

**Implementation status of policy recommendations under
the Third Comprehensive Transport Study (CTS3)**

Recommendations	Implementation status
<p>(1) Integration of land use, transport and environmental planning</p>	<p>Regarding urban development and transport planning, we adopt an integrated approach by considering land use, transport and environment. Integrated planning of transport and urban development has been the Government's established policy, particularly for the planning of land use along railway lines. In general, we take railway stations as cores and site those facilities or developments with high traffic demand within walking distance or reach of short feeder services from the railway stations. This addresses the traffic demand and reduces road traffic.</p>
<p>(2) According priority to railways</p> <p>(A) To develop the concept that railway should form the backbone of the future passenger transport network, with development of rail stations to synchronise with land use development; and</p> <p>(B) To provide the railway corridor travel demand for further examination by the second railway development study.</p>	<p>The Government adopts the policy of using railways as the backbone of the passenger transport system. Based on the findings of the Second Railway Development Study, the Government announced the Railway Development Strategy 2000 in May 2000 to plan for the further expansion of Hong Kong's railway network up to 2016.</p> <p>In 2011, railway patronage accounted for about 38% of the local public transport services. We are now taking forward five new railway projects (i.e. the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section), West Island line, South Island line (East), Kwun Tong Line Extension</p>

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	and Shatin to Central Link) for progressive completion between 2014 and 2020.
<p>(3) Co-ordination and enhancement of public transport services</p> <p>(A) To set up a network of high standard public transport interchanges;</p> <p>(B) To develop a public transport passenger information system;</p> <p>(C) To expand the existing fare collection integration schemes; and</p> <p>(D) To provide for park-and-ride and kiss-and-ride activities as far as practicable.</p>	<p>With the railways forming the backbone of the passenger transport system, the Administration coordinates and oversees various public transport services to enhance the efficiency of the overall transport network, maintain reasonable fares, relieve traffic congestion and minimise environmental problems.</p> <p>Upon the completion of CTS3, the Administration has completed a number of public transport interchanges (PTI), such as Tsuen Wan West Station PTI, Ping Shek PTI and Hang Hau Station PTI. We will in the future make plans for PTIs at strategic railway stations.</p> <p>Besides the “Hong Kong eTransport”, individual public transport operators also provide information about travelling by public transport modes through their websites and smartphone applications.</p> <p>The Octopus card, being one of the common payment systems, has been extended to cover major public transport modes (including MTR, franchised bus, public light bus, tram and ferry).</p> <p>The Government will continue to promote the Park-and-Ride Scheme to encourage people residing in relatively remote areas to drive to railway stations for interchanging</p>

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	<p>with railways for the onward trips to the urban areas. Such stations include those in the vicinity of the portals of harbour crossings, i.e. Hong Kong Station, Kowloon Station and Hung Hom Station. At present, there are seven car parks that provide Park-and-Ride service in Hong Kong.</p>
<p>(4) Provision of transport infrastructure in a more timely fashion</p> <p>(A) To develop a review system to reassess the need, timing, scope and priorities of strategic highway projects before implementation, and, if confirmed, to ensure their timely implementation; and</p> <p>(B) To pursue early conduct of the feasibility, investigation and possibly preliminary design studies for the infrastructure projects recommended in CTS-3.</p>	<p>Under the review mechanism of the public works programme, we conduct strategic assessments and update the forecasts of traffic demand by using the transport model and the latest planning data in order to review the need, the scope and implementation timetable of major highway projects every year.</p> <p>Since 2000, we have completed successively major road projects, including Hong Kong-Shenzhen Western Corridor, Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Stonecutters Bridge, to cope with the increasing local and cross-boundary traffic demand. The Central-Wanchai Bypass now under construction will help improve the traffic condition along the north shore of Hong Kong Island and in the vicinity of the Cross Harbour Tunnel portal on the Hong Kong side. The works are expected to be completed in 2017. At the same time, we are carrying out construction of the Hong</p>

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	Kong-Zhuhai-Macao Bridge and taking forward the works at the associated road network, such as Tuen Mun to Chek Lap Kok Link.
<p>(5) Traffic management and application of new technologies</p> <p>(A) To continue monitoring the growth in the vehicle fleet, and the resultant increase in highway traffic, and to act if economic growth picks up and problems start to manifest;</p> <p>(B) To implement parking restraint selectively on individual merits; and</p> <p>(C) To investigate the feasibility of various cost-effective intelligent transport system applications in Hong Kong.</p>	<p>We have been closely monitoring the growth of the number of vehicles and taking appropriate measures, such as adjustment of the First Registration Tax in 2003 and 2011, to suppress the increasing trend.</p> <p>In response to the development of individual districts, we implement appropriate traffic management measures, such as parking control, restricted access of heavy vehicles and designated bus-only lanes, in order to relieve local traffic congestion.</p> <p>Tapping into the advancement of information technology, the Transport Department has launched various intelligent transport system applications, such as the Hong Kong eTransport, Driving Route Search Service and Road Traffic Information Service. Through internet website services and smartphone applications, members of the public are provided with information about travelling by public transport modes, driving routes and real-time traffic conditions through</p>

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	<p>Internet and mobile applications. Closed-circuit Televisions, Journey Time Indication System, Speed Map Panels as well as Traffic Control and Surveillance Systems are installed on major roads to inform the public of the road traffic conditions as earliest as possible.</p> <p>The Transport Department is developing a Traffic and Incident Management System to enhance, through the use of advanced technology, the efficiency and effectiveness in managing traffic and transport incidents, and in disseminating traffic and transport information to the public.</p>
<p>(6) Planning for Pedestrians</p> <p>(A) To strengthen existing planning guidelines to develop the concept of planning around pedestrians in new areas and redevelopments;</p> <p>(B) To enhance the pedestrian mode in developed areas; and</p>	<p>In Hong Kong, there are now 7 full-time and 31 part-time pedestrian schemes and over 40 traffic calming schemes, providing a safe environment for walking.</p> <p>Also, we develop suitable pedestrian crossings to cater for the needs of the area concerned and local residents, including footbridge and subway networks, so as to provide the most favourable walking environment. To enhance pedestrian safety, promote walking as a transport mode and improve the overall walking environment, the Transport Department has implemented pedestrian improvement schemes in Causeway Bay, Mong Kok, Tsim Sha Tsui, Central, Wanchai, Sham Shui Po, Jordan, Stanley, the Peak, North Point, Sheung Shui and Yuen Long. They</p>

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<p>(C) To plan and provide cycleways in new towns and rural areas, where appropriate and possible.</p>	<p>are generally welcomed by the public.</p> <p>If circumstances permit, we will provide cycle tracks and ancillary facilities so that the public may ride safely for leisure or travel. We are developing a 105km long cycle track network in the New Territories, including the main section between Ma On Shan in the east and Yuen Long/Tuen Mun in the west via Sha Tin, Tai Po, Fanling and Sheung Shui, and the main section from Tsuen Wan to Tuen Mun.</p>
<p>(7) Environmental Improvement Measures</p> <p>- To proceed with the following proposed improvement measures:</p> <p>(A) Improvement of vehicle emission standards to Euro III;</p> <p>(B) Use of Liquefied Petroleum Gas (LPG) for taxis; and</p>	<p>Starting from June 2012, the Government has required all newly registered vehicles to comply with the Euro V emission standard.</p> <p>The revised emission standard for a tighter control over diesel vehicles has become effective from 1 May 2008, with the previous 60 Hartridge Smoke Units (HSU) tightening to 50 HSU. The statutory requirement for mandatory use of Euro V diesel has taken effect from 1 July 2010.</p> <p>At present, almost all taxis and 66% public light buses are fuelled by LPG. There are total 61 LPG filling stations in various districts.</p>

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<p>(C) Improvement of emission standards for new motorcycles.</p> <p>- To consider other possible improvement measures for further feasibility study, including :</p> <p>(A) Expanded river trade terminal operation;</p> <p>(B) Freight rail;</p>	<p>Since the provision of a one-off grant to incentivise taxi owners to replace their diesel vehicles with LPG ones, there were very few diesel taxis imported for registration in Hong Kong. The legislation to prohibit the import of diesel taxis into Hong Kong has been effective since 1 August 2001.</p> <p>Starting from January 2007, all newly registered motorcycles are subject to tighter control under Euro III emission standard.</p> <p>The Administration has taken the recommendation into consideration but is of the view that the expansion of river trade terminal operation is not necessary for the time being, given that the river trade terminal can generally meet the demand. Notwithstanding, the situation will be monitored and reviewed from time to time.</p> <p>The Government has taken the recommendation into consideration but is of the view that further development of the Port Rail Line is not suitable given the continuous decrease in rail freight volume. The Mass Transit Railway Corporation Limited ceased the rail freight service in 2010.</p>

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(C) Alternative fuels;	<p>Many types of vehicles, such as environment-friendly petrol cars, electric cars, LPG taxis and public light buses, have switched to alternative fuels. The Government will also fund the trial use of hybrid and electric buses by franchised bus companies.</p> <p>Also, the Government promotes the switch from diesel to LPG or electricity and implements the following measures:</p> <ul style="list-style-type: none"> (i) replacing diesel taxis with LPG ones; (ii) providing LPG filling stations; (iii) launching LPG/electric light bus subsidy schemes; and (iv) replacing pre-Euro, Euro I and Euro II diesel commercial vehicles.
(D) Tailpipe emission reduction measures;	<p>Emission reduction measures already in place include:</p> <ul style="list-style-type: none"> (i) subsidising taxi and light bus owners to replace their diesel vehicles with LPG ones, and requiring by law in 2001 that all newly registered taxis shall use LPG or petrol. At present, almost all taxis, 66% public light buses and 24% private light buses are fuelled by LPG; (ii) subsidising pre-Euro diesel commercial vehicles to be retrofitted with particulate reduction devices, and requiring by law in 2003 that the installation of such devices shall be one of the pre-requisites for licence renewal; (iii) providing in 2007 and 2010 one-off grants to incentivise pre-Euro, Euro I

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	<p>and Euro II diesel commercial vehicle owners to replace their vehicles with new ones which comply with the prevailing emission standards for first registration;</p> <p>(iv) implementing the most stringent standards for motor fuel and vehicle emission as far as practicable. The latest measures are:</p> <ul style="list-style-type: none"> - Euro V standards for motor diesel and unleaded petrol have been in force since July 2010; - starting from June 2012, newly registered vehicles have to comply with the Euro V vehicle emission standard; <p>(v) launching tax incentive schemes in 2007 and 2008 for environmentally-friendly petrol private cars and commercial vehicles seeking first registration to encourage the use of greener vehicles;</p> <p>(vi) setting up the \$300 million Pilot Green Transport Fund in March 2011 to encourage the trade to introduce greener and more innovative transport technologies, and to use low-emission and energy-efficient transport;</p> <p>(vii) conducting a trial with franchised bus companies on retrofitting Euro II and III franchised buses with selective catalytic reduction devices to reduce the emissions of nitrogen oxides;</p> <p>(viii) including in the three new bus franchises granted in April 2012 a requirement that the franchisees have to acquire the most environment-</p>

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<p>(E) More stringent noise emission standards;</p> <p>(F) Engine encapsulation;</p> <p>(G) Low noise road surface;</p> <p>(H) Retrofitting existing roads (e.g. noise barriers); and</p> <p>(I) Alternative vehicle types such as fuel-efficient vehicles.</p>	<p>friendly buses that meet the operational needs in the market when procuring new buses; and</p> <p>(ix) implementing since December 2011 the Motor Vehicle Idling (Fixed Penalty) Ordinance.</p> <p>Standards were revised in 2002 to tighten the control on vehicle noise emission.</p> <p>Studies indicate that engine encapsulation is not very effective in reducing vehicle noise. Improvement will be sought subject to future technological advancement.</p> <p>The Administration has paved 59 local road sections with low noise surfacing materials.</p> <p>The Administration has decided to install noise barriers at 17 road sections, with 8 of them completed.</p> <p>As mentioned above, other vehicle types such as environment-friendly petrol taxis and electric cars are successively introduced. The Government will fund the trial use of hybrid buses and electric buses by franchised bus companies.</p>