

Head 60 — HIGHWAYS DEPARTMENT

Controlling officer: the Director of Highways will account for expenditure under this Head.

Estimate 2002–03	\$1,994.3m
Establishment ceiling 2002–03 (notional annual mid-point salary value) representing an estimated 1 967 non-directorate posts at 31 March 2002 rising by two posts to 1 969 posts at 31 March 2003	\$646.9m
In addition there will be an estimated 36 directorate posts at 31 March 2002 and at 31 March 2003.	
Capital Account commitment balance	\$7.1m

Controlling Officer's Report

Programmes

<p>Programme (1) Capital Projects Programme (2) District and Maintenance Programme (3) Railway Development Programme (4) Technical Services</p>	<p>These programmes contribute to Policy Area 21: Transport (Secretary for Transport).</p>
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Detail

Programme (1): Capital Projects

	2000–01 (Actual)	2001–02 (Approved)	2001–02 (Revised)	2002–03 (Estimate)
Financial provision (\$m)	280.2	302.3 (+7.9%)	305.3 (+1.0%)	316.2 (+3.6%)

Aim

2 The aim is to expand and improve the road network in order to meet the growth in traffic demand and serve new development areas in accordance with approved programmes and at the same time contribute towards sustainable development.

Brief Description

3 The department is responsible for the implementation of highway projects in the Public Works Programme. This involves the planning, investigation, design and supervision of the construction of roads and bridges, using in-house resources as well as consultants.

4 In 2001, the department's performance was generally satisfactory. The department spent about \$2.6 billion on road infrastructure projects including construction of Kam Tin Bypass and Tsing Yi North Coastal Road, widening of Tolo Highway between Island House Interchange and Ma Liu Shui Interchange, widening of Fo Tan Road, as well as improvements to the Island Eastern Corridor between North Point Interchange and Sai Wan Ho, Hiram's Highway and Kam Tin Road. The department commenced works on the widening of Castle Peak Road from Tsuen Wan Area 2 to Ka Loon Tsuen. It also completed the construction of Wong Chuk Hang Road Flyover and improvement to the Tai Lam section of Tuen Mun Road. On the planning side, the department commenced preliminary designs for the Shenzhen Western Corridor, extension of the footbridge network in Tsuen Wan and improvement to Tung Chung Road between Lung Tseng Tau and Cheung Sha. It also commenced detailed design for the Tolo Highway/Fanling Highway widening between Island House Interchange and Fanling. Besides, the department completed the detailed designs of the Ngong Shuen Chau Viaduct and the section of road between Cheung Sha Wan and Sha Tin of the Route 9 project, and Sai Sha Road widening between Kam Ying Road and future trunk road T7 junction.

5 The key performance measures are:

Targets

	Target	2000 (Actual)	2001 (Actual)	2002 (Plan)
maintain cost of capital projects within approved project estimate (%)	100	100	100	100
expenditure on capital projects for the year incurred as scheduled (%)	100	89	98	100
works contracts commenced in accordance with agreed programmes (%)	90	90	100	90

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	Target	2000 (Actual)	2001 (Actual)	2002 (Plan)
works contracts completed in accordance with agreed programmes (%)	95	92	100	95

Indicators

	2000 (Actual)	2001 (Actual)	2002 (Estimate)
number and value of capital projects under design and construction by in-house staff			
(number).....	162	145	149
(\$m).....	15,163	12,607	12,927
consultants			
(number).....	177	186	187
(\$m).....	144,104	122,708	122,534
expenditure in the year on capital projects under design and construction by			
in-house staff (\$m).....	1,042	859	1,008
consultants (\$m).....	1,373	1,386	1,599
number of works contracts commenced.....	9	12	20
number of works contracts completed	11	14	10

Matters Requiring Special Attention in 2002–03

6 During 2002–03, the department will:

- complete the construction of the highway between Shap Pat Heung Interchange and Pok Oi Interchange, widening of Tolo Highway between Island House Interchange and Ma Liu Shui Interchange, Stage II Phase II of Victoria Road improvements, widening of Fo Tan Road and related improvement measures in Fo Tan;
- monitor closely the construction progress of regional network projects, in particular, improvement works of Castle Peak Road from Tsuen Wan Area 2 to Ka Loon Tsuen, the section of the Island Eastern Corridor between North Point Interchange and Sai Wan Ho, Kam Tin Bypass and Salisbury Road Underpass;
- commence the construction of the Ngong Shuen Chau Viaduct of Route 9 and Sai Sha Road widening between Kam Ying Road and future trunk road T7 junction;
- complete the detailed design of Castle Peak Road improvement from Ka Loon Tsuen to Siu Lam, feasibility study of Lei Yue Mun Road Underpass and review of alignment for Route 7 from Kennedy Town to Aberdeen;
- continue with the detailed designs of Route 10 between North Lantau and Tsing Lung Tau, including the Tsing Lung Bridge, Stonecutters Bridge and the section between Cheung Sha Wan and Sha Tin of Route 9, Yuen Long Highway widening, Central-Wanchai Bypass and Tolo Highway/Fanling Highway between Island House Interchange and Fanling; and
- commence the detailed designs of Shenzhen Western Corridor, Deep Bay Link, improvement to Tung Chung Road between Lung Tseng Tau and Cheung Sha, extension of the footbridge network in Tsuen Wan, Lei Yue Mun Road Underpass and widening of Tai Po Road (Sha Tin section); and the preliminary design of direct noise mitigating measures on Tseung Kwan O Road, Tsing Tsuen Bridge and roads in Sha Tin.

Programme (2): District and Maintenance

	2000–01 (Actual)	2001–02 (Approved)	2001–02 (Revised)	2002–03 (Estimate)
Financial provision (\$m)	926.5	970.9 (+4.8%)	967.9 (–0.3%)	1,015.4 (+4.9%)

Aim

7 The aim is to maintain the integrity of the road network with particular emphasis on safety and serviceability, to ensure that the road infrastructure is not adversely affected by public or private sector developments and to implement local road infrastructural works to fit in with progress of development.

Brief Description

8 The department is responsible for the maintenance of all public roads, including road furniture, road drainage and roadside slopes. Other major areas of responsibility include co-ordination and control of utility openings on public roads, attendance to emergencies such as typhoons, rainstorms, landslips and road subsidence, minor improvements to

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roads and reconstruction or rehabilitation of road pavements. More expenditure will be incurred in 2002–03 to enhance streetscape and improve the appearance of roadside slopes.

9 The department is also involved in the planning and administration of road infrastructure through commenting on town plans, land allocations and leases, and public and private sector development proposals. It also provides technical advice to Government and private sector developers on road matters and carries out local road works to match development.

10 In 2001, the department's performance was generally satisfactory.

11 The key performance measures are:

Targets

	Target	2000 (Actual)	2001 (Actual)	2002 (Plan)
response to public enquiries and complaints within 8 days (%).....	100	100	98.8	100
on-site display of the purpose and the anticipated completion date of road works (%).....	100	99.8	99.9	100
repair of road surface within 48 hours (%)..	100	99.5	98.9	100
repair of traffic signs within 48 hours (%)..	100	99.3	99.0	100
issue of road excavation/road work permits within 12 days (%).....	100	99.4	99.8	100
provision of temporary pedestrian facilities, standard signing, lighting and guarding to enhance safety (%).....	100	99.5	99.6	100
construction of run-in/repair of damaged road surface associated with building development within 12 days (%)	100	98.9	100	100
safety inspections on expressways carried out (by vehicle) once every 2 days (%)..	100	100	100	100
safety inspections on trunk/primary distributors carried out (by vehicle) once every 7 days (%).....	100	100	100	100
inspect/clean street name plates, traffic signs, directional signs, railings, barriers and planter walls at black spots at least twice per year (%).....	100	100	100	100
inspect/clear exclusive road drains at black spots at least twice per year (%)...	100	100	100	100
inspect/clean traffic signs, directional signs and remove overgrown vegetation on expressways at least twice per year (%).....	100	100	100	100

Indicators

	2000 (Actual)	2001 (Actual)	2002 (Estimate)
total area of roads maintained (million m ²)	21.7	21.9	22.1
expenditure on highways maintenance (\$m)	607	623	672
expenditure on roadside slope works (\$m).....	85	72	76
expenditure on road reconstruction, rehabilitation, resurfacing, and joint replacement works (\$m).....	192	223	223
expenditure on road cleanliness, streetscape enhancement and greening of shotcreted slopes (\$m)†	—	—	115
number of complaints relating to road maintenance.....	4 563	4 532	4 600
number of excavation/road work permits authorised	24 555	25 862	26 000
average duration of road excavation works per excavation permit (day)†.....	66	59	60
number of inspections carried out on utility excavation†	43 782	53 640	54 000
items of non-compliance with excavation permit conditions per total no. of items inspected (%)†	7	14	16
number of unattended sites for utility excavations per total no. of excavation permits (%)†	3.7	6.8	6.8
number of submissions and development proposals checked..	23 092	25 033	25 110
number of incidents of damage to underground utilities by utility excavations and road works†.....	936	820	820

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	2000 (Actual)	2001 (Actual)	2002 (Estimate)
(% of total excavation permits issued)†	3.8	3.2	3.2

† New indicators as from 2002

Matters Requiring Special Attention in 2002–03

12 During 2002–03, the department will:

- continue to contribute to improving road cleanliness;
- improve the appearance and safety of roadside slopes using prescriptive measures;
- step up routine maintenance of roadside slopes;
- enhance the standard of streetscape through installation of more high quality pavers in footpaths;
- monitor and enhance the performance of the Utility Management System to facilitate control and co-ordination of utilities road opening works;
- continue to tighten up the control on road excavation activities to ensure better quality of works;
- comment on roadwork proposals and land allocations, and monitor and implement roadwork associated with developments, in particular, those related to housing and schools;
- investigate methods of automating data collection on road surface conditions to improve the cost effectiveness and efficiency of highway maintenance; and
- assist in implementing pedestrian schemes for Causeway Bay, Tsim Sha Tsui, Mong Kok, Central, Wan Chai, Jordan and Sham Shui Po.

Programme (3): Railway Development

	2000–01 (Actual)	2001–02 (Approved)	2001–02 (Revised)	2002–03 (Estimate)
Financial provision (\$m)	63.2	75.9 (+20.1%)	75.2 (–0.9%)	79.8 (+6.1%)

Aim

13 The aim is to implement the Railway Development Strategy and to formulate plans for the further development of the railway network.

Brief Description

14 The department is required to plan, monitor and co-ordinate the various activities associated with the implementation of new railway projects. It has to liaise with the two railway corporations to develop detailed schemes for the railways, undertake necessary route protection and preparatory work, and resolve interface issues arising from the implementation of these projects.

15 The department will co-ordinate with other departments concerned for approval of the infrastructural layout design for the various new railways and their interface arrangements with other projects, and take part in site liaison for traffic diversion and other construction matters, as well as issues on the commissioning and operation of the railways.

16 The department is responsible for carrying out studies to formulate plans for the further development of the railway network to cater for the sustainable social, economic, land and housing development of Hong Kong.

17 The six railway projects to be commissioned between 2002 and 2007 are at different stages of planning and implementation. The construction of the Mass Transit Railway (MTR) Tseung Kwan O Extension and the Kowloon-Canton Railway (KCR) West Rail (Phase I) commenced in late 1998 and is scheduled to be completed by 2002 and 2003 respectively. The construction of the KCR Ma On Shan to Tai Wai Rail Link and Extension to Tsim Sha Tsui commenced at the end of 2000 and is scheduled to be completed by 2004. The scheme for the KCR Sheung Shui to Lok Ma Chau Spur Line was gazetted on 8 October 1999. Following the dismissal of the Kowloon-Canton Railway Corporation (KCRC)'s appeal by the Environmental Impact Assessment Appeal Board in July 2001, the Government has endorsed KCRC's proposal to adopt the tunnelling approach for the Spur Line project and amendments to the scheme were gazetted on 7 December 2001. Subject to the completion of the statutory process, construction of the Spur Line project is targeted to commence in 2002 for completion before mid 2007. The scheme for the MTR Penny's Bay Rail Link was authorised under the Railways Ordinance. Construction will commence in 2002 for completion in 2005.

18 In 2001, the department's performance was satisfactory. In general, all targets were met. West Rail (Phase I) continued to progress satisfactorily with all major civil and system wide contracts under way. The Tseung Kwan O Extension is progressing satisfactorily with civil construction works substantially completed and system wide works in full swing. The Ma On Shan to Tai Wai Rail Link and the KCR Extension to Tsim Sha Tsui are progressing

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satisfactorily with all civil and system wide contracts awarded. The construction commencement and completion dates of the Sheung Shui to Lok Ma Chau Spur Line have been adjusted in view of the revised scheme. For the new railway projects announced in the Railway Development Strategy 2000, the KCRC and Mass Transit Railway Corporation Limited (MTRCL) have submitted proposals for the Kowloon Southern Link and Island Line Extensions respectively. The two corporations have also submitted proposals for the construction and operation of the Shatin to Central Link. The department has started the preliminary planning of the Regional Express Line. The KCRC is also currently undertaking a preliminary project feasibility study to look at implementation opportunities for the Port Rail Line.

19 The key performance measures are:

Targets

	Target	2000 (Actual)	2001 (Actual)	2002 (Plan)
ensure timely completion of the West Rail (Phase I) project for opening by end 2003 (cumulative % completed)	80	36	62	80
ensure timely completion of the Tseung Kwan O Extension project for opening by end 2002 (cumulative % completed).	100	45	77	100
ensure timely completion of the Ma On Shan to Tai Wai Rail Link project for opening by end 2004 (cumulative % completed)†	50	—	24	50
ensure timely completion of the KCR Extension to Tsim Sha Tsui project for opening in August 2004 (cumulative % completed)†	40	—	17	40
ensure timely completion of the Penny's Bay Rail Link project to tie in with the opening of the Hong Kong Disneyland (cumulative % completed)†	12	—	—	12
formulate, negotiate and agree detailed implementation plans for Sheung Shui to Lok Ma Chau Spur Line (cumulative % completed)	100	78	81	100
formulate, negotiate and agree detailed implementation plan for the Penny's Bay Rail Link (cumulative % completed)	100	50	100	—
formulate, invite and receive bids for the Shatin to Central Link (cumulative % completed)	100	30	100	—
formulate, invite and receive proposal for the Island Line Extensions (cumulative % completed)	100	30	100	—
formulate, invite and receive proposal for the Kowloon Southern Link (cumulative % completed)	100	30	100	—
endorse proposal for the Island Line Extensions and commence detailed planning and design (cumulative % completed)†	100	—	—	100
endorse proposal for the Kowloon Southern Link and commence detailed planning and design (cumulative % completed)†	100	—	—	100
decide on the operator of the Shatin to Central Link and commence detailed planning and design (cumulative % completed)†	100	—	—	100

† New targets as from 2002

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Indicators

	2000 (Actual)	2001 (Actual)	2002 (Estimate)
number of submissions and development proposals (that may have impact on railway development) processed	1 051	852	804
number of railway infrastructure layouts and ancillary building submissions processed	482	255	212
develop detailed schemes into engineering designs for the Sheung Shui to Lok Ma Chau Spur Line (cumulative % completed)	66	76	100
develop detailed schemes on engineering designs for the Penny's Bay Rail Link (cumulative % completed)	37	80	95
number and value of capital projects under design and construction entrusted to the railway corporations or other agencies			
(number).....	10	13	13
(\$m).....	2,076	3,401	4,194
expenditure in the year on capital projects under design and construction entrusted to the railway corporations or other agencies			
(number).....	10	13	13
(\$m).....	464	629	443
number and expenditure of planning studies carried out by consultants			
(number).....	1	—	—
(\$m).....	31.9	—	—
number of transport and planning studies with railway planning input provided by the department	10	13	6

Matters Requiring Special Attention in 2002–03

20 During 2002–03, the department will:

- liaise with concerned bodies and departments to speed up land resumption and to resolve interface problems to facilitate implementation of the railway projects;
- scrutinise submissions by the KCRC and MTRCL on the implementation of the railway projects;
- assist in updating the rail expansion plan and carry out any necessary studies on new railway proposals;
- co-ordinate with the Mainland authorities on cross-boundary infrastructure development;
- continue to undertake route protection of the recommended railway projects and other longer term proposals;
- oversee the progress of West Rail (Phase I), Tseung Kwan O Extension, Ma On Shan to Tai Wai Rail Link, KCR Extension to Tsim Sha Tsui, Sheung Shui to Lok Ma Chau Spur Line and Penny's Bay Rail Link to ensure their timely completion;
- initiate detailed planning and design on the Shatin to Central Link, Island Line Extensions and Kowloon Southern Link; and
- monitor the preliminary study of Regional Express Line and Port Rail Line.

Programme (4): Technical Services

	2000–01 (Actual)	2001–02 (Approved)	2001–02 (Revised)	2002–03 (Estimate)
Financial provision (\$m)	588.7	579.4 (–1.6%)	572.9 (–1.1%)	582.9 (+1.7%)

Aim

21 The aim is to provide technical support and set standards for the construction and maintenance of the road network.

Brief Description

22 The department provides design input for road lighting, highway structures, roadside slope upgrading and landscape features associated with capital projects and maintenance works; and inspects the safety provisions on highway construction sites. It researches into new materials, including recycled bituminous road surfacing material, techniques and standards. It also provides engineering, quantity surveying and landscaping technical services.

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23 In 2001, the department's performance was generally satisfactory. The department maintained the highway structures and road lights in the territory to the required standard through prompt co-ordination, inspections and repair; and implemented the quality assurance system in the design and maintenance of highway structures. The department also ensured that necessary technical support was given for the smooth implementation and operation of works in the other programmes. In May 2001, the department's quality management system was accredited to ISO 9001:2000 standard.

24 The key performance measures are:

Targets

	Target	2000 (Actual)	2001 (Actual)	2002 (Plan)
design of structures completed within agreed programme (%)	100	100	100	100
inspection of structures, including six-monthly superficial inspection, biennial general inspection and ten-yearly principal inspection within agreed programme (%)	100	99§	99§	99§
road lighting points completed within agreed programme (%)	100	99.2	100	100

§ The figure has taken into account the new service of ten-yearly principal inspection of structures over 25 years of age.

Indicators

	2000 (Actual)	2001 (Actual)	2002 (Estimate)
number of structural designs completed/in progress (highway structures).....	51	56	59
number of road lighting points completed.....	6 342	6 224	6 300
expenditure on maintenance of road lights (\$m)	115	119	103
number of design completed/checked for roadside slope improvement	95	75	75
number of research and development studies and investigations completed.....	12	12	12
number of standard drawings, road notes, information technology notes and guidance notes issued and reviewed.....	22	22	20
number of engineering surveying jobs handled and plans issued by headquarters and project offices.....	7 479	7 202	7 200
number of safety inspections	240	240	240
number of landscape submissions checked	666	740	750
number of landscape cases designed/implemented	1 369	1 400	1 450

Matters Requiring Special Attention in 2002–03

25 During 2002–03, the department will:

- continue to enhance its quality management system with special emphasis on the environment and safety management;
- implement a new public lighting maintenance, operation and management contract for Hong Kong and Lamma Island with effect from 1 April 2002;
- establish and maintain survey control networks for cross-boundary highway projects;
- continue to enhance the environment with appropriate landscaping works; and
- continue to provide design input for pedestrian schemes.

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ANALYSIS OF FINANCIAL PROVISION

Programme	2000-01 (Actual) (\$m)	2001-02 (Approved) (\$m)	2001-02 (Revised) (\$m)	2002-03 (Estimate) (\$m)
(1) Capital Projects	280.2	302.3	305.3	316.2
(2) District and Maintenance	926.5	970.9	967.9	1,015.4
(3) Railway Development.....	63.2	75.9	75.2	79.8
(4) Technical Services	588.7	579.4	572.9	582.9
	1,858.6	1,928.5 (+3.8%)	1,921.3 (-0.4%)	1,994.3 (+3.8%)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2002-03 is \$10.9 million (3.6%) higher than the revised estimate for 2001-02. This is mainly due to the salary increments for staff, full-year provision for filling of vacancies in 2001-02 and creation of four posts in 2002-03 for managing the design for Shenzhen Western Corridor and Deep Bay Link.

Programme (2)

Provision for 2002-03 is \$47.5 million (4.9%) higher than the revised estimate for 2001-02. This is mainly due to the increased provision for road maintenance and requirements for newly completed roads, salary increments for staff, full-year provision for filling of vacancies in 2001-02, creation of six posts and additional provision for the appointment of non-civil service contract staff in 2002-03 for conducting field audit inspections for excavation permit, partly offset by the deletion of 14 posts in 2002-03.

Programme (3)

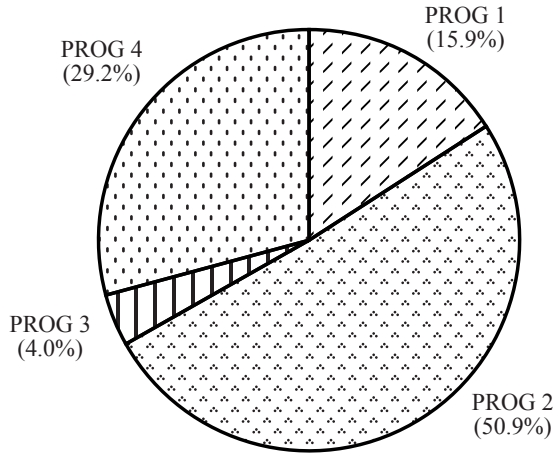
Provision for 2002-03 is \$4.6 million (6.1%) higher than the revised estimate for 2001-02. This is mainly due to the salary increments for staff, and a net creation of two posts and additional provision for the appointment of non-civil service contract staff in 2002-03 for strengthening the professional and technical support for the Railway Development Office.

Programme (4)

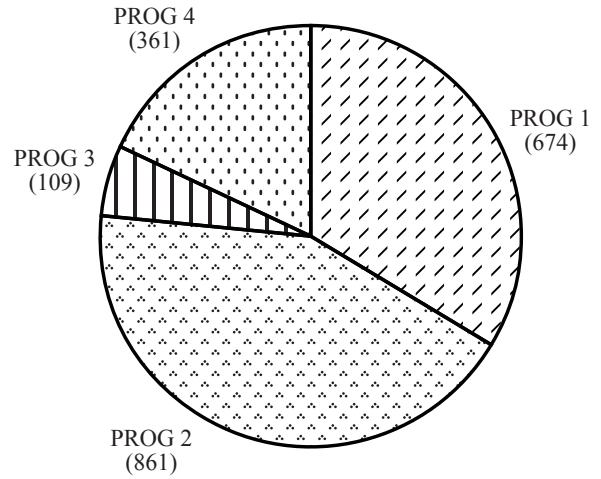
Provision for 2002-03 is \$10.0 million (1.7%) higher than the revised estimate for 2001-02. This is mainly due to the salary increments for staff, creation of four posts and additional provision for appointment of non-civil service contract staff in 2002-03 for enhancing regulatory control after the legislative amendment to the Land (Miscellaneous Provisions) Ordinance and for managing a new public lighting maintenance, operation and management contract for Hong Kong and Lamma Island.

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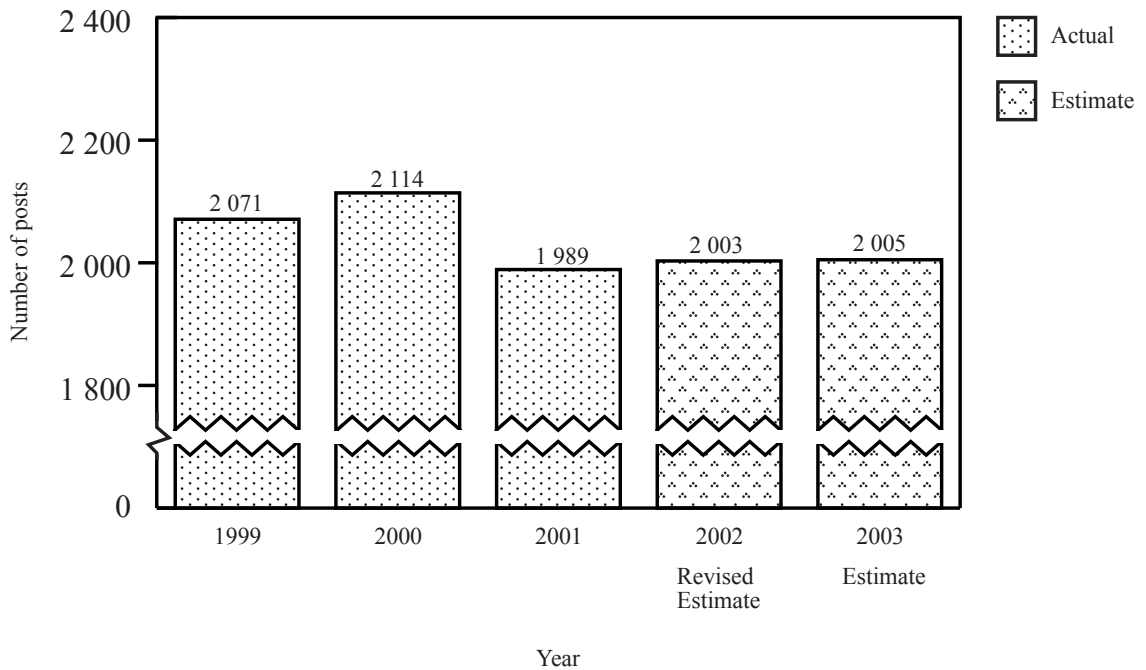
Allocation of provision to programmes (2002-03)



Staff by programme (as at 31 March 2003)



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



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Sub-head (Code)	Actual expenditure 2000-01	Approved estimate 2001-02	Revised estimate 2001-02	Estimate 2002-03
	\$'000	\$'000	\$'000	\$'000
Recurrent Account				
000	Operational expenses	—	1,773,187	1,766,315
272	Electricity for public lighting	128,282	144,700	144,700
	Salaries	773,281	—	—
	Allowances	17,032	—	—
	Job-related allowances	1,987	—	—
	Maintenance materials	1,712	—	—
	Workshop services	61,397	—	—
	General departmental expenses	47,920	—	—
	Highways maintenance	820,645	—	—
	Total, Recurrent Account	1,852,256	1,917,887	1,911,015
Capital Account				
I — Plant, Equipment and Works				
661	Minor plant, vehicles and equipment (block vote)	2,809	3,336	3,336
	Total, Plant, Equipment and Works	2,809	3,336	3,336
II — Other Non-Recurrent				
700	General other non-recurrent	3,562	7,241	6,965
	Total, Other Non-Recurrent	3,562	7,241	6,965
	Total, Capital Account	6,371	10,577	10,301
	Total Expenditure	1,858,627	1,928,464	1,921,316

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Details of Expenditure by Subhead

The estimate of the amount required in 2002–03 for the salaries and expenses of the Highways Department is \$1,994,279,000. This represents an increase of \$72,963,000 over the revised estimate for 2001–02 and of \$135,652,000 over actual expenditure in 2000–01.

Recurrent Account

2 Provision of \$1,836,201,000 under *Subhead 000 Operational expenses* is for the salaries and allowances of staff of the Highways Department and its other operating expenses. The increase of \$69,886,000 (4.0%) over the revised estimate for 2001–02 is mainly due to the salary increments for staff, provision for filling of vacant posts, provision for employing additional contract staff in 2002–03 and increased provision for road maintenance and requirement for newly completed roads. Management and control of the department's operational expenses take the form of a one-line vote.

3 As a vote-funded department, the department is subject to establishment control. The establishment at 31 March 2002 will be 1 997 permanent posts and six supernumerary posts. It is expected that a net two permanent posts will be created in 2002–03. Subject to certain conditions, the controlling officer may under delegated powers create or delete non-directorate posts during 2002–03, but the notional annual mid-point salary value of all such posts must not exceed \$646,904,000.

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

	2000–01 (Actual) (\$'000)	2001–02 (Original Estimate) (\$'000)	2001–02 (Revised Estimate) (\$'000)	2002–03 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	773,281	807,500	807,329	846,296
- Allowances	17,032	27,955	25,150	25,150
- Job-related allowances	1,987	2,180	2,180	1,939
Departmental Expenses				
- Maintenance materials.....	1,712	1,500	1,100	1,500
- Workshop services	61,397	66,650	66,650	71,066
- General departmental expenses	47,920	87,270	83,774	84,160
Other Charges				
- Highways maintenance	820,645	780,132	780,132	806,090
	1,723,974	1,773,187	1,766,315	1,836,201

5 Provision of \$152,698,000 under *Subhead 272 Electricity for public lighting* is for paying electricity bills for street lighting, traffic signals, escalators for footbridges and ventilation equipment at bus termini. The increase of \$7,998,000 (5.5%) over the revised estimate for 2001–02 is mainly due to the additional requirement for street lighting, traffic signals and ventilation equipment at bus termini installed during 2001–02 and those to be installed in 2002–03.

Capital Account

Plant, Equipment and Works

6 Provision of \$2,610,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents a decrease of \$726,000 (21.8%) against the revised estimate for 2001–02. This is mainly due to reduced requirement for minor plant and equipment.

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Capital Account

Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2001	Revised estimated expenditure for 2001-02	Balance
			\$'000	\$'000	\$'000	\$'000
700		<i>General other non-recurrent</i>				
	514	Technical support for the inspection, maintenance and structural health monitoring of the three long span cable-supported bridges in Tsing Ma Control Area	7,600	2,771	1,743	3,086
	519	Road record management study	6,000	1,150	3,100	1,750
	520	Consultancy for implementation of Stage 1 of Electronic Mark Plant Circulation System	1,280	10	110	1,160
	522	Consultancy study for reviewing the schedule of rates for highway term maintenance contracts	1,200	—	300	900
	523	Management Information System on staff qualifications and training	176	—	—	176
		Total.....	<u>16,256</u>	<u>3,931</u>	<u>5,253</u>	<u>7,072</u>