

Head 186 — TRANSPORT DEPARTMENT

Controlling officer: the Commissioner for Transport will account for expenditure under this Head.

Estimate 2001–02	\$922.0m
Establishment ceiling 2001–02 (notional annual mid-point salary value) representing an estimated 1 337 non-directorate posts at 31 March 2001 rising by 12 posts to 1 349 posts at 31 March 2002.....	\$424.2m
In addition there will be an estimated 27 directorate posts at 31 March 2001 rising by three posts to 30 posts at 31 March 2002.	
Capital Account commitment balance	\$90.8m

Controlling Officer's Report

Programmes

Programme (1) Planning and Development	These programmes contribute to Policy Area 21: Transport (Secretary for Transport).
Programme (2) Licensing of Vehicles and Drivers	
Programme (3) District Traffic and Transport Services	
Programme (4) Management of Transport Services	
Programme (5) Transport Services for People with Disabilities	This programme contributes to Policy Area 14: Social Welfare (Secretary for Health and Welfare).

Detail

Programme (1): Planning and Development

	1999–2000 (Actual)	2000–01 (Approved)	2000–01 (Revised)	2001–02 (Estimate)
Financial provision (\$m)	232.0	193.7 (–16.5%)	191.8 (–1.0%)	184.0 (–4.1%)

Aim

2 The aim is to assist in the formulation of transport policies and infrastructure development programmes for safe and efficient passenger and goods movements and to implement Government's policy on public transport development, franchising and regulation, all of which will contribute towards the sustainable development for Hong Kong.

Brief Description

3 The Traffic and Transport Survey Division and the Transport Planning Division conduct traffic and transport surveys and studies for forward planning purposes. These studies form the basis for formulating transport policies and strategies and for developing transport infrastructure, public transport development programmes and measures to deal with traffic congestion.

4 The Traffic Control Division, the Intelligent Transport Division and the Road Safety and Standards Division are responsible for evaluating and introducing new transport technology to Hong Kong to improve the efficiency, cost-effectiveness and safety standard of the road network and driving behaviour.

5 The regional Traffic Engineering Divisions conduct traffic impact studies for housing developments and scrutinise building development proposals. The objective is to ensure adequate and timely traffic related provisions within building developments and to formulate traffic management schemes and improvements in transport infrastructure to cope with traffic generated by these developments.

6 The Priority Railway Division and the Strategic Roads Division are responsible for planning traffic and transport infrastructures and services in connection with new railways and strategic highway projects and port development related projects.

7 The Bus and Railway Development Branch is responsible for the planning and development of franchised bus and tram services, and the development of policy on non-franchised bus services. This is done by scrutinising operators' service development applications and programmes, processing applications for fare increases, planning for franchised bus depots, conducting network reviews and tenders, and conducting studies on specific issues. The Transport Operations Divisions are responsible for the planning and development and regulating of public light buses through reviews, route planning and regular meetings with trade representatives. The Bus and Railway Development Branch is also responsible for monitoring the mass transit railway services after the privatisation of the MTR Corporation Limited (MTRCL).

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8 The Ferry and Paratransit Branch is responsible for the planning and development of ferry and taxi services, as well as special transport services for people with disabilities. This is done by conducting mode-specific policy reviews and studies, planning and scrutinising operators' service development programmes, processing applications for fare increases and conducting regular meetings with trade representatives. It also tenders out ferry licences and processes licence renewal applications as well as the grant and extension of ferry franchises.

9 The overall performance in 2000 as reflected by the key indicators was generally satisfactory.

10 The key performance measures in respect of planning and development are:

Indicators

	1999 (Actual)	2000 (Actual)	2001 (Estimate)
conduct feasibility study on Electronic Road Pricing (% completed).....	95	100	N.A. §
process public transport forward planning programmes	7	7	7
grant new or extension of licences for ferry services	115	95	93
review the basis for considering bus fare adjustments (% completed).....	80	100	N.A. §
conduct studies on the co-ordination of other public transport services with new railways (% completed).....	45	90	100
introduce schemes of bus-bus interchange.....	N.A. §	6	4
process client project briefs/preliminary project feasibility study reports for inclusion of transport infrastructure projects in Public Works Programme	49	17	23
no. of traffic impact assessments conducted specifically for housing developments	11	3	9
conduct feasibility study on Transport Information System (% completed).....	80	100	N.A. §
conduct feasibility study on trolley bus operations in Hong Kong (% completed).....	N.A. §	90	100
conduct Second Parking Demand Study (% completed).....	N.A. §	45	100
implement the Transport Information System (% completed)..	N.A. §	N.A. §	25
implement the Traffic Management and Information Centre (% completed).....	N.A. §	N.A. §	5

§ Not applicable

Matters Requiring Special Attention in 2001-02

11 During 2001-02, the department will:

- implement new bus-bus interchange schemes at suitable locations in conjunction with franchised bus operators;
- consider measures to further improve the quality and efficiency of public bus services through rationalisation and interchange schemes;
- provide timely traffic and transport input for the planning and implementation of new railways and strategic highway projects;
- develop the Transport Information System;
- commence the detailed design of the Traffic Management and Information Centre;
- formulate a strategy for implementing intelligent transport systems;
- facilitate a trial scheme of public light buses using liquefied petroleum gas (LPG) or other cleaner fuels;
- facilitate the conversion of diesel taxis to LPG taxis as soon as possible;
- develop training programmes and review entry requirements of taxi drivers to improve the quality of taxi services;
- encourage franchised bus companies and ferry operators to provide better passenger service through the application of information technology;
- ensure smooth implementation of the regulatory framework for the MTRCL after privatisation; and
- oversee improvements to the environmental performance of franchised buses, including switching from the use of ordinary diesel to ultra low sulphur diesel.

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Programme (2): Licensing of Vehicles and Drivers

	1999-2000 (Actual)	2000-01 (Approved)	2000-01 (Revised)	2001-02 (Estimate)
Financial provision (\$m)	191.9	189.0 (-1.5%)	190.3 (+0.7%)	201.7 (+6.0%)

Aim

12 The aim is to promote road safety through the efficient regulation of vehicles and drivers.

Brief Description

13 The Licensing Division arranges written and road tests for drivers. Services relating to the registration of vehicles, issue and renewal of vehicle and driver licences, transfer of vehicle ownership and other miscellaneous licences are provided in the four licensing offices located in Queensway, Cheung Sha Wan, Kwun Tong and Sha Tin. The Licensing Division also administers the Driving Offence Points System and institutes prosecution action in conjunction with the Prosecutions Unit.

14 The Vehicle Examination Division inspects the road worthiness and emission condition of vehicles through government-operated vehicle examination centres, supervises the performance of the contractor who manages the New Kowloon Bay Vehicle Examination Centre, regulates the operation of designated private car testing centres and monitors the bus maintenance of franchised bus companies.

15 The overall performance in 2000 as reflected by the key indicators was generally satisfactory.

16 The key performance measures in respect of licensing of vehicles and drivers are:

Targets

	Target	1999 (Actual)	2000 (Actual)	2001 (Plan)
average waiting time for driving test candidates (days).....	85	65	65	63
average waiting time for issue/renewal of driver/vehicle licence (minutes):				
non-peak hours	40	40	40	40
peak hours.....	75	75	75	75
average waiting time for vehicle inspection at government centres (working days).....	5	2.5	3.5	3.5

Indicators

	1999 (Actual)	2000 (Actual)	2001 (Estimate)
arrange written tests for:			
private car drivers	55 357	53 572	53 600
taxi drivers	11 505	10 583	10 600
arrange road tests for:			
private car drivers	42 403	40 761	40 800
other drivers	111 748	114 443	114 500
vehicle licence transactions	1 460 000	1 549 000	1 549 000
driver licence transactions.....	1 130 000	965 000	890 100
issue summonses for driving offence points disqualification ..	5 103	2 880	3 300
vehicles inspected at government centres:			
public service vehicles	46 357	48 288	48 000
light goods vehicles (exceeding 1.9 tonnes Gross Vehicle Weight (GVW)).....	77 054	74 059	75 000
medium and heavy goods vehicles	47 773	49 685	50 000
private cars and light goods vehicles (not exceeding 1.9 tonnes GVW) inspected at designated centres.....	134 791	151 610	144 000
daily spot checks on franchised buses in service	13	14	14
monitor retrofitting of pre-Euro franchised buses with diesel catalysts (% completed).....	N.A.§	80	100

§ Not applicable

Matters Requiring Special Attention in 2001-02

17 During 2001-02, the department will:

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- continue to provide an efficient and courteous licensing service to meet its performance pledges;
- introduce a driver improvement scheme;
- study the replacement of the Vehicles and Drivers Licensing Integrated Data System (VALID) III to enhance licensing services;
- review the provision of driving instructor licence and amend legislation to provide for a new system for the issue of such licence;
- continue monitoring of bus maintenance by franchised bus companies;
- encourage franchised bus companies to retrofit their buses with emission reduction devices and monitor the progress of the works;
- extend emission tests progressively to all commercial vehicles;
- install two chassis dynamometers in the Kowloon Bay Vehicle Examination Centre and To Kwa Wan Vehicle Examination Centre; and
- study the introduction of vehicle type approval regulation.

Programme (3): District Traffic and Transport Services

	1999–2000 (Actual)	2000–01 (Approved)	2000–01 (Revised)	2001–02 (Estimate)
Financial provision (\$m)	311.5	338.0 (+8.5%)	343.3 (+1.6%)	362.0 (+5.4%)

Aim

18 The aim is to enable safe and orderly movement of pedestrians and road traffic and provision of efficient and effective public transport services by planning and implementing traffic management, road improvement and pedestrian schemes, installing and operating traffic control and surveillance systems, monitoring and regulating public transport operations, formulation and implementation of road safety strategies and measures, and maintaining regular dialogues with District Councils and other public bodies.

Brief Description

19 The department operates two regional offices which deal with traffic and transport matters at the local level. Each office consists of a number of Transport Operations (TO) and Traffic Engineering (TE) Divisions which serve their respective districts and attend District Councils and their traffic and transport committees.

20 The regional TO Divisions regulate and monitor the daily operation of public transport services including buses, ferries, trams, residents' bus services, minibuses and taxis. They also plan new green minibus services. They maintain close liaison with operators. Regular co-ordination meetings are held with the MTRCL and Kowloon-Canton Railway Corporation. Close contact is maintained with the corporations during breakdowns and emergencies requiring strengthening of other public transport services.

21 The regional TE Divisions design and implement traffic management schemes to ensure efficient use of limited road space and to facilitate road or utilities works. They also plan and implement pedestrian schemes and road safety measures.

22 The Traffic Control Division plans, implements, operates and maintains traffic control systems for road junctions and traffic surveillance and control systems for the Tsing Ma Control Area (TMCA). The Road Safety and Standards Division promotes road safety through formulation of road safety strategies, accident investigations and education and publicity campaigns.

23 The overall performance in 2000 as reflected by the key indicators was generally satisfactory.

24 The key performance measures in respect of district traffic and transport services are:

Targets

	Target	1999 (Actual)	2000 (Actual)	2001 (Plan)
maintain average vehicular speed (km/hr)				
for:				
Urban	22	25	25	25
New Territories	34	44	43	43
maintain serviceability of Area Traffic Control (ATC) systems:				
central computer system (%).....	99.5	99.8	99.9	99.5
on-street signal controllers (%)	99.5	99.9	99.9	99.5

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Indicators

	1999 (Actual)	2000 (Actual)	2001 (Estimate)
replace traffic control and surveillance system in Airport Tunnel (% completed).....	75	95	100
replace traffic control and surveillance system in Aberdeen Tunnel (% completed).....	20	50	70
implement Tai Po and North District ATC and Closed Circuit Television (CCTV) system (% completed).....	N.A.§	N.A.§	10
process bus route rationalisation packages	24	21	30
implement franchised service route development programme items for buses	193	168	204
introduce new green minibus service routes	15	9	9
signalised road junctions (cumulative).....	1 480	1 531	1 538
junctions with red light camera systems installed (cumulative).....	50	51	66
locations with speed enforcement camera systems installed (cumulative).....	10	10	12
no. of CCTV cameras (cumulative).....	272	272	313
no. of accidents per million vehicle-km.....	1.23	1.33	1.33
no. of accident blacksites investigated	120	146	150
no. of accident sites with common contributory factors investigated	90	90	90
no. of area study for accidents	1	2	2
initiate and participate in road safety publicity projects.....	11	12	12
plan road safety remedial measures (no. of sites).....	103	129	125
improvement items including route modification, construction of shelters, provision/relocation of bus stops/stands for:			
franchised operators.....	2 108	1 842	1 830
non-franchised operators	1 657	1 540	1 500
no. of pedestrian streets implemented.....	N.A.§	8	15

§ Not applicable

Matters Requiring Special Attention in 2001–02

25 During 2001–02, the department will:

- continue to install red light camera and speed enforcement camera systems;
- continue to implement public transport priority and traffic management measures to optimise road use;
- continue to rationalise bus services and re-organise bus stops to improve traffic flow;
- carry out a preliminary study on the development of a pedestrian walkway system linking Wan Chai and Admiralty;
- commence tendering and construction of the ATC and CCTV system for Tai Po and North District;
- ensure the efficient operation of cross boundary traffic and transport facilities;
- implement additional traffic management proposals to ease traffic congestion in Central Business District;
- adjust bus services according to demand in order to reduce unnecessary bus trips in Central Business District;
- complete the initial phases of pedestrian schemes in Causeway Bay, Tsim Sha Tsui and Mong Kok; and
- plan and develop pedestrian schemes in Central, Wan Chai, Jordan and Sham Shui Po.

Programme (4): Management of Transport Services

	1999–2000 (Actual)	2000–01 (Approved)	2000–01 (Revised)	2001–02 (Estimate)
Financial provision (\$m)	68.9	125.3 (+81.9%)	120.1 (–4.2%)	141.7 (+18.0%)

Aim

26 The aim is to ensure the efficient management of transport infrastructures and services in respect of government and private tunnels, bridges, parking meters, government multi-storey carparks, public transport interchanges, the Central Mid-Levels Escalator System, the Austin Road Cross Boundary Coach Terminus and the TMCA.

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Brief Description

27 The department is responsible for the overall control of the operation and maintenance of six government tunnels, including the Cross-Harbour Tunnel which was reverted to the Government on 1 September 1999, 13 government owned multi-storey public carparks and about 16 000 on-street parking meters. These tasks are undertaken by contractors under management contracts. The Tunnels and Parking Section continues to oversee these contracts and monitor the performance of the contractors.

28 The Business Management Section handles the tendering of contracts to be awarded and processes the re-tendering of contracts due to expire.

29 The Tsing Ma and Operational Planning Section monitors the management, operation and maintenance of the TMCA. It provides inputs on strategic road network, toll road, bridge and tunnel planning and operations as well as for the drafting of legislation for these new projects.

30 The overall performance in 2000 as reflected by the key indicators was generally satisfactory.

31 The key performance measures in respect of the management of transport services are:

Targets

	Target	1999 (Actual)	2000 (Actual)	2001 (Plan)
attending to traffic accidents and vehicle breakdown inside government tunnel areas within two minutes (% of all cases).....	95	99	99	95
carbon monoxide concentration inside government tunnels below 70 ppm at all times (% of all readings).....	100	100	100	100
visibility inside government tunnels within EPD standard at all times (% of all readings).....	100	100	100	100
attending to traffic accidents and vehicle breakdown on the Lantau Link within six minutes (% of all cases).....	95	99	99	95

Indicators

	1999 (Actual)	2000 (Actual)	2001 (Estimate)
defective parking meters repaired within 60 minutes upon report (% of cases).....	99	99	99
trial scheme on use of electronic money for electronic parking meters (% completed).....	20	70	100
award management contracts for Airport/Lion Rock and Shing Mun/Tseung Kwan O Tunnels (% completed).....	70	100	N.A. §
award management contracts for 13 multi-storey carparks (% completed).....	N.A. §	70	100
award management contract for TMCA (% completed).....	N.A. §	80	100
award management contract for public transport termini serving the Kowloon and Olympic Stations of the MTR Tung Chung Line (% completed).....	N.A. §	50	100
award management contract for parking meters (% completed).....	N.A. §	40	100
award management contract for the Central Mid-Levels Escalator system (% completed).....	N.A. §	20	100
award management contract for Austin Road Cross Boundary Coach Terminus (% completed).....	N.A. §	N.A. §	20
award management contract for the Aberdeen Tunnel (% completed).....	N.A. §	N.A. §	20
award management contract for the Cross-Harbour Tunnel (% completed).....	N.A. §	10	100

§ Not applicable

Matters Requiring Special Attention in 2001-02

32 During 2001-02, the department will:

- complete the trial scheme on the use of electronic smart cards to pay parking meter fees;

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- install electronic parking meters at heavily utilised parking spaces and extend charging to Sunday and public holidays to manage their utilisation;
- plan for and implement the renewal or upgrading of the systems and equipment in government tunnels;
- improve the management of public transport interchanges; and
- upgrade the ventilation plants with a view to improving the air quality in covered public transport interchanges.

Programme (5): Transport Services for People with Disabilities

	1999–2000 (Actual)	2000–01 (Approved)	2000–01 (Revised)	2001–02 (Estimate)
Financial provision (\$m)	31.8	30.5 (–4.1%)	30.2 (–1.0%)	32.6 (+7.9%)

Aim

33 The aim is to ensure the efficient management and operation of rebus services and improve access to public transport for people with disabilities.

Brief Description

34 The Ferry and Paratransit Branch handles and monitors the subvention for the Hong Kong Society for Rehabilitation on the provision of rebus services, and co-ordinates schemes to improve access to public transport for people with disabilities.

35 The overall performance in 2000 as reflected by the key indicators was generally satisfactory.

36 The key performance measures in respect of transport services for people with disabilities are:

Indicators

	1999 (Actual)	2000 (Actual)	2001 (Estimate)
no. of vehicles for:			
rebus scheduled routes	55	55	57
rebus full-day dial-a-ride services	18	18	19
passenger trips for:			
rebus scheduled routes	184 900	223 452	230 204
rebus dial-a-ride services	229 800	254 369	262 561
no. of schemes co-ordinated to improve access to public transport for people with disabilities	11	7	9
no. of people with disabilities waiting for scheduled route services	23	36	26

Matters Requiring Special Attention in 2001–02

37 During 2001–02, the department will:

- complete construction of a new rebus depot in Tuen Mun and expand the existing Kowloon Bay Depot; and
- procure one additional rebus to improve the dial-a-ride services.

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ANALYSIS OF FINANCIAL PROVISION

Programme	1999-2000 (Actual) (\$m)	2000-01 (Approved) (\$m)	2000-01 (Revised) (\$m)	2001-02 (Estimate) (\$m)
(1) Planning and Development	232.0	193.7	191.8	184.0
(2) Licensing of Vehicles and Drivers	191.9	189.0	190.3	201.7
(3) District Traffic and Transport Services	311.5	338.0	343.3	362.0
(4) Management of Transport Services	68.9	125.3	120.1	141.7
(5) Transport Services for People with Disabilities	31.8	30.5	30.2	32.6
	836.1	876.5 (+4.8%)	875.7 (-0.1%)	922.0 (+5.3%)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2001-02 is \$7.8 million (4.1%) lower than the revised estimate for 2000-01. This is mainly due to the reduced requirement for non-recurrent items for planning and development work in 2001-02, partly offset by the creation of three posts for delivering initiatives under the railway development strategies and one post for the regulation and management of railway services.

Programme (2)

Provision for 2001-02 is \$11.4 million (6.0%) higher than the revised estimate for 2000-01. This is mainly due to the additional provision for non-recurrent items in 2001-02 for carrying out the enhanced vehicle smoke tests and creation of four posts for developing strategies for reducing vehicle emission.

Programme (3)

Provision for 2001-02 is \$18.7 million (5.4%) higher than the revised estimate for 2000-01. This is mainly due to the additional provision for non-recurrent items for district traffic and transport work in 2001-02, the full-year provision for posts created and filled in 2000-01 and the creation of seven posts for pedestrian schemes in 2001-02.

Programme (4)

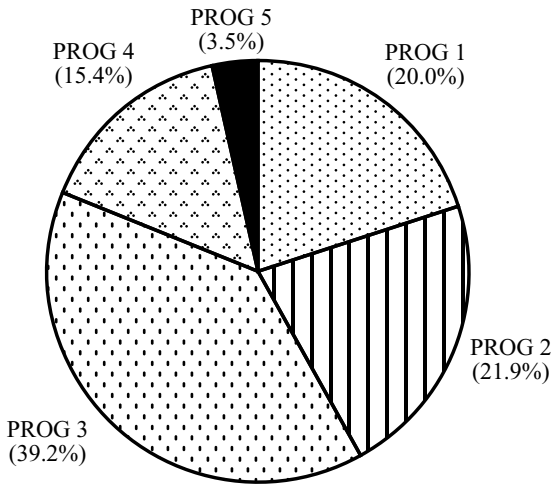
Provision for 2001-02 is \$21.6 million (18.0%) higher than the revised estimate for 2000-01. This is mainly due to the additional provision for contracting out the management of public transport interchanges and the towing and recovery services for North Lantau Highway.

Programme (5)

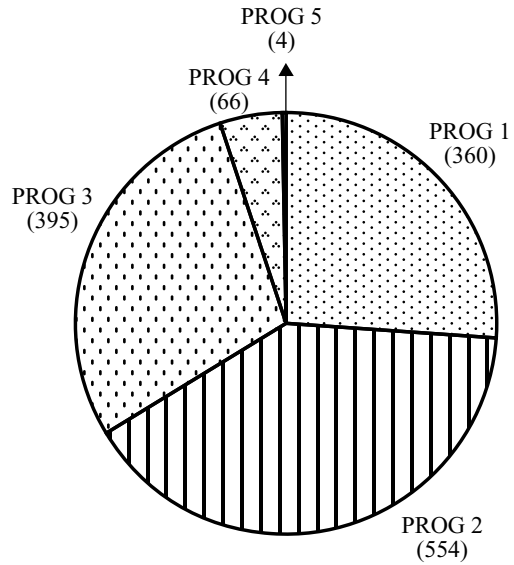
Provision for 2001-02 is \$2.4 million (7.9%) higher than the revised estimate for 2000-01. This is mainly due to the additional provision for the replacement of rehabuses and further expansion of rebus service in 2001-02.

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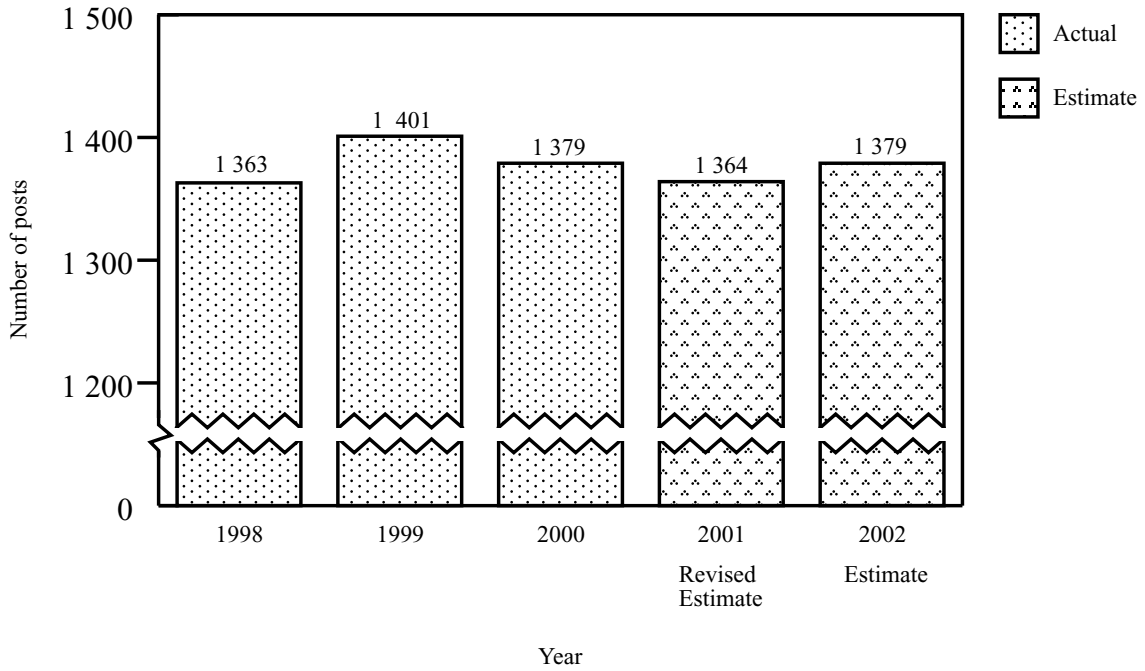
Allocation of provision to programmes (2001-02)



Staff by programme (as at 31 March 2002)



Changes in the size of the establishment (as at 31 March)



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Sub-head (Code)	Actual expenditure 1999–2000	Approved estimate 2000–01	Revised estimate 2000–01	Estimate 2001–02
	\$ '000	\$ '000	\$ '000	\$'000
Recurrent Account				
000	Operational expenses	—	—	844,859
	Salaries	495,806	500,321	507,562
	Allowances	12,312	15,882	11,882
	Job-related allowances	411	414	414
	Light and power	2,401	2,450	2,820
	Contract maintenance	45,974	52,100	51,009
	Workshop services	153,825	157,068	151,000
	General departmental expenses	41,008	43,619	53,317
	Payment to the Cross-Harbour Tunnel Company for exempted persons	90	—	—
	Road Safety Association	609	602	602
	Special transport facilities for people with disabilities	26,276	25,185	25,185
	Total, Recurrent Account	778,712	797,641	803,791
Capital Account				
I — Plant, Equipment and Works				
603	Plant, vehicles and equipment	158	20,490	20,333
661	Minor plant, vehicles and equipment (block vote)	5,845	6,529	8,289
	Total, Plant, Equipment and Works	6,003	27,019	28,622
II — Other Non-Recurrent				
700	General other non-recurrent	48,303	36,302	37,707
843	Minor consultancies for traffic impact assessments (block vote)	1,591	12,000	2,400
	Total, Other Non-Recurrent	49,894	48,302	40,107
III — Subventions				
867	Facilities and equipment for the Hong Kong Society for Rehabilitation	—	2,472	2,228
954	Rehabuses for the Hong Kong Society for Rehabilitation	1,469	1,066	1,000
	Total, Subventions	1,469	3,538	3,228
	Total, Capital Account	57,366	78,859	71,957
	Total Expenditure	836,078	876,500	875,748

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Details of Expenditure by Subhead

The estimate of the amount required in 2001–02 for the salaries and expenses of the Transport Department is \$921,952,000. This represents an increase of \$46,204,000 over the revised estimate for 2000–01 and of \$85,874,000 over actual expenditure in 1999–2000.

Recurrent Account

2 Provision of \$844,859,000 under *Subhead 000 Operational expenses* is for the salaries and allowances of staff of the Transport Department and its other operating expenses. Management and control of the department's operational expenses takes the form of a one-line vote. The controlling officer is given flexibility in the virement of funds within the subhead to facilitate the achievement of greater efficiency and enhanced productivity.

3 As a vote-funded department, the department is subject to establishment control. The establishment at 31 March 2001 will be 1 362 permanent posts and two supernumerary posts. It is expected that 14 permanent posts and one supernumerary post will be created in 2001–02. Subject to certain conditions, the controlling officer may under delegated powers create or delete non-directorate posts during 2001–02, but the notional annual mid-point salary value of all such posts must not exceed \$424,152,000.

4 An analysis of financial provision under *Subhead 000 Operational expenses* is as follows:

	1999–2000 (Actual) (\$' 000)	2000–01 (Original Estimate) (\$' 000)	2000–01 (Revised Estimate) (\$' 000)	2001–02 Estimate (\$'000)
Personal emoluments				
- Salaries	495,806	500,321	507,562	535,285
- Allowances	12,312	15,882	11,882	13,738
- Job-related allowances	411	414	414	414
Departmental expenses				
- Light and power	2,401	2,450	2,820	2,900
- Contract maintenance	45,974	52,100	51,009	60,757
- Workshop services	153,825	157,068	151,000	152,071
- General departmental expenses	41,008	43,619	53,317	53,104
Other charges				
- Payment to the Cross-Harbour Tunnel Company for exempted persons	90	—	—	—
Subventions				
- Road Safety Association	609	602	602	578
- Special transport facilities for people with disabilities	26,276	25,185	25,185	26,012
	778,712	797,641	803,791	844,859

5 Subject to the cash-limited ceiling of \$844,859,000 which will not be increased in the course of the year except for increases to the personal emoluments portion in line with the civil service pay adjustment, the controlling officer may deploy funds freely to meet requirements under each of the various expenditure components. The Administration will provide to Finance Committee quarterly financial reports showing actual spending and any redeployment of funds within *Subhead 000 Operational expenses* based on the above analysis.

Capital Account

Plant, Equipment and Works

6 Provision of \$7,360,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents a decrease of \$929,000 (11.2%) against the revised estimate for 2000–01. This is mainly due to decreased requirement for replacement and new equipment.

Other Non-Recurrent

7 Provision of \$7,900,000 under *Subhead 843 Minor consultancies for traffic impact assessments (block vote)* is for engaging consultants to conduct traffic impact assessments costing above \$1,000,000 but not exceeding \$5,000,000 each. The increase of \$5,500,000 (229.2%) over the revised estimate for 2000–01 is mainly due to the increase in number of traffic impact assessments required in 2001–02.

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Capital Account

Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2000	Revised estimated expenditure for 2000-01	Balance
			\$ 000	\$ 000	\$ 000	\$ 000
603		<i>Plant, vehicles and equipment</i>				
	253	Specialised vehicles for Tsing Ma Control Area	74,800	67,836	—	6,964
	254	Installation of a chassis dynamometer in Kowloon Bay Vehicle Examination Centre	2,300	—	2,143	157
	255	Replacement of three tunnel washer vehicles for Lion Rock Tunnel, Shing Mun Tunnels and Tseung Kwan O Tunnel.....	9,200	—	8,510	690
	257	Replacement of two forklift vehicles by one heavy recovery vehicle for Cross-Harbour Tunnel.....	4,280	—	—	4,280
	258	Installation of two chassis dynamometers and building of test chambers in Tokwawan Vehicle Examination Centre and Kowloon Bay Vehicle Examination Centre.....	9,200	—	—	9,200
	259	Replacement of two tunnel washer vehicles for the Cross-Harbour Tunnel and the Airport Tunnel in Tokwawan.....	6,190	—	—	6,190
			<u>105,970</u>	<u>67,836</u>	<u>10,653</u>	<u>27,481</u>
700		<i>General other non-recurrent</i>				
	529	Consultancy services for additional monitoring surveys on public bus services.....	3,840	2,188	800	852
	531	Feasibility study on electronic road pricing.....	90,000	69,239	6,000	14,761
	532	Hong Kong Island North and Kowloon West district traffic study.....	8,000	2,354	3,900	1,746
	533	Tuen Mun and Yuen Long district traffic study	7,500	1,512	3,153	2,835
	537	Comprehensive survey on taxi services.....	3,030	1,385	1,545	100
	551	Projects for improving taxi service quality	750	—	537	213
	552	Trial scheme to accept Octopus on electronic parking devices.....	9,100	—	3,000	6,100
	553	Survey and demand analysis on Intelligent Transport Systems in Hong Kong	1,500	—	500	1,000
	554	Study on future waterborne transport in Hong Kong	2,000	—	1,800	200
	555	Consultancy to update the Parking Demand Study.....	4,000	—	1,240	2,760
	556	Consultancy for digitisation of traffic aids drawings.....	4,800	—	360	4,440
	557	Consultancy studies for pedestrianisation schemes	3,000	—	—	3,000
	558	Feasibility study on introducing trolley bus system in Hong Kong.....	7,000	—	4,800	2,200
	560	Travel Characteristics Survey 2002.....	9,500	—	—	9,500

Head 186 – TRANSPORT DEPARTMENT

Capital Account —Cont'd.

Commitments —Cont'd.

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2000	Revised estimated expenditure for 2000–01	Balance
			\$ 000	\$ 000	\$ 000	\$ 000
700		<i>General other non-recurrent—Cont'd.</i>				
	561	Surveys on monitoring of bus operation and utilisation in urban regions	6,600	—	—	6,600
	562	Consultancy to review the operation of all non-area traffic control junctions in the Southern and Peak districts and to test the applicability of video-based vehicle detection technology....	1,200	—	—	1,200
	563	Surveys on ferry services	1,000	—	—	1,000
			162,820	76,678	27,635	58,507
867		<i>Facilities and equipment for the Hong Kong Society for Rehabilitation</i>				
	825	Expansion of the existing Kowloon Bay depot	664	—	590	74
	826	Provision of a rehabus depot in Tuen Mun	1,580	—	1,410	170
			2,244	—	2,000	244
954		<i>Rehabuses for the Hong Kong Society for Rehabilitation</i>				
	821	Five replacement rehabuses	2,500	434	—	2,066
	828	Procurement of one 12-seater rebus for expansion of dial-a-ride service....	500	—	—	500
	829	Procurement of four 12-seater replacement rehabuses	2,000	—	—	2,000
			5,000	434	—	4,566
		Total	276,034	144,948	40,288	90,798