehensive Transport Study (CTS-3) and overseeing the planning of the Sheung Shui/Lok Ma Chau Spur Line. Following the gazettal of the Sheung Shui/Lok Ma Chau Spur Line in October 1999, the planning of the Spur Line will soon be finalised. CTS-3 was completed in October 1999. It is expected that RDS-2 will also be completed soon. Upon completion of necessary follow-up actions arising from the above, it is expected that the post can lapse on 5 February 2001.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG

Post Title \_\_\_\_\_ Secretary for Transport

Date \_\_\_\_\_ March 2000

Bureau Serial No.

TB040

Question Serial No.

0472

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat Subhead (No. & title) :  
Transport Bureau

Programme : Transport

Controlling Officer : Secretary for Transport

Question : In the "Brief Description" under the Programme of Transport, it is mentioned that the Transport Bureau will conduct a study to consider the future development of an Integrated Intelligent Transport System in Hong Kong. Would the Administration advise Members of the proposed scope, the estimated expenditure and the manpower requirement of the study?

Asked by : The Hon Albert HO Chun-yan

Reply :

The objective of the Intelligent Transport System (ITS) Strategy Review is to formulate a comprehensive strategy and action plan for the development of ITS in Hong Kong. It will be an in-house study carried out by the Transport Department, with the help of consultants to assist in conducting surveys and ITS user requirement analysis at an estimated cost of \$1.5 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG \_\_\_\_\_

Post Title \_\_\_\_\_ Secretary for Transport \_\_\_\_\_

Date \_\_\_\_\_ March 2000 \_\_\_\_\_

Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**Head : 186 Transport Department      Subhead (No. & title) : -Programme :Controlling Officer : Commissioner for TransportPolicy Secretary : Secretary for TransportQuestion : Please list the post titles, ranks, responsibilities and the reasons for deleting the seven non-directorate posts in 2000/01.Asked by : Hon Albert HO Chun-yanReply : In 2000-01, there are plans to delete and to establish new posts to meet new activities. The changes will involve the creation of 18 new posts and deletion of 25 posts, thereby giving a balance of seven posts.

The posts to be created include :

- |  |     |
|--|-----|
| (a) Implementation of pedestrian schemes<br>[i.e. 1 Senior Engineer, 2 Engineer/Assistant Engineers and 2 Senior Transport Officers]       | +5  |
| (b) Undertaking of enhanced vehicle smoke tests<br>[i.e. 2 Motor Vehicle Examiner IIs, 7 Vehicle Testers and 1 Assistant Clerical Officer] | +10 |
| (c) Operating of the Chassis Dynamometer<br>[i.e. 1 Motor Vehicle Examiner II and 2 Vehicle Testers]                                       | +3  |
|  | +18 |

The posts to be deleted include :

- |  |    |
|--|----|
| (a) The lapse of posts related to airport core projects<br>[i.e. 1 Engineer/Assistant Engineer, 1 Clerical Officer and 1 Clerical Assistant] | -3 |
| (b) Savings arising from the computerization of Driving Test Appointment System<br>[i.e. 2 Clerical Assistants]                              | -2 |
| (c) Streamlining of administrative support<br>[i.e. 1 Personal Secretary II, 1 Confidential Assistant, 1 Tracer and 1 Office Assistant]      | -4 |

(d) Tasks undertaken by non-civil service contract staff and hire of services for transport and traffic surveys	-16
[i.e. 5 Engineer/Assistant Engineers, 1 Transport Officer II, 1 Artisan, 1 Workman I, 1 Workman II, 3 Traffic Controller IIs, 3 Driving Examiner IIs, and 1 Traffic Assistant]	
	<hr/>
	-25

Signature \_\_\_\_\_

Name in block letters ROBERT FOOTMAN

Post title Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB043

Question Serial No.

0474

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      Planning and Development

Controlling Officer :          Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      What is the scope of the study on trolley bus operation in Hong Kong? What are the financial implications in conducting the study? What are the manpower requirements in conducting the study?

Asked by :                      Hon Albert HO Chun-yan

Reply :                              The study will examine the operational feasibility and financial viability of introducing a trolley bus system in Hong Kong.

The estimated cost of the study is about \$7m.

The study will be managed by Transport Department with participation from other concerned bureaux and departments. Transport Department will absorb the additional workload arising from the study through redeployment of its existing manpower resources.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title                      Commissioner for Transport

Date \_\_\_\_\_

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

**Head:** 186 - Transport Department                      Subhead (No. & title) :

Programme :                      (1) Planning and Development

Controlling Officer :    Commissioner for Transport

Policy Secretary :    Secretary for Transport

Question :                      In the 2000-01 draft Estimates, how much is the Government prepared to spend on the problem of insufficient parking for private cars and goods vehicles. Please list out the items and the estimation of expenditure.

Asked by :                      Hon Albert HO Chun-yan

Reply :                      To alleviate the shortfall of parking spaces for private and goods vehicles, Transport Department has implemented a series of measures as follows:

- i) Review of Parking Standards in the Hong Kong Planning Standards and Guidelines (HKPSG)

HKPSG has been revised in October 1996. The new standards include increased provision of light goods vehicle parking spaces in public housing estates by 10% and goods vehicles parking spaces in new industrial developments by 60% and to introduce a range of parking provision for public housing private car parking. New parking spaces will be generated as developments under the new HKPSG are completed. Reviews to the HKPSG are conducted periodically and a comprehensive review will be carried out as part of the Second Parking Demand Study.

- ii) Construction of more Multi-storey Vehicle Parks through the Land Sale Programme (LSP)

The Government will continue its present policy of encouraging the private sector, through the LSP, to build public carparks. Since the completion of the first Parking Demand Study in end 1995, 6 sites providing more than 4,000 publicly available parking spaces have been sold through the LSP. 4 sites, providing a total of 1,148 parking spaces, have been included in the LSP for sale within 2000-01.

Additionally, opportunity will be taken to require private developers to include public parking spaces in suitable comprehensive development areas.

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iii) More on-street overnight parking spaces for goods vehicles

Up to the end of 1999, 1,219 on-street overnight parking spaces for goods vehicles have been implemented. Transport Department (TD) will continue to identify more such spaces.

iv) Use of Short Term Tenancy (STT) sites for parking

In 1998 and 1999, the total area of STT sites had been maintained at about 1.2 million m<sup>2</sup>, providing amongst others a total of 14,000 private car and 11,700 goods vehicle parking spaces. TD will continue to liaise with Lands Department to identify and allocate more STT sites for parking.

v) Use of daytime parking facilities in Government Buildings for public overnight parking

Carparks at Central Government Offices, Queensway Government Offices, Murray Building, Wanchai Towers, North Point Government Offices, North District Government Offices and Cheung Sha Wan Government Offices are already opened for commercial operation after office hours and they together provide 881 private car spaces and 36 motorcycle spaces. Carparks at Sai Kung Government Offices will be opened in April/May 2000 and will provide 70 private car spaces. Government Property Agency and TD will continue to identify other possible Government buildings for overnight parking, not only for private cars, but also for goods vehicles where conditions permit.

The above on-going measures will be reviewed in the Second Parking Demand Study, which is scheduled to commence in May 2000 for completion in August 2001.

Items (i) to (v) involve expenditure on existing staff in several bureaux/departments including Transport Bureau/TD. Additional resources would not be incurred. The budget for the Second Parking Demand Study is \$4.0m.

Signature \_\_\_\_\_

Name in block letters ROBERT FOOTMAN

Post title Commissioner for Transport

Date \_\_\_\_\_



Bureau Serial No.

TB045

Question Serial No.

0476

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :

Controlling Officer : Commissioner for Transport

Policy Secretary : Secretary for Transport

- Question :
- (a) Please list the details and expenditure of consultancy studies to be engaged by Transport Department in 2000-01 (both large-scale and smaller-scale consultancy studies should be included).
  - (b) Did Transport Department outsource any work to consultancy firms in 1999? If so, please provide details and expenditure of such studies and its proportion of total expenditure. What is the proportion of total expenditure of such work in 2000?

Asked by : The Hon Albert HO Chun-yan

Reply :

- (a) In 2000-01, we plan to carry out five consultancy studies under Subhead 700 – General other non-recurrent. Details of these studies and the expenditure in 2000-01 are: -

<u>Description</u>	HK\$'000
Survey and demand analysis on Intelligent Transport Systems in Hong Kong	1,500
Study on future waterborne transport in Hong Kong	2,000
Consultancy to update the Parking Demand Study	1,000
Consultancy for digitisation of traffic aids drawings	2,000

Consultancy studies for pedestrianisation schemes	600
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Total:	7,100
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In addition, the Department may engage small-scale consultancies during the year using the Departmental Expenditure subheads.

(b) In 1999-2000, 16 consultancy studies funded under Subhead 700 are undertaken by consultancy firms. The total expenditure of these consultancy studies is HK\$62.9m and accounts for 7.1% of the revised total estimated expenditure in 1999-2000 under Head 186. Six of these studies will continue in 2000-01 at an estimated expenditure of \$18.8m, which accounts for 2.1% of the total estimated expenditure in 2000-01. Details of these consultancy studies are-

<u>Description</u>	1999-2000 <u>HK\$'000</u>	2000-01 <u>HK\$'000</u>
Consultancy study on provision, management and operation of traffic control and surveillance facilities for Strategic Road Network	2,400	Nil
Comprehensive traffic review for East Kowloon	100	Nil
Consultancy services for additional monitoring surveys on public bus services	500	666
Consultancy for the feasibility study of inter-district bus only lanes	2,209	Nil
Feasibility study on electronic road pricing	28,820	10,792
HK Island North and Kln West district traffic studies	3,000	850
Tuen Mun and Yuen Long district traffic studies	2,000	1,399
Third Comprehensive Transport Study	5,000	Nil

Consultancy for expert services for managing Transport Department's traffic impact assessments	490	Nil
Comprehensive survey on taxi services	2,000	Nil
Consultancy for reviewing the ventilation systems and environmental monitoring systems in Government tunnels	1,600	Nil
Study of public light bus operation in HK Island, Kln and areas along East Rail Corridor	4,300	Nil
Feasibility study of ATC and CCTV systems for Tuen Mun and Yuen Long Districts	1,000	Nil
Studies on co-ordination of other public transport services with new railways	5,100	1,733
Consultancy for monitoring the Tate's Cairn Tunnel ventilation system improvement project	180	Nil
Consultancy for Base District Traffic Models	4,200	3,400
Total:	62,899	18,840

In addition, the Department engaged some minor consultancies during the year using the Departmental Expenditure subheads.

Signature \_\_\_\_\_

Name in block letters ROBERT FOOTMAN

Post title Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB046

Question Serial No.

0477

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (3) District Traffic and Transport Services

Controlling Officer :          Commissioner for Transport

Policy Secretary :            Secretary for Transport

Question :                      In 2000-01, how much fund would the Government allocate on improving traffic accident blackspots? Please list out details of the proposals, anticipated expenses and staffing resources.

Asked by :                      Hon Albert HO Chun-yan

Reply :                            In general, the proposed engineering improvement measures for traffic accident blackspots are relatively inexpensive, and easy to implement. Examples include provision/modification of traffic signs/road markings, adjustment/modification to traffic signal timings, erection of railings/barriers, etc. These measures, as part of the traffic management schemes, are funded under Highways Department's Traffic Engineering block vote for implementation of all minor improvement works. In 1999-2000, the provision of this block vote is \$52m. In the coming financial year, about the same provision will be allocated for such works.

Signature \_\_\_\_\_

Name in block letters          ROBERT FOOTMAN

Post title                          Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB047

Question Serial No.

0478

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (3) District Traffic and Transport Services

Controlling Officer :          Commissioner for Transport

Policy Secretary :            Secretary for Transport

Question :                      In 2000-01, Transport Department would carry out accident investigation studies for 2 areas. Please list out details of the 2 area studies including the study areas, boundaries, anticipated expenses and staffing resources.

Asked by :                      Hon Albert HO Chun-yan

Reply :                              Transport Department has carried out a preliminary search into the areas to be studied in 2000-01 and selected 4 districts, namely Central & Western, Eastern, Yuen Long and North, for further consideration. Based on the accident trends and the area accident density in these districts, we would select 2 areas within these districts for detailed investigation. The area study would be undertaken by in-house staff without incurring additional resources.

Signature \_\_\_\_\_

Name in block letters                      ROBERT FOOTMAN

Post title                      Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB041

Question Serial No.

0487

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat Subhead (No. & title) :  
Transport Bureau

Programme : Transport

Controlling Officer : Secretary for Transport

Question : Under the Matters Requiring Special Attention in 2000-01, what are the locations planned for pedestrianization schemes?

Asked by : The Hon Edward S T HO

Reply :

We plan to implement pedestrianization schemes in Causeway Bay, Mong Kok and Tsim Sha Tsui in 2000-01. The relevant District Councils, shops operators and public transport operators affected are being consulted on the proposed schemes.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG \_\_\_\_\_

Post Title \_\_\_\_\_ Secretary for Transport \_\_\_\_\_

Date \_\_\_\_\_ March 2000 \_\_\_\_\_

Bureau Serial No.

TB 048

Question Serial No.

0488

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) - Planning and Development

Controlling Officer :          Commissioner for Transport

Policy Secretary :            Secretary for Transport

Question :                      The Study on Electronic Road Pricing was scheduled to be completed in September 1999. Why has it been delayed to the year 2000? Are there additional costs involved for the Study as a result of the delay? Are there any preliminary findings at this stage? If so, what are they?

Asked by :                      Hon Edward HO Sing-tin, SBS, JP

Reply :

The study period of the Feasibility Study on Electronic Road Pricing (ERP) has been extended to review the assumptions used and to include additional planning and growth scenarios as a result of the uncertainty on predicting economic and development growth in Hong Kong after the economic turmoil in 1997-1998. Extension of the study does not entail any additional funding beyond the approved estimate.

Two alternative technologies were tested for ERP. Both are basically feasible, but certain technical problems would need to be addressed before they could be applied in Hong Kong.

Signature \_\_\_\_\_

Name in block letters          ROBERT FOOTMAN \_\_\_\_\_

Post title                      Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_

Bureau Serial No.

TB050

Question Serial No.

0535

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60—Highways Department Subhead(No. & title) :

Programme : (2) District & Maintenance

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : The actual number of complaints relating to road maintenance in 1999 was 634 more than 1998. What accounts for such increase? Please give a breakdown by types of complaints.

Asked by : Hon. Howard YOUNG, JP

Reply : The increase is mainly due to large number of typhoons which attacked Hong Kong in 1999, like Leo (May), Maggie (June), Sam (August), York (September, Typhoon Signal No. 10 hoisted) & Dan (October) and caused much damage to our roads.

The increase may also be a result of wider publicity on the complaint channels such as display of the complaint telephone number in works sites, newspaper and internet. Although the number of complaints received has increased, Highways Department is still able to maintain our performance pledge and attend to the complaints within reasonable time. The nature of complaints is mainly related to the general defects found on roads.

Brief breakdowns of the complaint statistics are as follows:

	Carriageway	Footpath	Traffic Aids	Lighting	Structure	Total
1999	1618	1176	1027	637	260	4718
1998	1482	931	890	476	305	4084

Signature \_\_\_\_\_

Name in block letters K S LEUNG

Post Title Director of Highways

Date March 2000



Bureau Serial No.

TB091

Question Serial No.

0537

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60—Highways Department Subhead(No. & title) :

Programme : (2) District and Maintenance

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : The expenditure on roadside slope works dropped from HK\$178 million in 1988 to HK\$146 million in 1999, and the estimate expenditure will be 12 % lower than the actual expenditure in 1999. Please inform this council:

- (a) How many upgrading roadside slope works have been completed in 1998 and 1999 respectively?
- (b) What is the estimate target of upgrading roadside slope works to be completed in 2000 and where are these slopes located?

Asked by : The Hon. Howard Young

Reply :

(a) In 1998, apart from slope stabilisation using sprayed concrete (shotcreting) technique, Highways Department completed upgrading/ improvement works to 10 slopes. In 1999, there was a reduction in the amount of shotcreting works as such works had been completed on many slopes in previous years. On the other hand, the Department completed upgrading works to 90 slopes to improve their long term stability.

(b) In 2000, the Department plans to undertake upgrading works to 95 slopes. The slopes along the following roads will be improved :

- Magazine Gap Road
- Pokfulam Road
- Tai Tam Road

- Repulse Bay Road
- Island Road
- Tai Po Road
- Shatin Pass Road
- Po Lam Road
- South Lantau Road
- Clear Water Bay Road
- Route Twisk
- Tsing Yi Road
- Fan Kam Road

Signature \_\_\_\_\_

Name in block letters                     K S LEUNG                    

Post Title                     Director of Highways                    

Date                     March 2000

Bureau Serial No.

TB060

Question Serial No.

0712

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat Subhead (No. & title) :  
Transport Bureau

Programme : Transport

Controlling Officer : Secretary for Transport

Question : a) What is the progress of the Second Railway Development Study?  
When will the findings be published?  
b) As regards the consultancy study on the co-ordination of new railways with other public transport services, please give an account of the scope, progress, required expenditure and publication date of the study.

Asked by : The Hon. Albert HO Chun-yan

Reply :

- a) The Second Railway Development Study is now in the final stage of carrying out detailed evaluation of the potential new railway lines which Hong Kong would need in the next 15 years. The Study is expected to be completed in the second quarter of this year.
- b) The consultancy study on coordination of public transport services with new railways will formulate a public transport plan to better integrate the services provided by the new railways, franchised buses and other transport modes in the service areas covered by the following railways:
- (a) Mass Transit Railway Tseung Kwan O Extension;
  - (b) West Rail Phase I; and
  - (c) Ma On Shan to Tai Wai rail link and Kowloon-Canton Railway Extension to Tsim Sha Tsui.

The public transport plan is being developed and the study is expected to be completed before end 2000. The approved commitment of expenditure on the study is HK\$8.8m.

The relevant District Councils will be consulted on the public transport plan before implementation.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG \_\_\_\_\_

Post Title \_\_\_\_\_ Secretary for Transport \_\_\_\_\_

Date \_\_\_\_\_ March 2000 \_\_\_\_\_

Bureau Serial No.

TB061

Question Serial No.

0713

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat Subhead (No. & title) :  
Transport Bureau

Programme : Transport

Controlling Officer : Secretary for Transport

Question : What are the work plan and time frame for privatising a substantial minority share of the Mass Transit Railway Corporation? What are the manpower and expenditure involved?

Asked by : The Hon Albert HO Chun-yan

Reply :

The Government is aiming to launch the Initial Public Offering (IPO) of MTRC shares in the Autumn. However, the timing of the IPO will be largely determined by market conditions. The Global Coordinators of the IPO to be appointed shortly will provide professional advice to Government in this regard.

The Government has no plan to create additional posts for the IPO. The professional fees for the Global Coordinators, and related expenses, will be deducted from the IPO proceeds. The Government will also appoint a Financial Adviser to give independent advice to the Government in relation to the IPO. The consultancy fee will be paid from Head 106 Subhead 182 *Expenses for the appointment of financial and management consultants.*

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG

Post Title \_\_\_\_\_ Secretary for Transport

Date \_\_\_\_\_ March 2000

Bureau Serial No.

TB062

Question Serial No.

0714

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat Subhead (No. & title) :  
Transport Bureau

Programme : Transport

Controlling Officer : Secretary for Transport

Question : In the coming year, the Transport Bureau will conduct a feasibility study on (a) introducing a trolley bus system and (b) facilitate a trial scheme of public light buses using liquefied petroleum gas or other environmentally friendly fuel alternatives. Please provide details on the study and the trial scheme, the implementation programme for the different phases of work, the present progress and the expenditure involved.

Asked by : Dr Hon Tang Siu-tong, JP

Reply :

- (a) The study will examine the operational feasibility and financial viability of introducing a trolley bus system in Hong Kong. The selection of consultant for the study is being finalised. The study will commence in March/April 2000 for completion before end 2000. The estimated cost of the study is about \$7m.
- (b) The Administration will launch a six month trial scheme in mid-2000 for using an alternative clean fuel (including LPG and electricity) for light buses. A preparatory committee comprising representatives of the light bus trade, academics and relevant government departments has been set up to facilitate the launching of the trial scheme. If the results of the trial are satisfactory, the Administration intends to work out a programme to encourage light bus operators to switch over to the new fuel.

No additional resources will be required from the Transport Bureau to implement the trial scheme.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NICHOLAS NG

Post Title \_\_\_\_\_ Secretary for Transport

Date \_\_\_\_\_ March 2000

Bureau Serial No.

TB092

Question Serial No.

0723

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60 – Highways Department Subhead(No. & title) :

Programme : (1) Capital Projects

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : According to the provided information, the expenditure on capital projects undertaken by in-house staff will amount to \$884m in 2000, while those undertaken by the consultants will amount to \$19.27b; why is the ratio of these two figures higher than that of last year (i.e. from 1 : 1.45 increasing to 1 : 2.2)?

Asked by : The Hon LAU Kong-wah

Reply : The reduction of expenditure on capital projects undertaken by in-house staff in 2000 is due to the decreased spending of in-house supervised projects on their substantial completion, like construction of Ting Kau Bridge, Rockhill Street Extension, dualling of Sha Tau Kok Road, road and slope rehabilitation items under Category D of the Public Works Programme. The increase of expenditure on capital projects supervised by consultants in 2000 is due to the implementation of consultants-managed projects like widening of Tolo Highway between Island House interchange and Ma Liu Shui interchange, improvement to Island Eastern Corridor, detailed design of Route 10 between North Lantau to Yuen Long Highway, Deep Bay Link, and Route 9 between Cheung Sha Wan and Shatin.

Signature \_\_\_\_\_

Name in block letters K S LEUNG

Post Title Director of Highways

Date March 2000

Bureau Serial No.

TB051

Question Serial No.

0724

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head            60—Highways Department      Subhead(No. & title) :

Programme :      (2) District and Maintenance

Controlling Officer :            Director of Highways

Bureau Secretary : Secretary for Transport

Question :

- (a) Although the department considered that performance under this programme was generally satisfactory in 1999, the first seven items had not reached the target. What were the reasons?
- (b) In the past two years, how many items of works which the department were responsible for could not be completed within the anticipated completion date first set? What were the reasons for delays (if any) and the delaying dates?
- (c) The department has set the targets of 'within budget' and 'in accordance with agreed programmes' for the works in Programme (1), will the department also set similar targets for the works in Programme (2). If not, what are the reasons?

Asked by :      Dr. Hon TANG Siu-tong, JP

Reply :

- (a) Although the first seven items had not reached the 100% target in 1999, the achievement rates for five of the items (i.e. response to public enquiries and complaints; on-site display of the purpose and the anticipated completion date of road works; repair of road surface; issue of road excavation/road work permits; provision of temporary pedestrian facilities; standard signing, lighting and guarding) are extremely close to the target. As for the other two performance measures, (i.e. repair of traffic signs; construction of run-in/ repair of damaged road surface associated with building developments), we were slightly off our target because we could not complete the works on time due to various constraints such as slow progress of work by our contractors. We will endeavour to step up our monitoring and co-ordination work to minimize such occurrences.
- (b) Of the 180 000 items implemented by this department in the two-year period, some 2 000 items (1.1 % of the total) were not completed within the originally specified completion date. The delays were either caused by the contractors' slow progress of works and factors outside the contractors' control (e.g. effects due to inclement weather, delays by other works in the vicinity and utility works on site, obstruction due to existing utility services). About 60,000 item-days were delayed as a result of the above factors.



- (c) Programme (2) involves a substantial number of maintenance works of roads, roadside slopes and highways structures. The majority of them are minor works which cost around \$1,000. While we have laid down the cost and implementation programme for each individual item, we do not consider it meaningful to set the overall budgetary and programme targets for this programme area because of the substantial number and minor nature of these works items.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **K S LEUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Director of Highways** \_\_\_\_\_

Date \_\_\_\_\_ **17 March 2000** \_\_\_\_\_

Bureau Serial No.

TB052

Question Serial No.

0725

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60— Highways Department Subhead (No. & title) :

Programme : (2) District and Maintenance

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : What is the reason for reduction in expenditure on roadside slope works from 1998 to 2000?

Asked by : Hon. Mrs. Miriam LAU Kin-yee, JP

Reply : The main reasons for the reduction in estimated expenditure are:

- (a) the decline in tender prices of works contracts; and
- (b) the heavy rain in 1994-97 led to the erosion of many roadside slopes. As a result, we needed to protect these slopes with shotcrete which provides quick and effective improvement of slope stability. As most of the higher risk slopes have been shotcreted, we are now devoting more attention to slope upgrading works which provide longer term improvement in slope stability. However these works require more engineering input and longer construction periods as compared to shotcreting and hence less expenditure from 1998 to 2000.

Signature \_\_\_\_\_

Name in block letters K S LEUNG

Post Title Director of Highways

Date 15 March 2000

Bureau Serial No.

TB053

Question Serial No.

0726

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60—Highways Department Subhead(No. & title) :

Programme : (2) District & Maintenance

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : Why have the complaints relating to road maintenance increased substantially in 1999? What is the nature of the complaints?

Asked by : Hon. Miriam LAU Kin-ye, JP

Reply : The increase is mainly due to large number of typhoons which attacked Hong Kong in 1999, like Leo (May), Maggie (June), Sam (August), York (September, Typhoon Signal No. 10 hoisted) & Dan (October) and caused much damage to our roads.

The increase may also be a result of wider publicity on the complaint channels such as display of the complaint telephone number in works sites, newspaper and internet. Although the number of complaints received has increased, Highways Department is still able to maintain our performance pledge and attend to the complaints within reasonable time.

The nature of complaints is mainly related to the general defects found on roads such as defective carriageway surface, flooding, drainage blockage, potholes, uneven footpath surface, rocking manhole covers, unlit lighting and uneven joint on bridges.

Signature \_\_\_\_\_

Name in block letters K S LEUNG

Post Title Director of Highways

Date March 2000

Bureau Serial No.

TB054

Question Serial No.

0727

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60—Highways Department Subhead(No. & title) :

Programme: (2) District and Maintenance

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : Since many of the key performance measures under Programme (2) have achieved 100% (or near 100%) of the targets, will the targets be further improved to increase efficiency or provide better services to the public?

Asked by : Hon. Mrs. Miriam LAU Kin-ye, JP

Reply : We have conducted annual reviews on the standard of all of our performance measures. Last year, we have raised the standards of three performance targets under Programme (2). We have reduced the response time of public enquiries and complaints from 10 days to 8 days; shortened the issuance of road excavation/road work permits from 14 days to within 12 days, and reduced the construction of run-in/repair of damaged road surface associated with building development from 14 days to within 12 days.

To further uplift the target standards under Programme (2) will either (a) have contractual and cost implications to our term maintenance contracts or (b) require additional staff resources. It is therefore impracticable to further raise the standards in Programme (2). However, we have been continuously exploring ways to further improve our services in this and other areas. For example, in Year 2000, we have expanded our performance measure in Programme 4 to include ten-yearly principal inspection of highway structures on top of the six-monthly superficial inspection and biennial general inspection.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

Post Title \_\_\_\_\_

Date \_\_\_\_\_

Bureau Serial No.

TB055

Question Serial No.

0728

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60—Highways Department Subhead(No. & title) :

Programme : (4) Technical Services

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : Why has the expenditure on maintenance of road lights increased in 1999 but expected to fall in 2000?

Asked by : Hon. Mrs. Miriam LAU Kin-ye, JP

Reply : The increase of expenditure for road lights in 1999 was due to the upgrading of pole painting works in connection with the Healthy Living into the 21<sup>st</sup> Century Campaign.

The decrease of the forecast expenditure for 2000 is due to the change of contract mode by contracting out the management, operation and maintenance of the public lighting system in Kowloon and NT East through competitive bidding at the expiry of the Public Lighting Agreement with China Light & Power Co. Ltd. Such contracting out will result in a saving of about \$13m, and lower expenditure in 2000.

Signature \_\_\_\_\_

Name in block letters K S LEUNG

Post Title Director of Highways

Date March 2000

Bureau Serial No.

TB056

Question Serial No.

0729

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60—Highways Department      Subhead(No. & title) :

Programme : (4) Technical Services

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : Are there any plans to extend the use of Global Positioning System equipment beyond enhancing efficiencies of highway surveys and bridge monitoring?

Asked by : The Hon. Mrs. Miriam LAU Kin-ye

Reply : Global Positioning System (GPS) equipment can be used for many purposes including land survey, navigation and vehicle fleet management. Our GPS equipment is a specialised survey equipment which can be used to determine the three-dimensional positions of a point by reference to the signals received from satellites. The current advanced GPS survey technology enables us to survey the position to centimeter accuracy in real time. GPS survey can also be carried out in poor weather or when sight lines to survey stations are obstructed, thus providing flexibility and enhancing productivity in the survey of highways. This survey method is most beneficial in bridge monitoring as the movements can be detected round the clock, in real-time and in any weather condition with very little user intervention.

The GPS equipment is also capable of carrying out survey over a large area in a short period of time. With this benefit, there are plans to extend the use of GPS equipment in control surveys, setting out surveys and checking positions of highways structures.

Signature \_\_\_\_\_

Name in block letters      K S LEUNG

Post Title      Director of Highways

Date      15 March 2000

Bureau Serial No.

TB093

Question Serial No.

0730

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO**  
**WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head      60—Highways Department      Subhead(No. & title) :

Programme :    (2) District and Maintenance

Controlling Officer :    Director of Highways

Bureau Secretary :      Secretary for Transport

Question :

(a) In 1999, the government intended to spend \$180m on roadside slope works and yet the actual expenditure was \$146m. Can the government tell us the estimated number for roadside slope works items in 1999 and the actual number of completed items? Why was the actual expenditure lower than the estimated expenditure?

(b) In 2000, the estimated expenditure for roadside slope works will be \$128m which is comparatively lower than that in the past. What accounts for it? What detailed plans the government has for the related works in the coming year? How many slopes will need to have the works carried out on them?

Asked by :      Hon. LAU Kong-wah

Reply :

(a) In 1999, Highways Department planned to upgrade 90 roadside slopes using prescriptive measures, including the implementation of standard slope improvement techniques such as soil nailing, drainage and surface protection. This target has been achieved. The main reason for the actual expenditure being lower than the estimated one is due to the drop in tender prices of the new works contracts. Another reason for the falling expenditure is due to the change in the nature of the slope improvement works as described below.

(b) As a result of the heavy rain during 1994-97, Highways Department had protected many roadside slopes with sprayed concrete (shotcrete) which provided quick and effective improvement of slope stability. As most of the higher risk slopes have been shotcreted, we are now devoting more attention to slope upgrading works which provide longer term improvement in slope stability. However these works require more engineering input and longer construction periods as compared to shotcreting and hence less expenditure per year. This accounts for the comparatively lower expenditure in 2000.

During the current year, Highways Department plans to upgrade a further 95 slopes. In addition, we will continue to undertake routine inspection of the 13,000 roadside slopes under our responsibility and arrange Engineer Inspection on 3,000 of these slopes. Maintenance works will be carried out based on the results of the inspection.

Signature \_\_\_\_\_

Name in block letters                     K S LEUNG                    

Post Title                     Director of Highways                    

Date                     March 2000



Bureau Serial No.

TB094

Question Serial No.

0731

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60—Highways Department      Subhead(No. & title) :

Programme : (2) District and Maintenance

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : What are the details of the prescriptive measures used by the Government for the upgrading of roadside slopes? What are "prescriptive measures"?

Asked by : Hon LAU Kong-wah

Reply : For small roadside slopes, their stability can be improved using prescriptive measures. These measures include the implementation of standard slope improvement techniques such as soil nailing, drainage and surface protection, details of which are given in Geotechnical Engineering Office Report No.56. As these measures can be prescribed without detailed engineering investigation and analyses, they allow early commencement of the slope improvement works.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K S LEUNG

Post Title \_\_\_\_\_ Director of Highways

Date \_\_\_\_\_ March 2000

Bureau Serial No.

TB057

Question Serial No.

0732

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head      60 Highways Department                      Subhead.(No. & title) :

Programme : (2) District and Maintenance

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question :

(a) In view of the transfer of the Cross-Harbour Tunnel from the franchisee to the Government upon the expiry of the franchise on 1.9.1999, the maintenance responsibilities are now in the hands of the Government. What is the average quarterly expenditure in the maintenance works of the tunnel, bearing in mind that the tunnel is already quite old?

(b) Highways Department is stepping up the maintenance of roadside slopes. Why is the expenditure reduced by \$ 18m? Please state the number of slopes for which maintenance works have been /will be completed.

Asked by : The Hon. FUNG Chi-kin

Reply :

(a) The Government's estimated average quarterly expenditure in 2000-2001 on the Tunnel is about \$2.5m. Before handover of the tunnel to Government, the previous franchisee has already upgraded and maintained the tunnel to Government's requirements.

(b) The main reasons for the reduction in estimated expenditure for slope works are due to :

- (i) the decline in tender prices of works contracts.
- (ii) the heavy rain in 1994-97 caused erosion to many roadside slopes which need to be protected with shotcrete. This provides a quick and effective method to improve slope stability. As most of the higher risk slopes have been shotcreted, we are now devoting more attention to slope upgrading works which provide longer term improvement in slope stability. However these works require more engineering input and longer construction periods as compared to shotcreting and hence less expenditure per year.

Highways Department has completed upgrading/improvement works to 90 roadside slopes during 1999-2000 and will increase this to 95 slopes in 2000-2001.

Signature \_\_\_\_\_

Name in block letters                     K S LEUNG                    

Post Title                     Director of Highways                    

Date                     March 2000

Bureau Serial No.

TB049

Question Serial No.

0742

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 707 New Towns and Urban Area Development

Subhead (No. & title) :

Programme :

Controlling Officer : Director of Territory Development

Bureau Secretary : Secretary for Transport

Question : It is known that the Administration is studying the design for the construction of the Western Coast Road in Tseung Kwan O. Under which expenditure item in the Draft Estimates may this project be reflected? What is the progress of the project?

Asked by : The Hon Fred LI Wah-ming, JP

Reply : The feasibility study for Western Coast Road is carried out under funding from Block Vote Subhead 7100CX - "New towns and urban area works, studies and investigations for items in Category D of the Public Works Programme".

In order that the project will have the least disruption to the environment, we are now investigating the feasibility of adopting a tunnel alignment for the Western Coast Road. The implementation programme of this project would be further reviewed having regard to the outcome of the study on the tunnel alignment, which is expected to be available in mid 2000.

Signature \_\_\_\_\_

Name in block letters H K WONG

Post Title Director of Territory Development

Date 13 March 2000

Bureau Serial No.

TB063

Question Serial No.

0785

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and Development

Controlling Officer :      Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      What are the details and timetable for the study on the future development of waterborne transport mentioned in the 2000-01 Draft Estimates?

Asked by :                      The Hon LAU Chin-shek

Reply :                              Transport Department plans to commence a study on the future development of waterborne transport in mid 2000 for completion before end 2000. The estimated cost of the study is about \$2m.

The study will examine the future development of internal ferry services in Hong Kong, taking into account changes in ferry passenger demand and expectations, land use and transport infrastructure and the financial viability of ferry services.

Signature \_\_\_\_\_

Name in block letters      **ROBERT FOOTMAN** \_\_\_\_\_

Post title                      Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_

Bureau Serial No.

TB064

Question Serial No.

0786

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and Development

Controlling Officer :          Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      Because of privatization of MTRC, TD's budget for monitoring works should have been increased. On the contrary, why the budget for this programme area is reduced by over 10%?

Asked by :                      The Hon LAU Chin-shek, JP

Reply :                              The Transport Department will create a small unit through internal deployment to absorb the additional workload generated by the regulatory functions under the Mass Transit Railway Ordinance and the Operating Agreement. It may be necessary to strengthen this unit in future through bidding for additional resources in the usual way.

Programme area (1) covers a whole range of activities from public transport development, franchising to traffic control. The reduction in financial provisions in the coming year is due to rescheduling and reduction in cash flow requirements in a number of consultancy studies and deletion of posts which has been made possible by rationalization of administrative support and service delivery.

Signature \_\_\_\_\_

Name in block letters          ROBERT FOOTMAN \_\_\_\_\_

Post title                          Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_

Bureau Serial No.

TB065

Question Serial No.

0787

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and Development

Controlling Officer :      Commissioner for Transport

Policy Secretary :      Secretary for Transport

Question :                      In 2000-01, Transport Department will review taxi drivers' entry qualifications and training requirements. What are the details and resource requirement?

Asked by :                      Hon Mrs Miriam LAU Kin-yee, JP

Reply :                              A review of taxi driver's entry qualifications and training requirements is being undertaken taking into account the results of a taxi passenger opinion survey conducted in 1999. Results of the review are expected to be available in 2000.

An amount of \$750,000 has been earmarked in the 2000-01 draft Estimates for projects to improve taxi service quality, including publicity on entry qualifications and training requirements, production of self-learning packages, taxi services guidebook and newsletters for taxi drivers on taxi services.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB066

Question Serial No.

0788

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and Development

Controlling Officer :      Commissioner for Transport

Policy Secretary :      Secretary for Transport

Question :                      In 2000-01, Transport Department will conduct a study on the future development of waterborne transport. What are the details and resource requirement ?

Asked by :                      Hon Mrs Miriam LAU Kin-yee

Reply :                              Transport Department plans to commence a study on the future development of waterborne transport in mid 2000 for completion before end 2000. The estimated cost of the study is about \$2m.

The study will examine the future development of internal ferry services in Hong Kong, taking into account changes in ferry passenger demand and expectations, land use and transport infrastructure and the financial viability of ferry services.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date \_\_\_\_\_



Bureau Serial No.

TB067

Question Serial No.

0789

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (2) Licensing of Vehicles and Drivers

Controlling Officer :      Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      Why are the daily spot checks on franchised buses not maintained at 14 as at 1998 level, but 13?

Asked by :                      Hon Mrs Miriam LAU Kin-ye, JP

Reply :                              The daily spot check rate of 14 in 1998 is higher than that in 1997 and 1999 (averaging 10 and 13 daily spot checks respectively). This was due to the exceptional one-off event that a much higher number of spot checks was conducted on CMB buses prior to the expiry of the company's licence in August 1998. For 2000, we have taken the actual performance in 1999 (13 spot checks per day) as the target.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date \_\_\_\_\_

Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                    (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Policy Secretary : Secretary for Transport

Question :                    In the 2000-2001 financial year, how will Transport Department deploy resources to ensure effective operation of the cross-boundary traffic and transport facilities?

Asked by :                    The Hon Mrs Miriam LAU Kin-ye, JP

Reply :                        Under Phase 1 of the project to improve the facilities at Lok Ma Chau crossing, ten pairs of vehicular kiosks for Immigration and Customs clearance had been constructed increasing the design handling capacity from 19,000 to 32,000 vehicles a day. These additional kiosks commenced operation in late December 1999. Sufficient staff have been deployed to man all of the kiosks during the peaks hours of the day.

Phase 2 of the Improvements to Lok Ma Chau Crossing is scheduled to start in November 2000 for completion in September 2003, at an estimated project cost of \$1199m in money-of-the-day-prices. Under this project, the following works will be included :

- extension of the passenger terminal building to provide more Immigration counters and queuing areas in the passenger hall, so as to increase the normal daily two-way passenger processing capacity from 25,000 to 35,000 passengers daily
- increase in the coach waiting spaces from 130 to 175
- improved cargo examination facilities for Customs clearance of goods vehicles
- general improvements in the road layout to streamline traffic flow.

The northbound slip road at San Tin Interchange leading to Lok Ma Chau Crossing will be widened at an estimated cost of \$12m. Works are planned to start in mid 2000 for completion in mid 2001.

To facilitate monitoring of cross-boundary traffic, works for installing 13 closed circuit televisions on approach roads to

Lok Ma Chau, Man Kam To and Sha Tau Kok Crossings are scheduled to start in mid 2000 for completion in mid 2001. The cost is about \$11m.

The Transport Department will continue its close liaison with relevant authorities in the Shenzhen side in monitoring cross boundary traffic conditions. Together with the Police, it will implement traffic management measures where necessary to regulate traffic flow on approach roads to boundary crossings.

Signature \_\_\_\_\_

Name in block letters ROBERT FOOTMAN

Post title Commissioner for Transport

Date 14 March 2000





Bureau Serial No.

TB058

Question Serial No.

0923

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60—Highways Department Subhead(No. & title) :

Programme : (4) Technical Services

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : The government plans to adopt 3-D modelling and animation to study the visual impact of highway projects in the coming new year, what are the details? Will the Government consider following the examples of other countries or inviting the consultants to carry out a study. If not, what are the reasons?

Asked by : Hon. Lau Kong-wah

Reply : The proposed 3-D computer animation system can extract and combine geographical information and computer graphics generated from aerial photographs. Based on aerial photographs, the 3-D digital ground model can be created in the computer with buildings and roads to simulate the real situation. Proposed highway alignments and infrastructures generated from Computer Aided Design software are merged with the ground model. From this composite model, animated video of driving along the proposed highways can be compiled to give previews of the designed project. Different perspective views of the proposed major highways structures can also be observed from the computer for detailed analysis of complicated technical problems and assessment of the visual impact of the project. The engineer can easily try different solutions on the computer model and find the optimum solution.

The computer animation technology is now mature. Experienced survey technicians can easily operate the animation software with training provided by the supplier. We normally make reference to technical journals and send staff to attend technical conferences so as to gain experience in other countries. There is therefore no need to invite consultants to carry out a study.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K S LEUNG

Post Title \_\_\_\_\_ Director of Highways

Date \_\_\_\_\_ 15 March 2000

Bureau Serial No.

TB059

Question Serial No.

924

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 60—Highways Department Subhead(No. & title) :

Programme : (4) Technical Services

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question :

- (a) What is the estimated cost of landscape works in 2000?
- (b) At which locations have Government planned to implement landscape works?
- (c) What are the criteria for choosing the locations?

Asked by : The Hon. LAU Kong Wah

Reply :

- (a) Landscape works are normally included as part of highway projects under the capital and maintenance works programmes. The estimated cost of landscape works of highway projects in 2000 is in the order of \$112m..
- (b) In general, landscape work is a standard item to be taken into account for all highway projects and its scope covers:
  - (i) Preservation of existing trees.
  - (ii) Provision of planting at roadside slopes, road verges, central dividers, space under flyovers/footbridges and pavements.
  - (iii) Aesthetic design for highway structures such as retaining walls, noise barriers, footbridges and subways.
  - (iv) Paving design for footpaths, including provision of planters, tree pits and street furniture.
  - (v) Provision of landscape lighting.

The following are some major highway related landscape works to start in 2000:





Bureau Serial No.

TB 071

Question Serial No.

1019

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : 843 Minor consultancies  
for traffic impact assessments (block vote)

Programme :                      (1) Planning and Development

Controlling Officer :      Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      1) If it is the Transport Bureau's role to formulate policy and the  
Transport Department's role to implement policy, why was HK\$16m  
approved by the Transport Department for 1999-2000 for minor  
consultancies?

2) What is being done to ensure that no redundant studies are being done  
by both the Transport Bureau and the Transport Department?

Asked by :      Hon Christine LOH

Reply :                      1) Transport Department was allocated under the minor consultancies  
block vote in 1999/2000 \$16m initially, subsequently revised to \$10m,  
for carrying out Traffic Impact Assessments (TIAs). The objective of  
TIAs is to study/identify the traffic problems generated from major  
residential developments and to propose traffic improvement measures  
for solving the problems. Transport Department is the appropriate  
department to carry out the TIAs which are of a technical and  
operational nature.

2) Before any consultancy study is processed, the Department will consult  
the Transport Bureau and various bureaux/departments to reconfirm the  
need for the study. There will not be any redundant studies being  
carried out by the Transport Bureau and the Transport Department.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date \_\_\_\_\_



Bureau Serial No.

TB095

Question Serial No.

1023

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 60—Highways Department

Subhead (No. & title) :

Programme : (1) Capital Projects

Controlling Officer : Director of Highways

Bureau Secretary : Secretary for Transport

Question : What amount of funds is expected to be spent on the detailed design of Route 7?

Asked by : Hon. Christine LOH

Reply : The estimated cost for the detailed design of Route 7 is about HK\$87m (Dec 98 prices).

Signature \_\_\_\_\_

Name in block letters K S LEUNG

Post Title Director of Highways

Date 15 March 2000

Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                    (1) Planning and Development

Controlling Officer :      Commissioner for Transport

Policy Secretary :        Secretary for Transport

Question :                    In prior years, responses to questions regarding expenditures on consultants and outside contractors have resulted in vague responses such as:

"while we do not anticipate any immediate savings through contracting out services, the employment of contractors permits greater flexibility in varying the number of staff employed on the various types of services according to demand. We anticipate that this will result in savings in costs in the longer term, though it is difficult to quantify these savings." (11 March 1999 response by the Director of Lands to question on consultants and contractors, Bureau Serial Number PEL173).

This year, there has been \$203,454,000 included in the approved commitments and estimated 1999-2000 expenditures for various consultations by just the Transport Department alone.

In light of the stated difficulty in quantifying savings from contracted services/consultancies, what criteria are established to ensure that the government and taxpayers are getting value for money?

Asked by :                    Hon Christine LOH

Reply :                        To ensure that the Government gets value for money, we secure the required quality and output of the contracted out/consultancy services at the best possible fee level. To enable us to achieve this value for money objective, we take into account both the qualitative (e.g. the experience, expertise and methodology) and price aspects in selecting a contractor/consultant for undertaking the work. In practice, we require contractors/consultants to submit their proposals in two separate envelopes, one for the technical proposals on quality aspects and the other for the fee proposal. The technical proposals are assessed and ranked first, using a pre-determined marking scheme. Only bids which are assessed to be technically competent would be considered further. This is to ensure that the quality of services to be provided is acceptable. After the technical bids have been assessed and

ranked, the fee proposals are then combined with the technical assessments to determine the winning bid on the basis of a pre-determined system of evaluation and weighting. This combined quality and price scoring method ensures that we get the best value for money in our procurement of contracted out/consultancy services.

Signature \_\_\_\_\_

Name in block letters                     ROBERT FOOTMAN                    

Post title                     Commissioner for Transport                    

Date \_\_\_\_\_

Bureau Serial No.

TB 074

Question Serial No.

1071

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : - 700 General other  
non-recurrent

Programme :

Controlling Officer : Commissioner for Transport

Policy Secretary : Secretary for Transport

- Question :
- (a) Government has allocated a sum of \$9.1m under Subhead 700 Item 552 for conducting a trial scheme to accept Octopus on electronic parking meters. What is the objective and content of the trial scheme? When will the scheme be completed?
  - (b) Government has allocated a sum of \$4.8m under Subhead 700 Item 556 for the consultancy for digitization of traffic aids drawings. What are the purpose and scope of the consultancy service? What type of company will be selected to provide the service? When will the project be completed?
  - (c) Government has allocated a sum of \$4m under Subhead 700 Item 555 for the parking demand consultancy study.
    - (i)What is the purpose and details of the Study?
    - (ii)Which company will be awarded the service?
    - (iii)When will the Study be completed

Asked by : The Hon Andrew CHENG Kar-foo

Reply :

- (a) We will conduct a six-month trial on the contact type electronic cash cards, i.e., Mondex and Visa Cash cards, for the electronic parking devices from 25 March 2000. We will conduct a separate trial with the Octopus card, which is a contactless system, in the latter half of 2000. This trial (including a feasibility study and a field test) will also last for six months.

The purpose of the trial with Octopus cards is to test the reliability, operational arrangement and public acceptance of Octopus application on electronic parking devices in an outdoor unattended environment. Subject to the results of the trials, the electronic parking devices will be modified and opened up to accept contact and/or contactless smart cards.

- (b) 300 traffic aids drawings have been digitized in a previous consultancy. This consultancy service is to digitize the remaining 600 traffic aids drawings. We will adopt open tendering for the provision of the service. The project will be completed by mid 2002.

(c)

- (i) The purpose and details of the Parking Demand Study (PDS-2) are as follows:

### Purpose

- To identify existing and future parking and loading/unloading needs and related problems and to recommend remedial measures to address problems identified.

### Details

- To validate and enrich the existing inventory of parking and loading/unloading facilities, and to convert it into a spatial format. The inventory covers the following categories : private cars, motor cycles, taxis, mini-buses, coaches, light goods vehicles, medium goods vehicles, heavy goods vehicles, container vehicles, tractors and trailers, for both on-street and off-street, and including both public and private provisions and parking meter provisions;
- To assess the present and future demand and supply situation based on different vehicle growth scenarios;

- To review the Hong Kong Planning Standards and Guidelines (HKPSG) for parking and loading/unloading provisions for both private and public sectors in light of developments since the completion of the first Parking Demand Study; and
  - To review the recommendations of the first Parking Demand Study, recommend new remedial measures and formulate new initiatives.
- (ii) At present, four consultants have been shortlisted to submit technical and fee proposals for the Study. One of the consultants will be awarded the contract, expected to be in end May 2000.
- (iii) The Study is scheduled for completion by end August 2001.

Signature \_\_\_\_\_

Name in block letters ROBERT FOOTMAN

Post title Commissioner for Transport

Date \_\_\_\_\_



Bureau Serial No.

TB075

Question Serial No.

1072

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (2) Licensing of Vehicles and Drivers

Controlling Officer :      Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      Would the Government allocate any resources, and what measures are adopted, to combat the smoke emitted by franchised buses which causes serious air pollution?

Asked by :                      The Hon Andrew CHENG Ka-foo

Reply :                              At present, about 60% of the entire bus fleet are already equipped with Euro-compliance engines, which are environmentally friendly engines. The Transport Department had asked, and franchised bus companies had agreed, to retrofit catalytic converters (diesel catalyst) on all old (mainly pre-Euro standard) buses. Overseas experience and Hong Kong test results indicate that catalytic converters are a very effective device for reducing the amount of particulate matter in diesel vehicle emission. By the end of this month, about 1200 buses will have been fitted with the diesel catalysts, and the remaining 800 buses will be fitted by 2001.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB076

Question Serial No.

1073

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (2) Licensing of Vehicles and Drivers

Controlling Officer :          Commissioner for Transport

Policy Secretary :            Secretary for Transport

Question :                      The Transport Department has estimated that the number of summonses issued for driving offence points disqualification for 2000-01 is 7,000. Why is there a 37% increase in the number of summonses issued when compared with the actual figure of 5,103 in 1999?

Asked by :                      Hon Andrew CHENG Kar-foo

Reply :                            The actual number of summonses issued for driving offence points disqualification for the past 4 years are - 1996: 6,370; 1997: 7,410; 1998: 7,400 and 1999: 5,103. As summonses are issued to those drivers who have accumulated 15 driving offence points, the drop in 1999 was caused by a smaller number of drivers who had reached 15 points.

For the Estimates for 2000-01, we have projected a figure of 7,000, the average figure for the 3 years 1996-1998.

Signature \_\_\_\_\_

Name in block letters          ROBERT FOOTMAN

Post title                          Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB 077

Question Serial No.

1096

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) - Planning and Development

Controlling Officer :      Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      When will the Feasibility Study on Electronic Road Pricing (ERP) be completed? What is the up-to-date cumulative expenditure of the Study? Will the Administration implement ERP?

Asked by :                      Hon CHAN Kam-lam

Reply :                              The ERP Study will be completed in the first half of 2000. The cumulative expenditure up to March 2000 is \$70 million. We will consider the findings of the Study in detail before deciding whether and when ERP should be implemented. The public will be fully consulted should ERP be considered necessary.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date \_\_\_\_\_

Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and Development

Controlling Officer :          Commissioner for Transport

Policy Secretary :              Secretary for Transport

- Question :
- (a) What are the locations proposed by the Government for implementing the bus-bus interchange trial schemes? What are the estimated expenses for implementing the schemes?
  - (b) What is the franchised bus companies' progress for installation of the Octopus processors on buses? Does the Government have any incentive measures to encourage the bus companies to install the Octopus processors on all buses? What are the expenses for implementing such measures?

Asked by :                      The Hon. CHAN Kam-lam

- Reply :
- (a) We plan to introduce at least 7 bus-bus interchange trial schemes in 2000. The locations being considered include Admiralty, Wan Chai, Causeway Bay, Kwun Tong Road, Tin Shui Wai town centre, and the tunnel portals at Tate's Cairn Tunnel and Western Harbour Tunnel. The existing infrastructure will be used for implementing the schemes and where appropriate on-site facilities like additional bus shelters will be provided by the relevant franchised bus companies. There will not be any cost implication for Government.

- (b) The progress of the franchised bus companies for installation of Octopus processors on buses is as follows :

<u>Franchised bus company</u>	<u>% of bus fleet equipped with Octopus processors (Position as at end December 1999)</u>	<u>Target date for installation of Octopus processors on the entire bus fleet</u>
KMB	36.1%	End 2000
NWFB	94.4%	End 2000
Citybus	100%	Completed
Long Win	100%	Completed
NLB	44.2%	End 2001

We maintain close liaison with the franchised bus operators and they are encouraged to install Octopus processors on their buses to improve passenger service. The installation programme is financed by the individual franchised bus companies and will not have any cost implication for Government.

Signature \_\_\_\_\_

Name in block letters ROBERT FOOTMAN

Post title Commissioner for Transport

Date 15 March 2000

Bureau Serial No.

TB079

Question Serial No.

1098

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and Development

Controlling Officer :      Commissioner for Transport

Policy Secretary :      Secretary for Transport

Question :                      When will the study on the future development of waterborne transport start and complete? What is the estimated cost of the study?

Asked by :                      The Hon CHAN Kam-lam

Reply :                              Transport Department plans to commence a study on the future development of waterborne transport in mid 2000 for completion before end 2000. The estimated cost of the study is about \$2m.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB080

Question Serial No.

1099

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (2) Licensing of Vehicles and Drivers

Controlling Officer :      Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :      When will the review on issuance of driving instructor licences be conducted and completed?      What will be the expenditure on the issuance?

Asked by :      Hon CHAN Kam-lam

Reply :              The Transport Department conducted a review on driver training policy in mid 1999.      The review was completed in November 1999.

A package of proposals presented in the form of a consultation paper was issued to the driving instructor trade on 19 November 1999 and consultation ended on 1 March 2000.

The various proposals set out in the consultation paper were generally well received.

We aim to complete the necessary legislative amendments to implement recommendations in the consultation paper in the current legislative session.      Subject to that, we intend to implement the proposals on the grouping of driving instructor licences in 2000.

Transport Department will meet the additional work requirement in the issuance of new group licences and provision of seminars for driving instructors through internal redeployment of resources.

There is the need to enhance the Licensing Computer System for the issue of the new group licence, and the cost will be met from existing resources.

Signature \_\_\_\_\_

Name in block letters      **ROBERT FOOTMAN**

Post title      Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB081

Question Serial No.

1110

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and Development

Controlling Officer :      Commissioner for Transport

Policy Secretary :      Secretary for Transport

Question :                      Under Programme (1), what are the detailed arrangements for the study on the future development of waterborne transport? What is the estimated cost of the study in this financial year?

Asked by :                      The Hon TAM Yiu-chung, GBS, JP

Reply :                              Transport Department plans to commence a study on the future development of waterborne transport in mid 2000 for completion before end 2000. The estimated cost of the study is about \$2m.

The study will examine the future development of internal ferry services in Hong Kong, taking into account changes in ferry passenger demand and expectations, land use and transport infrastructure and the financial viability of ferry services.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date \_\_\_\_\_





Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (4) Management of Transport Services

Controlling Officer :      Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      In the Brief Description of Programme (4) : Management of Transport Services, Government mentioned under the Indicators that Transport Department is going to award management contracts for 13 multi-storey carparks for commencement in April 2001. Please list out these 13 multi-storey carparks, their locations and number of parking spaces. What are the respective contract periods for these 13 contracts?

Asked by :                      Hon Andrew CHENG Kar-foo

Reply :                              The 13 Government multi-storey carparks (see Annex) are existing Transport Department carparks which are currently managed by the private sector under two management contracts. These management contracts will expire in April 2001, and a retendering exercise will be conducted in late 2000 for a contract period of 6 years.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title                      Commissioner for Transport

Date                              15 March 2000

Transport Department Carparks

Name of Carpark	No. of Parking Spaces
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**Contract A**

1. Rumsey Street	902
2. Tin Hau	465
3. Shau Kei Wan	407
4. Sheung Fung Street	303
5. Yaumatei	805
6. Tsuen Wan MTR	621

**Contract B**

7. Star Ferry	376
8. City Hall	175
9. Murray Road	529
10. Aberdeen	306
11. Middle Road	918
12. Tsuen Wan Transport Complex	800
13. Kwai Fong	584

Total	7191
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(Information as at March 2000)

Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**Head : 186 Transport Department      Subhead (No. & title) : -Programme :                      (1) Planning and DevelopmentControlling Officer :      Commissioner for TransportPolicy Secretary :              Secretary for Transport

Question :

(a) How does the Administration assist in the formulation of the regulatory framework for the privatized MTRC? What are the details, required manpower resources and expenditures?

(b) After privatization of MTRC, what will be the changes in monitoring of safety and passenger service levels? What are the details on such changes, manpower and resource requirements?

Asked by :                      The Hon Andrew CHENG Kar-foo

Reply :

(a) The Mass Transit Railway Ordinance stipulates that the privatised MTRC shall provide a proper and efficient service. Detailed regulatory requirements will be set out in an Operating Agreement which covers the design, construction, operation and maintenance of the railway. The Operating Agreement will also set out passenger service standards which the Corporation will have to meet.

(b) At present, the Chief Inspecting Officer (Railways) is responsible for monitoring the safety of the Mass Transit Railway. The same arrangement will continue after the partial privatization. To enable the Transport Department to discharge its regulatory functions, a small unit will be created within the department initially through internal redeployment to absorb the additional workload generated by the regulatory functions under the Ordinance and the Operating Agreement. The Department may seek additional resources in future in the usual way if necessary in the light of experience.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMANPost title      Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB089

Question Serial No.

1135

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head 153 - Government Secretariat Subhead (No. & title) :  
Transport Bureau

Programme : Transport

Controlling Officer : Secretary for Transport

Question : What progress has been made in the planning for the Ma On Shan to Tai Wai rail link and the Kowloon-Canton Railway Extension to Tsim Sha Tsui? When will funds be sought from the Finance Committee again?

Asked by : The Hon Cheng Kar-foo

Reply :

The Kowloon-Canton Railway Corporation (KCRC) is now carrying out detailed design and planning for the Ma On Shan Rail and Tsim Sha Tsui Extension projects. Following authorization of the railway schemes by the Chief Executive in Council, the KCRC will commence railway construction by the end of this year.

At the Finance Committee meeting last July, Members considered it more appropriate to consider the funding application after completion of the statutory process on the Environmental Impact Assessment (EIA) on these projects. We therefore withdrew the funding application pending completion of the EIA reports by the KCRC.

Under the EIA Ordinance, the KCRC has obtained the approval of the Advisory Council on the Environment (ACE) and the Director of Environmental Protection for the EIA report on Ma On Shan Rail. The KCRC has also made available the EIA report on Tsim Sha Tsui Extension

for public inspection in accordance with the statutory requirements, and will soon submit the report to the ACE. We will re-submit the funding application to the Finance Committee after the completion of the EIA approval procedures.

Signature \_\_\_\_\_

Name in block letters NICHOLAS NG

Post Title Secretary for Transport

Date March 2000

Bureau Serial No.

TB085

Question Serial No.

1171

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department    Subhead (No. & title) : 700    General other non-recurrent

Programme :                    (1) Planning and Development

Controlling Officer :        Commissioner for Transport

Policy Secretary :          Secretary for Transport

Question :                    How many non-recurrent items are there in the Programme (1) for 2000-01?    What is the estimated expenditure for each item?

Asked by :                    The Hon TAM Yiu-chung, GBS, JP

Reply :                         In 2000-01, there are 8 non-recurrent items in Programme (1).    The estimated expenditure for each item in 2000-01 is shown as follows:

<u>Description</u>	<u>HK\$'000</u>
Feasibility study on electronic road pricing	10,792
HK Island North and Kowloon West district traffic study	850
Tuen Mun and Yuen Long district traffic study	1,399
Studies on co-ordination of other public transport services with new railways	1,733
Consultancy for Base District Traffic Models	3,400
Survey and demand analysis on Intelligent Transport Systems in Hong Kong	1,500
Study on future waterborne transport in Hong Kong	2,000
Consultancy to update the Parking Demand Study	1,000
<b>Total</b>	<b>22,674</b>

Signature \_\_\_\_\_

Name in block letters ROBERT FOOTMAN

Post title Commissioner for Transport

Date \_\_\_\_\_



Bureau Serial No.

TB097

Question Serial No.

1174

Examination of draft Estimates of Expenditure 2000-01  
**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head            706 - Highways            Subhead(No. & title) : —

Programme : Transport—Roads

Controlling Officer :            Director of Highways

Bureau Secretary :            Secretary for Transport

Question : What will be the total length of the noise abatement facilities including the noise barriers and the noise reducing road surface (please list separately) for the existing and newly-built roads in the past three years and in the coming year? Which newly-built roads and roads requiring maintenance will be installed with additional noise abatement facilities (please state the location)?

Asked by : Hon WONG Yung-kan

Reply : Total lengths of noise abatement facilities provided in the past 3 years and the coming year are as follows -

Year	97-98 (metres)	98-99 (metres)	99-00 (metres)	00-01 (metres)
Lane length of low noise road surface completed	139,733	240,859	113,727	146,190
Length of noise barrier	1,528	6,159	1,476	5,757

The exceptionally high figures in 98-99 are a result of the completion of noise reducing works for major projects including Route 3 - Country Park Section, Ting Kau Bridge and Lung Cheung Road and Ching Cheung Road improvement within that financial year.

We will provide low noise road surface for the following roads in the coming year -

- Island Eastern Corridor
- West Kowloon Corridor
- Kwai Chung Road outside Mei Foo Sun Chuen
- High speed roads in N.T. east area
- High speed roads in N.T. west area
- Tsing Tsuen Road
- Tsing Ma Control Area



Examination of draft Estimates of Expenditure 2000-01**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (3) District Traffic and Transport Services

Controlling Officer :      Commissioner for Transport

Policy Secretary :      Secretary for Transport

Question :                      (a) Please advise the detailed plan for rationalization of bus routes in 2000 and the associated saving in resources.

    (b) What is the Government's criteria to assess the effectiveness of the bus stop rearrangement schemes?

Asked by :                      The Hon CHAN Kam-lam

Reply :                              (a) We plan to implement 21 bus route rationalization packages in 2000. They involve cancellation, re-routeing and truncation of services to better match passenger demand. These rationalisation proposals include :

- 9 packages for cancellation of services recording low patronage;
- 1 package for re-routeing of service;
- 1 package for conversion to peak-only service;
- 1 package for truncation of service;
- 1 package for replacement of bus route by green minibus service; and
- 8 packages for adjustment of service frequency.

The rationalisation measures will enhance the efficient use of bus resources but they will have no resource implication on the Government.

- (b) The effectiveness of the bus stop rearrangement schemes is assessed normally by the savings in bus journey time which is a reflection of bus efficiency and improvement to the road traffic condition. Since early 1999, we have implemented a series of bus stop rationalization schemes in Central, Wan Chai, North Point, Kwun Tong Road, Nathan Road, Tsuen Wan, Tai Po and Yuen Long town centres. It was observed that there were 3-4 minutes savings in bus journey time for each of the schemes on Hong Kong Island. For the scheme on Nathan Road implemented in early March 2000, savings in bus journey time observed were 6-7 minutes. Such schemes therefore are effective in enhancing bus efficiency and improving the road traffic condition.

Signature \_\_\_\_\_

Name in block letters ROBERT FOOTMAN

Post title Commissioner for Transport

Date March 2000

Bureau Serial No.

TB087

Question Serial No.

1243

Examination of draft Estimates of Expenditure 2000-01

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY WRITTEN QUESTION**

Head : 186 Transport Department      Subhead (No. & title) : -

Programme :                      (1) Planning and Development

Controlling Officer :      Commissioner for Transport

Policy Secretary :              Secretary for Transport

Question :                      What is the progress on expanding the Red Light Camera and Speed Enforcement Camera Systems? How many number of such systems will be installed in this year and how much is the cost?

Asked by :                      The Hon CHAN Kam-lam

Reply :                              The tender documents for both the Red Light Camera (RLC) and the Speed Enforcement Camera (SEC) Systems expansion projects are now under preparation. Under these projects, 60 additional RLC and 60 additional SEC sites will be covered. The projects are scheduled to commence in July 2000 for completion in mid 2002. The projects will be completed in stages with the first stage completed in April 2001. The total estimated project cost of the RLC and SEC Systems are \$16m and \$25m respectively.

Signature \_\_\_\_\_

Name in block letters      ROBERT FOOTMAN

Post title      Commissioner for Transport

Date \_\_\_\_\_

Bureau Serial No.

TB090

Question Serial No.

1262

Examination of draft Estimates of Expenditure 2000-2001

**CONTROLLING OFFICER'S REPLY TO  
WRITTEN/SUPPLEMENTARY QUESTION**

Head 60—Highways Department Subhead(No. & title) : 700

Programme : (4) Technical Services

Controlling Officer : Director of Highways

Policy Secretary : Secretary for Transport

Question : In prior years, responses to questions regarding expenditures on consultants and outside contractors have resulted in vague responses such as :

“while we do not anticipate any immediate savings through contracting out services, the employment of contractors permits greater flexibility in varying the number of staff employed on the various types of services according to demand. We anticipate that this will result in savings in costs in the longer term, though it is difficult to quantify these savings.” (11 March 1999 response by the Director of Lands to question on consultants and contractors, Bureau Serial Number PEL 173).

This year, there has been \$5,300,000 included in the approved commitments and estimated 1999-2000 expenditures for various consultations by just Highways Department alone.

In light of the stated difficulty in quantifying savings through contracting out services, what criteria are established to ensure that the government and taxpayers are getting value for money?

<u>Subhead (Code)</u>	<u>Item (Code)</u>	<u>Approved commitment</u>
		\$'000
700	515	2,500
	518	2,800
		<hr/>
		5,300

Asked by : Hon. Christine LOH



