



DAILY INFORMATION BULLETIN

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MOTOR VEHICLE RESTRAINTS

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THE SECRETARY FOR TRANSPORT, THE HON ALAN SCOTT, TODAY UNVEILED A PACKAGE OF PROPOSALS AIMED AT STOPPING GROWING CONGESTION ON THE ROADS OF HONG KONG.

AS A FIRST STEP, IT IS PROPOSED TO RESTRAIN THE GROWTH RATE OF PRIVATE MOTOR VEHICLES BY INCREASING FIRST REGISTRATION TAX, ANNUAL LICENCE FEES AND THE DUTY ON LIGHT OILS.

NO CHANGES ARE PROPOSED, IN RESPECT OF GOODS VEHICLES, PUBLIC AND PRIVATE BUSES, PUBLIC AND PRIVATE LIGHT BUSES (INCLUDING MAXICABS), AND TAXIS. HOWEVER, THE POSITION REGARDING THESE FORMS OF TRANSPORT WILL BE CAREFULLY MONITORED.

IN PRESENTING THE PROPOSALS TO THE LEGISLATIVE COUNCIL, MR SCOTT MADE IT CLEAR THAT THE MEASURES WERE BEING PUT FORWARD IN THE INTERESTS OF THE VAST MAJORITY, HAVING REGARD TO THE PHYSICAL, GEOGRAPHIC AND RESOURCE CONSTRAINTS, AND TO THE CLAIMS OF OTHER DEVELOPMENT PROGRAMMES.

OVER 80 PER CENT OF THE POPULATION DO NOT OWN PRIVATE VEHICLES, HE NOTED. THE MEASURES WERE DESIGNED TO FACILITATE AND IMPROVE THE OPERATION OF PUBLIC TRANSPORT ON THE ROADS.

+NO GOVERNMENT LIKES TO ACT ADVERSELY TO AFFECT EVEN A SMALL MINORITY OF ITS CITIZENS,+ HE SAID, +BUT IN THIS CASE IT BELIEVES THE CASE PROVEN THAT THE INTERESTS OF THE MAJORITY REQUIRE RESTRAINT ON GROWTH IN PRIVATE MOTOR VEHICLES.+

THE FACT WAS THAT TRAFFIC CONDITIONS ON THE ROADS HAD CONTINUED TO DETERIORATE, WITH CONGESTION OCCURRING MORE FREQUENTLY IN MORE LOCATIONS, DESPITE THE GOVERNMENT'S EFFORTS TO BUILD MORE ROADS, INCREASE THE CAPACITY OF EXISTING ONES BY WAY OF ROAD IMPROVEMENT SCHEMES AND TRAFFIC MANAGEMENT MEASURES, AND TO BRING INTO OPERATION OFF-ROAD PUBLIC TRANSPORT SYSTEMS SUCH AS THE MASS TRANSIT RAILWAY AND THE MODERNISED KOWLOON-CANTON RAILWAY.

+WE FACE THE POSSIBILITY OF DETERIORATION TO THE POINT OF IMMOBILITY IN MANY LOCATIONS OVER CONSIDERABLE PARTS OF THE DAY,+ HE SAID.

+THIS COULD HAVE SERIOUS EFFECTS ON THE ECONOMY, ON LAW AND ORDER, AND ON LIFE AND PROPERTY.+

THE GOVERNMENT HAD CONSIDERED VARIOUS MEANS TO IMPROVE THE SITUATION, BUT HAD COME TO THE CONCLUSION THAT SOME FORM OF RESTRAINT OF THE GROWTH RATE IN VEHICLES WAS THE ONLY SENSIBLE AND PRACTICABLE ALTERNATIVE.

/FIRST REGISTRATION

FIRST REGISTRATION TAX

UNDER THE PROPOSALS BEFORE COUNCIL, THE TAX ON FIRST REGISTRATION OF PRIVATE CARS AND MOTOR CYCLES -- LAST REVISED IN 1979 -- IS TO BE DOUBLED ON EACH VALUE BAND AS FOLLOWS :

	<u>EXISTING</u>	<u>PROPOSED</u>
PRIVATE CARS		
* UNDER \$20 000 IN VALUE	35%	70%
* \$20 000 - \$30 000	40%	80%
* OVER \$30 000	45%	90%
MOTOR CYCLES/MOTOR TRICYCLES	35%	70%

IT IS ESTIMATED THAT THESE INCREASES WOULD ADD BETWEEN 16 AND 19 PER CENT TO THE MARKET PRICES, ASSUMING THE FULL INCREASE IS PASSED ON BY DEALERS.

ANNUAL LICENCE FEES

ANNUAL LICENCE FEES, LAST REVISED IN 1979, ARE SET TO GO UP BY BROADLY THREE TIMES, AS FOLLOWS:

	<u>EXISTING</u>	<u>PROPOSED</u>
FOR PRIVATE CARS OF WHICH THE CYLINDER CAPACITY OF THE ENGINE:		
* DOES NOT EXCEED 1 000 CC	\$ 400	\$1 800
* DOES NOT EXCEED 1 500 CC	\$ 600	\$1 800
* DOES NOT EXCEED 2 500 CC	\$ 900	\$2 700
* DOES NOT EXCEED 3 500 CC	\$1 200	\$3 600
* DOES NOT EXCEED 4 500 CC	\$1 500	\$4 500
* EXCEEDS 4 500 CC	\$1 800	\$5 400
MOTORCYCLE (INCL. SCOOTERS ETC)	\$ 200	\$ 600

THE FOUR-MONTH FEES WOULD REMAIN PRO RATA.

MR SCOTT SAID INCREASES OF THIS MAGNITUDE ARE CONSIDERED THE MINIMUM NECESSARY TO HAVE A SIGNIFICANT EFFECT ON THE RATE OF GROWTH IN NEW REGISTRATIONS, AND ON EXISTING CAR OWNERS' INDIVIDUAL DECISIONS ON CONTINUING OWNERSHIP.

+LICENCE FEES CAN OF COURSE BE EASILY FURTHER ADJUSTED, DEPENDING ON THE EFFECT OF THESE INCREASES,+ HE ADDED.

IT WAS THOUGHT APPROPRIATE TO COMBINE THE EXISTING TWO CATEGORIES BELOW 1 000 CC AND FROM 1 000 CC TO 1 500 CC, BECAUSE A SHIFT IN OWNERSHIP FROM THE HIGHER CYLINDER CAPACITY CATEGORY TO THE LOWER WOULD LESSEN THE IMPACT OF THE PROPOSALS. (AT THE END OF MARCH THERE WERE 15 363 MOTOR VEHICLES BELOW 1 000 CC AND 88 233 WITH CYLINDER CAPACITIES BETWEEN 1 000 AND 1 500).

EXPLAINING THE BASIS OF THE INCREASES, MR SCOTT RECALLED THAT THE PASSENGER TRANSPORT STUDY IN 1966 HAD RECOMMENDED THAT ANNUAL LICENCE FEES SHOULD BE INCREASED TO AN AVERAGE OF \$2 000 PER ANNUM BY THE EARLY 1970S IF VEHICLE GROWTH WAS NOT TO GET OUT OF HAND. IN FACT, THE AVERAGE LICENCE FEE, EVEN BY 1973, WAS ONLY \$232.

IN 1976, THE COMPREHENSIVE TRANSPORT STUDY RECOMMENDED THAT BY 1991, THE AVERAGE LICENCE FEE SHOULD BE \$2 632 AT 1974 PRICES.

TAKING A LINEAR INCREASE AND ALLOWING FOR INFLATION, SAID MR SCOTT, THE INTERPOLATED FIGURE AT THE END OF 1981 WOULD BE APPROXIMATELY \$2 850 AT CURRENT PRICES. THE AVERAGE IN FACT ON MARCH 31, 1982 WAS \$695.

MR SCOTT SAID THE COMPREHENSIVE TRANSPORT STUDY WAS CARRIED OUT DURING THE PERIOD OF RECESSION AND IT WORKED ON AN UNDER-ESTIMATION OF THE GROWTH IN GDP FROM 1976 ONWARDS. THE STUDY'S FIGURES OF REQUIRED LEVELS OF ANNUAL LICENCE FEE ARE THEREFORE ALSO UNDER-ESTIMATED, HE ADDED.

+FURTHER, WE HAVE SO TO SPEAK LOST GROUND BY NOT INCREASING LICENCE FEES OVER THE LAST FIVE YEARS TO THE LEVELS RECOMMENDED IN THE COMPREHENSIVE TRANSPORT STUDY.+

THE PROPOSALS, HE SAID, WOULD PRODUCE AN AVERAGE FEE OF ABOUT \$2 100.

DUTY ON LIGHT OILS

THE THIRD PROPOSAL CALLS FOR AN INCREASE OF 70 CENTS PER LITRE IN THE DUTY ON LIGHT OILS, NAMELY MOTOR AND AVIATION SPIRIT. LAST REVISED IN 1976, THE PROPOSED INCREASE WOULD SIMPLY BRING UP THE DUTY TO THE LEVEL OF INCIDENCE OF 1976.

MR SCOTT CAUTIONED, HOWEVER, THAT QUITE APART FROM FISCAL REASONS, CONSIDERATION COULD BE GIVEN TO FURTHER INCREASES ON SUBSEQUENT OCCASIONS FOR TRANSPORT POLICY REASONS.

HE SAID IT WAS NOT PROPOSED TO INCREASE THE DUTY ON DIESEL OIL USED BY PUBLIC TRANSPORT -- BUSES, PLBS AND TAXIS -- BECAUSE OF THE EFFECT, ALTHOUGH RELATIVELY SMALL, IT WOULD HAVE ON THE COST OF OPERATION.

HOWEVER, IN THE CASE OF DIESEL-ENGINED PRIVATE CARS, USING DIESEL OIL, IT WAS PROPOSED TO ADD A FURTHER \$1 000 PER ANNUM TO THE ANNUAL LICENCE FEES. THIS WAS TO INJECT A SIMILAR EFFECT TO DIESEL RUN PRIVATE CARS AS THE INCREASE IN DUTY ON LIGHT OILS WOULD HAVE ON PETROL-DRIVEN CARS. THERE ARE ABOUT 4 500 DIESEL-ENGINED VEHICLES REGISTERED AT PRESENT.

MR SCOTT EXPLAINED THAT THE AMOUNT OF \$1 000 WAS BASED ON THE ASSUMPTION THAT A PRIVATE MOTORIST AVERAGED 8 000 MILES A YEAR, CONSUMING 320 GALLONS OR 1 453 LITRES PER ANNUM ON THE BASIS OF 25 MILES PER GALLON.

THE PROPOSED INCREASE IN DUTY ON LIGHT OILS WILL ALSO AFFECT A SMALL NUMBER OF LIGHT AIRCRAFT AND BOAT OWNERS AND USERS, ADDING APPROXIMATELY 25 PER CENT TO THEIR FUEL BILLS.

+AS THEY ARE NOT THE TARGET OF THESE MEASURES, THIS IS INDEED REGRETTABLE,+ SAID MR SCOTT, +BUT THE PRACTICAL DIFFICULTIES OF DIFFERENTIAL DUTY ARRANGEMENTS UNHAPPILY RULE OUT SPECIAL ARRANGEMENTS BEING MADE FOR THESE TWO CATEGORIES.

+IT IS SCANT CONSOLATION TO THEM, BUT AT LEAST THE INCREASE ONLY RESTORES THE LEVEL OF INCIDENCE OF DUTY,+ HE ADDED.

MR SCOTT SAID TAXIS ARE A NECESSARY AND USEFUL ADJUNCT TO PUBLIC TRANSPORT AND WERE THEREFORE LEFT OUT OF THE PROPOSALS, TOGETHER WITH GOODS VEHICLES, PUBLIC AND PRIVATE BUSES AND PUBLIC LIGHT BUSES.

+BUT THERE CAN BE NO ASSUMPTION THAT TAXIS WILL ALWAYS BE TREATED AS FAVOURABLY AS AT PRESENT,+ HE SAID, ADDING THAT THE POSITION WOULD BE CLOSELY MONITORED.

AND VERY QUICK ACTION WOULD BE TAKEN IF THERE WAS ANY EVIDENCE OF A MOVE TOWARDS PUBLIC LIGHT BUSES AS A SUBSTITUTE FOR PRIVATE CARS, HE WARNED.

AS FOR CONTRACT HIRE CARS, THESE WERE PRIVATE CARS OPERATING WITH A LICENCE TO CARRY PASSENGERS AND THE PROPOSED NEW MEASURES WOULD APPLY TO THEM.

MR SCOTT SAID THE PROPOSED MEASURES MAY NOT BE THE ULTIMATE SOLUTION.

+IT IS PROPOSED TO TRY THEM, TO ASSESS THEIR EFFECTS, AND IF NECESSARY ACCENTUATE THEM OR BRING IN ADDITIONAL MEASURES TO ACHIEVE THE OBJECTIVE OF GETTING THE GROWTH RATE OF PRIVATE VEHICLES BACK TO FIVE PER CENT PER ANNUM, WHICH WE REGARD AS MANAGEABLE.+

THE POSITION, HE ADDED, COULD BE USEFULLY REVIEWED WITHIN TWELVE MONTHS.

+THE EFFICIENT FLOW OF PEOPLE AND GOODS IS SO VITAL TO THE ECONOMIC AND SOCIAL HEALTH OF HONG KONG THAT IT MUST BE UNDERSTOOD THAT GOVERNMENT MEANS BUSINESS AND INTENDS TO ACHIEVE ITS OBJECTIVE,+ HE STRESSED.

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POSSIBLE CURBS ON CAR OWNERSHIP AND USAGE

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THE GOVERNMENT CONSIDERED DIRECT RESTRAINTS ON CAR OWNERSHIP AND ON USAGE BUT DECIDED AGAINST THEM FOR THE TIME BEING.

THE SECRETARY FOR TRANSPORT, THE HON ALAN SCOTT, TOLD THE LEGISLATIVE COUNCIL THAT ON SOCIAL AND ECONOMIC GROUNDS, IT WAS CONSIDERED UNDESIRABLE TO DENY ASPIRATIONS OF OWNERSHIP COMPLETELY.

INSTEAD, THE GOVERNMENT CONSIDERED THAT OTHER MEASURES -- AS CONTAINED IN THE PACKAGE OF PROPOSALS PRESENTED TO THE COUNCIL THIS AFTERNOON -- SHOULD BE TESTED BEFORE DIRECT RESTRAINT ON OWNERSHIP IS RESORTED TO.

MR SCOTT SAID THE MOST DIRECT AND EFFECTIVE RESTRAINT ON OWNERSHIP WAS A LIMITATION ON THE NUMBER OF VEHICLES.

SUCH A LIMIT COULD BE SET AS THE PRESENT NUMBER OF REGISTERED VEHICLES PLUS A DETERMINED ANNUAL GROWTH RATE, TO BE REVIEWED PERIODICALLY IN THE LIGHT OF ROAD CAPACITY AND LEVEL OF USAGE OF VEHICLES.

+THIS MEASURE IS SIMPLY DEFINED, QUICKLY AND EASILY INTRODUCED, AND EFFECTIVE IN OPERATION- IT CAN BE ACCURATELY EVALUATED AND FLEXIBLY HANDLED,+ HE SAID.

IT WOULD NOT AFFECT EXISTING CAR OWNERS, ONLY THE RELATIVELY SMALL NUMBER OF INTENDING CAR OWNERS COMING FORWARD EACH YEAR. NOR WOULD IT PRODUCE ADDITIONAL REVENUE. BUT IT WOULD REDUCE THE RATE OF GROWTH OF REVENUE AND WOULD NOT THEREFORE INVOLVE CONFUSING ARGUMENTS ABOUT RESTRAINT MEASURES BEING IMPOSED IN ORDER TO RAISE REVENUE.

HOWEVER, SUCH A MEASURE, MR SCOTT SAID, WOULD PRESENT GREAT DIFFICULTIES AS TO THE METHOD OF ALLOCATION OF SUCH ADDITIONAL VEHICLES AS WOULD BE PERMITTED EACH YEAR.

THERE WERE VARIATIONS ON THE THEME, SUCH AS ALLOWING ONE CAR ONLY PER HOUSEHOLD, OR NOT ALLOWING OWNERSHIP OF A VEHICLE UNLESS PARKING SPACE IS PROVIDED.

+ALTHOUGH LIMITATION ON NUMBERS IS NOT PROPOSED AT PRESENT, WE CANNOT RULE IT OUT FOR THE FUTURE- IT MAY BE NECESSARY IF THE MEASURES NOW PROPOSED PROVE INSUFFICIENT,+ HE SAID.

MR SCOTT NOTED THAT ONLY 17 PER CENT OF HOUSEHOLDS IN HONG KONG OWN OR HAVE THE USE OF A CAR -- A VERY LOW PROPORTION COMPARED WITH DEVELOPED COUNTRIES.

CONTINUING PROSPERITY IN HONG KONG WILL INCREASE DEMAND, HE SAID, AS WILL THE ABILITY TO TRAVEL BY BETTER ROADS SPREADING OUT THROUGH HONG KONG.

COMPARISONS WITH OTHER COUNTRIES WERE NOT REALLY HELPFUL BECAUSE THEIR POPULATIONS WERE MORE WIDELY SPREAD, BUT FIGURES SUCH AS 60 PER CENT IN THE UNITED KINGDOM AND 95 PER CENT IN THE USA +ARE UNTHINKABLE FOR HONG KONG+, HE SAID.

/+AN INCREASE

+AN INCREASE EVEN TO 25 PER CENT IN HONG KONG FROM THE PRESENT 17 PER CENT, COULD BE COPEd WITH ONLY OVER A VERY LONG PERIOD IN THE LIGHT OF OUR GEOGRAPHICAL LAYOUT AND THE FINITE CAPACITY FOR IMPROVEMENT IN THE TRANSPORT INFRASTRUCTURE.+

ON RESTRAINT ON USAGE, MR SCOTT SAID THE AIM OF SUCH RESTRAINTS WAS TO DETER USAGE AT PEAK PERIODS AND IN LOCATIONS OF CONGESTION.

IN HONG KONG, THIS PRESENTS UNUSUALLY DIFFICULT FEATURES.

VARIOUS MEASURES HAD BEEN TRIED WITH VARYING DEGREES OF SUCCESS IN OTHER COUNTRIES INCLUDING, FOR EXAMPLE, ODD AND EVEN DAY USAGE, WHICH ALLOWS A VEHICLE ONLY ON EVERY OTHER DAY TO GO INTO DESIGNATED AREAS- OR ALLOWING THE CAR OWNER TO NOMINATE ONE OR MORE DAYS A WEEK FOR NON-USAGE, DESIGNATED BY A STICKER ON THE WINDSCREEN.

+WE CONSIDER BOTH THESE MEASURES TOO LIABLE TO FRAUD AND EVASION IN HONG KONG AND THEY WOULD REQUIRE A CONSIDERABLE ENFORCEMENT COMMITMENT,+ SAID MR SCOTT.

+THERE IS ALSO THE POINT THAT NOT ONLY WOULD EXISTING OWNERS OF TWO OR MORE MOTOR CARS AVOID THE EFFECTS OF SUCH MEASURES, BUT IT MIGHT ACTUALLY ENCOURAGE THE PURCHASE OF MORE VEHICLES.+

MR SCOTT NOTED THAT MANY PEOPLE, DISPOSED TO ACCEPT THE CASE FOR RESTRICTIONS ON USAGE IN CONGESTED AREAS, ARGUED THAT USAGE SHOULD NOT BE RESTRAINED ON OPEN ROADS OR AT NON-PEAK TIMES.

THE GOVERNMENT HAD ALSO STUDIED AREA LICENSING SCHEMES AND ROAD PRICING SYSTEMS -- INCLUDING CHARGING FOR THE USE OF ROADS BY MEANS OF ELECTRONIC SENSORS FITTED TO VEHICLES AND ACTIVATED BY DEVICES IN THE ROAD. MR SCOTT DESCRIBED THIS AS AN ATTRACTIVE IDEA BUT NOT YET DEVELOPED ENOUGH TO TAKE WHAT WOULD BE A CONSIDERABLE ECONOMIC AND ENFORCEMENT PLUNGE.

HE SAID THE GOVERNMENT COULD NOT RECOMMEND ANY OF THESE FOR TWO MAIN REASONS -- THEY ARE UNENFORCEABLE IN PRACTICE BECAUSE IN HONG KONG ONE CANNOT SATISFACTORILY DEFINE LIMITED CONGESTED AREAS OR PROVIDE ENTRY AND EXIT POINTS OR ALTERNATIVE ROUTES, TO SAY NOTHING OF THE AMOUNT OF FRINGE URBAN PARKING WHICH WOULD BE REQUIRED.

+THE FACT IS THAT TOO MANY ROADS OVER TOO WIDE AN AREA ARE CONGESTED.+

ANOTHER TYPE OF RESTRAINT CONSIDERED AND DISCARDED WAS PEAK HOUR LICENSING, WHEREBY AN EXTRA LICENCE FEE IS IMPOSED ON VEHICLES WHICH OPERATE DURING STATED PEAK HOURS.

WHILE HE SAW THIS AS AN EVEN-HANDED APPROACH TO THE PROBLEM, FOR GEOGRAPHIC REASONS AND BECAUSE CONGESTION WAS SO WIDESPREAD, THE GOVERNMENT CONCLUDED THAT IT WOULD HAVE TO APPLY TERRITORY-WIDE.

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+ANY MORE SPECIFIC APPROACH COULD NOT BE EQUITABLE ENFORCED,+ HE SAID. +THE ENFORCEMENT CAPACITY REQUIRED TERRITORY-WIDE COULD NOT BE MET, AND THIS WOULD INVITE WIDESPREAD DISREGARD OF THE SCHEME, AN UNACCEPTABLE POSSIBILITY IN TERMS OF RESPECT FOR THE LAW.+

ADMINISTRATIVELY, HE ADDED, IT WOULD PLACE AN EXCESSIVE STRAIN ON THE FIXED PENALTY SYSTEM WHICH IS ALREADY OVER-EXTENDED, AND THE CAPACITY OF THE COURTS WOULD BE SEVERELY STRAINED BY DEFENDED CASES.

+THE OPPORTUNITIES FOR EVASION BY FORGING OR CORRUPTION ARE THE FINAL SIGNIFICANT OBJECTION,+ HE SAID, ADDING THAT THE ATTEMPT TO ENFORCE SUCH A SYSTEM EFFECTIVELY WOULD ITSELF AFFECT TRAFFIC FLOW, BY THE STOPPAGE OF VEHICLES FOR VERIFICATION OF LICENCES.

+IT WAS THEREFORE CONCLUDED THAT THE FIRST MEASURES TO RESTRAIN THE RATE OF GROWTH OF PRIVATE MOTOR VEHICLES SHOULD BE TO INCREASE THE COST OF ACQUIRING, KEEPING AND USING THEM.

+THIS DOES NOT DENY THE OPPORTUNITY FOR THE INDIVIDUAL TO HAVE A CAR OR MOTORCYCLE, BUT IT LEAVES HIM TO MAKE HIS PERSONAL BUDGETARY DECISION.+

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PRIVATE CARS : TARGET IS FOR 5 PER CENT GROWTH ONLY
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THE GOVERNMENT AIMS TO REDUCE THE GROWTH RATE OF PRIVATE CARS IN HONG KONG TO FIVE PER CENT PER ANNUM, IN A BID TO STEM GROWING CONGESTION IN THE INTEREST OF THE COMMUNITY AS A WHOLE.

THIS RATE, THOUGH STILL SERIOUS, WOULD BE MANAGEABLE, THE SECRETARY FOR TRANSPORT, THE HON ALAN SCOTT, SAID IN THE LEGISLATIVE COUNCIL TODAY.

+THE EFFICIENT FLOW OF PEOPLE AND GOODS IS SO VITAL TO THE ECONOMIC AND SOCIAL HEALTH OF HONG KONG THAT IT MUST BE UNDERSTOOD THAT GOVERNMENT MEANS BUSINESS AND INTENDS TO ACHIEVE ITS OBJECTIVE,+ HE STRESSED.

THE FIVE PER CENT TARGET GROWTH, HE ADDED, COULD BE USEFULLY REVIEWED WITHIN 12 MONTHS.

ALTHOUGH THE GOVERNMENT CONTINUED TO APPLY AND PRESS FORWARD WITH THE ROAD BUILDING PROGRAMME AND VARIOUS MANAGEMENT AND CONTROL MEASURES, +THEY CANNOT BY THEMSELVES PREVENT FURTHER DETERIORATION IN CONDITIONS IF THE CURRENT RATE OF GROWTH OF VEHICLES CONTINUES,+ HE SAID.

ALREADY HONG KONG HAD THE HIGHEST NUMBER OF REGISTERED VEHICLES PER KILOMETRE OF TRAFFICABLE ROAD SPACE IN THE WORLD -- 282 VEHICLES PER KILOMETRE AT THE END OF 1981.

/AND THERE

AND THERE WAS NO INDICATION OF ANY EASING IN THE HIGH GROWTH RATE OF VEHICLES.

INDEED, IN THE LAST FIVE YEARS PRIVATE CARS HAD GROWN AT THE RATE OF OVER 13 PER CENT PER ANNUM.

IF THIS TREND CONTINUED UNRESTRAINED, THERE WOULD BE WELL OVER 300 000 CARS ON THE ROADS BY 1987. BY 1991, THIS COULD REACH 400 000 OR EVEN MORE.

+THESE FIGURES ARE, SIMPLY, FRIGHTENING, AND THE EFFORTS OF CERTAIN PEOPLE TO REDUCE THEIR PRESENT OR FUTURE SIGNIFICANCE CAN ONLY BE DESCRIBED AS SPITTING IN THE WIND,+ HE SAID.

MR SCOTT SAID THE 1976 COMPREHENSIVE TRANSPORT STUDY HAD PROJECTED THAT HONG KONG COULD COPE WITH A RESTRAINED GROWTH RATE IN PRIVATE CARS OF FIVE PER CENT PER ANNUM.

THIS WOULD HAVE PRODUCED BY THE BEGINNING OF 1982 SOME 169 000 CARS. IN FACT, BY THE END OF MARCH THERE WERE 217 000 REGISTERED CARS -- NEARLY 50 000 MORE THAN THE LEVEL CONSIDERED AS ACCEPTABLE IN 1973 EQUIVALENT CONGESTION TERMS. IN ADDITION, THERE WERE 28 000 MOTORCYCLES.

THIS ENORMOUS GROWTH RATE, SAID MR SCOTT, WAS MAINLY DUE TO THE ECONOMIC GROWTH OF HONG KONG, A LEVEL OF GROWTH WHICH NO ONE WOULD HAVE PREDICTED IN THE POST-1973 RECESSION PERIOD, WHEN THE CONSULTANTS WERE WORKING.

IN BROAD TERMS, THE NUMBER OF VEHICLES HAD GROWN AT AN ANNUAL RATE OF 8.4 PER CENT FROM 1971 TO 1981, WHILE ROAD CAPACITY OVERALL HAD INCREASED BY NOT MORE THAN THREE PER CENT PER ANNUM.

IN THAT PERIOD, TOTAL REGISTERED VEHICLES INCREASED FROM 125 000 TO 330 000, WITH PRIVATE CARS RISING FROM 80 000 TO OVER 211 000.

A FREQUENT CRITICISM, MR SCOTT NOTED, WAS THAT AN INADEQUATE ROAD DEVELOPMENT PROGRAMME WAS RESPONSIBLE FOR OUR TROUBLES.

+EVEN IF THE INCREASE IN TRAFFICABLE ROADS HAD BEEN TWICE THAT ACHIEVED,+ HE SAID, +THE GROWTH RATE OF VEHICLES WOULD STILL BE WELL ABOVE THE LEVEL REQUIRED TO MAINTAIN CONGESTION AT 1973 LEVELS.+

BROADLY SPEAKING, IF THE NUMBER OF PRIVATE CARS WERE TO REACH 400 000 IT WOULD BE NECESSARY TO DUPLICATE MUCH OF THE EXISTING URBAN AREA MAJOR ROAD NETWORK.

+THIS WOULD REQUIRE THE DOUBLE DECKING OF MILES AND MILES OF EXISTING ROADWAY, AND THE WHOLESALE DEMOLITION OF PRIVATE PROPERTY,+ HE SAID. THE GOVERNMENT DID NOT SEE THIS AS A REALISTIC PROPOSITION.

MR SCOTT EMPHASISED THAT THE GOVERNMENT'S SUBSTANTIAL PROGRAMME OF ROAD BUILDING WOULD CONTINUE.

SEVERAL LARGE PROJECTS WOULD BE COMPLETED DURING THE NEXT FEW YEARS, INCLUDING THE ISLAND EASTERN CORRIDOR, THE SHA TIN/TAI PO COASTAL ROAD, THE ADDITIONAL CARRIAGEWAY OF TUEN MUN ROAD, THE TUEN MUN BY-PASS, AND THE AIRPORT TUNNEL ROAD.

EVEN IF CONSIDERABLE ADDITIONAL FUNDS COULD BE INJECTED, THE PROGRAMME COULD NOT BE SPEEDED UP SIGNIFICANTLY, GIVEN NECESSARY LEAD TIMES, TECHNICAL RESOURCES AND OTHER DEMANDS ON THE CONSTRUCTION INDUSTRY, HE SAID.

A LONG LIST OF OTHER MAJOR AND MUCH NEEDED PROJECTS, INCLUDING A SECOND FIXED HARBOUR CROSSING, WAS IN THE PLANNING STAGE OR APPROACHING THAT POINT, BUT THE HIGH COST AND TECHNICAL COMPLEXITY MEANT THEY MUST BE LOOKED AT VERY CAREFULLY AGAINST OTHER FINANCIAL AND RESOURCE PRIORITIES.

MR SCOTT SAID THE OPPORTUNITIES FOR ADDING TO THE DENSE ROAD NETWORK IN THE URBAN AREA WERE OBVIOUSLY LIMITED. +THE ROAD CAPACITY SIMPLY CANNOT BE INCREASED TO MEET UNRESTRAINED GROWTH IN VEHICLES.+

HE NOTED THAT EXPENDITURE ON ROAD BUILDING AT CURRENT PRICES HAD INCREASED AT THE RATE OF 24 PER CENT PER ANNUM DURING THE PAST DECADE. THIS DID NOT INCLUDE CONSIDERABLE SPENDING ON ROAD CONSTRUCTION IN THE NEW TOWNS.

+IN SPITE OF THESE EFFORTS, THE LENGTH OF TRAFFICABLE ROADS INCREASED BY AN AVERAGE OF SOME TWO PER CENT PER ANNUM ONLY OVER THAT PERIOD.+

MR SCOTT SAID PUBLIC TRANSPORT JOURNEY SPEEDS HAD DROPPED IN RECENT YEARS AS A RESULT OF CONGESTION. IN RESPECT OF ONE OF THE TWO BUS COMPANIES, IT WAS ESTIMATED THAT TO KEEP UP THE 1979 LEVEL OF SERVICE TO 1981 REQUIRED 86 ADDITIONAL BUSES. IN THE CASE OF THE HONG KONG TRAMWAYS, THE SAME SIZE OF FLEET IN 1981 WAS ABLE TO COVER 38 PER CENT LESS MILEAGE THAN IN 1971.

+NOT ONLY IS THIS INEFFICIENT IN TERMS OF SERVICE, IT IS INEFFICIENT ECONOMICALLY. IT MEANS HIGHER FARES TO PAY FOR MAINTAINING THE SAME LEVEL OF SERVICE, OR WORSE, DECREASING LEVEL OF SERVICE,+ HE SAID.

AT PRESENT, THERE WERE 56 MAJOR INTERSECTIONS IN URBAN KOWLOON AND HONG KONG AT WHICH CONGESTION IS A REGULAR PEAK PERIOD FEATURE. THIS WAS PROJECTED TO RISE TO 132 IN FIVE YEARS IF THE CURRENT VEHICLE GROWTH RATE CONTINUED.

AND IN ONE WEEK IN THE MIDDLE OF MARCH, HE NOTED, THE NUMBER OF REPORTED CONGESTION IN URBAN HONG KONG AND KOWLOON AVERAGE 46 PER DAY.

WORSENING CONGESTION, HE SAID, COULD HAVE SERIOUS EFFECTS ON THE ECONOMY, ON LAW AND ORDER, AND ON LIFE AND PROPERTY.

/FOR EXAMPLE,

FOR EXAMPLE, THE ECONOMY WOULD BE HIT IF GOODS VEHICLES -- WHICH PLAY A CRUCIAL ECONOMIC ROLE -- WERE UNABLE TO MOVE EFFICIENTLY, AND THE LAW ENFORCEMENT AGENCIES WOULD BE AS OBSTRUCTED IN MOVING TO DEAL WITH PROBLEMS AS THE FRUSTRATED POPULATION ITSELF.

ALREADY, DELAYS TO FIRE APPLIANCES BECAUSE OF CONGESTION WERE AT A SERIOUS LEVEL, WITH JUST OVER 10 PER CENT OF THE CALLS IN HONG KONG AND KOWLOON IN THE FIRST QUARTER THIS YEAR SUFFERING HOLDUPS. DELAYS TO AMBULANCES OCCURRED AT AN EVEN HIGHER FREQUENCY.

MR SCOTT WENT ON TO OUTLINE PRESENT MEASURES BEING TAKEN TO REDUCE CONGESTION. THESE COVERED TRAFFIC CONTROL AND MANAGEMENT, THE DEVELOPMENT OF OFF-ROAD PUBLIC TRANSPORT SYSTEMS, THE DEVELOPMENT OF ON-ROAD PUBLIC TRANSPORT SYSTEMS, AND PARKING FACILITIES AND CONTROLS.

ON PARKING FACILITIES AND CONTROLS, MR SCOTT EMPHASISED THAT AS MUCH PARKING SPACE AS POSSIBLE SHOULD BE PROVIDED, WITHOUT GENERATING MORE TRAFFIC THAN THE LOCAL ROAD NETWORK CAN CARRY WITHOUT WORSENING CONGESTION.

+THERE IS NO QUESTION OF USING THIS PROVISION, OR RATHER THE DELIBERATE LACK OF PROVISION, OF CAR PARKING AS A RESTRAINT ON CAR USAGE IN BUSY AREAS.

+A PROGRAMME OF CAR PARKING DEVELOPMENT AND POLICY IS ABOUT TO BE PUT TO THE GOVERNOR-IN-COUNCIL, AND I CAN ASSURE MEMBERS THAT I TAKE THIS ASPECT OF TRANSPORT POLICY PARTICULARLY SERIOUSLY,+ HE SAID.

REFERRING TO TRAFFIC CONTROL AND MANAGEMENT MEASURES, HE SAID FINANCIAL APPROVAL WAS BEING SOUGHT TO EXTEND THE SOPHISTICATED AREA TRAFFIC CONTROL SCHEME IN WEST KOWLOON TO EAST KOWLOON AND ALSO TO INTRODUCE IT ON HONG KONG ISLAND.

THE SCHEME, WHICH SYNCHRONISES TRAFFIC SIGNALS BY COMPUTER, HAD REDUCED JOURNEY TIMES AND INCREASED VEHICLE SPEEDS IN WEST KOWLOON BY AS MUCH AS ONE-THIRD.

HOWEVER, AREA TRAFFIC CONTROL COULD ONLY IMPROVE TRAFFIC FLOW, SAID MR SCOTT. +IT CANNOT OPERATE IF CONGESTION IS ALREADY SO SEVERE THAT TRAFFIC CANNOT BE SHIFTED AROUND WITHIN THE ROAD SYSTEM CONCERNED.+

TRAFFIC MANAGEMENT MEASURES, INCLUDING THE MONITORED PHASING OF TRAFFIC SIGNALS AT KEY JUNCTIONS, PROHIBITION OF RIGHT-HAND TURNS, ONE-WAY TRAFFIC, URBAN CLEARWAYS, AND PROHIBITION OF STOPPING DURING PEAK HOURS, WERE ALREADY EXTENSIVELY USED AND WOULD BE EXTENDED WHEREVER POSSIBLE, HE ADDED.

FIFTY-TWO LOCATIONS WERE IDENTIFIED IN 1981 FOR PRIORITY SCHEMES, WHICH FAVOUR PUBLIC TRANSPORT OVER PRIVATE VEHICLES, AND THESE WERE BEING EXAMINED, SAID MR SCOTT.

MOTOR VEHICLE RESTRAINT PROPOSALS
NOT AIMED AT RAISING REVENUE, SAYS FS
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THE FINANCIAL SECRETARY, THE HON JOHN BREMRIDGE, SAID TODAY GOVERNMENT ACTION TO THE OBVIOUS PROBLEM OF GROWING ROAD CONGESTION REQUIRED EXCEPTIONAL USE OF ALL PRACTICABLE MEANS AS A MATTER OF COMMONSENSE.

+THE MEANS INVOLVE FISCAL MEASURES DESIGNED NOT TO RAISE REVENUE BUT RATHER TO ACT AS RESTRAINTS DIRECTED AT VEHICLE USAGE,+ HE SAID.

MR BREMRIDGE WAS ADDRESSING THE LEGISLATIVE COUNCIL AFTER THE SECRETARY FOR TRANSPORT, THE HON ALAN SCOTT, HAD EXPLAINED THE REASONS THE GOVERNMENT MUST NOW TAKE STEPS TO STEM THE GROWTH OF CONGESTION IN THE INTERESTS OF THE COMMUNITY.

THE FINANCIAL SECRETARY SAID THAT FOR MANY YEARS IT HAD BEEN GOVERNMENT POLICY THAT TAXES SHOULD IN THE MAIN BE RAISED FOR FISCAL PURPOSES.

THIS POLICY, HE SAID, MUST NATURALLY HAVE REGARD NOT ONLY TO THE CONCEPT OF ANNUALITY IN BUDGETS BUT ALSO TO THE NEED TO MAKE SAVINGS IN GOOD TIMES SO AS TO BE PROTECTED WHEN BAD TIMES ARISE. THIS IS WELL UNDERSTOOD BY EVERY PRUDENT BUSINESSMAN AND HEAD OF FAMILY.

+THERE ARE, OF COURSE, MACRO-ECONOMIC CONSIDERATIONS AS WELL WHICH PARTICULARLY REFLECT THE IMPERATIVES OF SENSIBLE ANTI-INFLATIONARY MEASURES AND POLICIES,+ HE SAID.

REFERRING TO THE PUBLIC REVENUE PROTECTION ORDERS WITH REGARD TO FIRST REGISTRATION TAX, ANNUAL LICENCE FEES, AND THE DUTY ON LIGHT OILS WHICH CAME INTO EFFECT FROM MIDNIGHT ON TUESDAY (MAY 4), MR BREMRIDGE SAID THE ADDITIONAL RECURRENT REVENUE IN 1982/83 WAS ESTIMATED TO BE ABOUT \$1 BILLION. HOWEVER, IT COULD BE LESS DEPENDING ON THE EXTENT TO WHICH THESE MEASURES WERE EFFECTIVE. THE CALCULATION WAS QUITE EMPIRICAL, HE SAID.

THIS UNEXPECTED WINDFALL, MR BREMRIDGE SAID, WOULD BE TREATED WITH PRUDENCE.

+WHILE HYPOTHECATION OF REVENUE IS OUT OF THE QUESTION, IT WILL OBVIOUSLY NOT WEAKEN THE GOVERNMENT'S DETERMINATION TO PRESS ON WITH ITS VERY SUBSTANTIAL TRANSPORT PROGRAMMES INVOLVING MAJOR EXPENDITURE FOR THE FORESEEABLE FUTURE,+ HE ADDED.

PENSIONS INCREASED BY 12 PER CENT
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THE LEGISLATIVE COUNCIL TODAY APPROVED A 12 PER CENT INCREASE IN ALL PENSIONS IN PAYMENT ON APRIL 1, 1982. THE TOTAL COST OF THIS INCREASE IS ESTIMATED AT \$40.2 MILLION FOR A FULL YEAR.

IN MOVING A MOTION FOR THE ADJUSTMENT, THE SECRETARY FOR THE CIVIL SERVICE, THE HON MARTIN ROWLANDS, SAID IT IS THE GOVERNMENT'S DECLARED POLICY TO MAINTAIN THE ORIGINAL PURCHASING POWER OF CIVIL SERVICE PENSIONS AND THIS IS ACHIEVED BY PERIODIC PENSION ADJUSTMENTS TO REFLECT CHANGES IN THE COST OF LIVING.

MR ROWLANDS SAID THAT DURING THE CURRENT REVIEW PERIOD, WHICH COVERS A NINE-MONTH PERIOD FROM JULY 1, 1981 TO MARCH 31, 1982, THE MOVING ANNUAL AVERAGE OF THE CONSUMER PRICE INDEX (A) ROSE BY 26.1 POINTS OR 11.4 PER CENT.

HE SAID THE USUAL PRACTICE WOULD BE TO ROUND THIS DOWN AND ADJUST PENSIONS BY 11 PER CENT. HOWEVER, SINCE 1976, WHEN THE PRESENT ARRANGEMENTS FOR ADJUSTING PENSIONS AGAINST MOVEMENTS IN CONSUMER PRICE INDEX (A) WERE INTRODUCED, THE PERCENTAGE INCREASES HAVE BEEN ROUNDED DOWN IN FIVE YEARS OUT OF SIX.

+THIS HAS RESULTED OVER THE YEARS IN A NET ARITHMETIC ROUNDING DOWN OF 0.59 PER CENT. IT IS THEREFORE CONSIDERED REASONABLE TO ROUND UP THIS YEAR'S ADJUSTMENT FROM 11.4 PER CENT TO 12 PER CENT,+ HE SAID.

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COORDINATION OF TRANSPORT POLICY
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THE SECRETARY FOR TRANSPORT, THE HON ALAN SCOTT TOLD THE LEGISLATIVE COUNCIL TODAY HE WAS GIVING CLOSE PERSONAL ATTENTION TO THE IMPORTANT MATTER OF ENSURING THAT TRANSPORT POLICY VIEWS AND NEEDS WERE EFFECTIVELY CO-ORDINATED INTO GOVERNMENT PLANNING AND PROGRAMMES AS THEY WERE DEVELOPED AND IMPLEMENTED AT ALL LEVELS.

MR SCOTT WAS REPLYING TO A QUESTION BY THE HON T.S. LO, WHO ASKED WHAT PROGRESS HAD BEEN MADE TO CENTRALISE TRANSPORT RESPONSIBILITIES.

HE SAID IN SEPTEMBER LAST YEAR, THE FIRST STEP IN THE REORGANISATION OF THE FORMER ENVIRONMENT BRANCH WAS TAKEN, FOLLOWING THE DECISION TO SEPARATE TRANSPORT POLICY AND STRATEGIC TRANSPORT PLANNING RESPONSIBILITIES FROM THOSE IN RESPECT OF LAND AND ENVIRONMENTAL PROTECTION, AND TO CENTRALISE TRAFFIC MANAGEMENT RESPONSIBILITIES IN THE TRANSPORT DEPARTMENT.

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THE NEW TRANSPORT BRANCH CAME INTO BEING ON SEPTEMBER 1, 1981, WITH ADDITIONAL STAFF, INCLUDING A TRANSPORT PLANNING UNIT WHICH PROVIDES THE TRANSPORT PLANNING INPUT TO THE OVERALL PLANNING OF LAND DEVELOPMENT AND LAND USE.

THE AUGMENTED TRANSPORT DEPARTMENT CAME INTO BEING ON APRIL 1, 1982, WHEN MOST OF THE TRAFFIC AND TRANSPORT BRANCH OF THE FORMER PWD HIGHWAYS OFFICE TRANSFERRED TO THE ESTABLISHMENT OF TRANSPORT DEPARTMENT. THIS INCLUDED THE TRAFFIC ENGINEERING DIVISION, THE TRAFFIC CONTROL AND SURVEILLANCE DIVISION, THE ROAD SAFETY DIVISION AND THE TRAFFIC AND TRANSPORT SURVEY DIVISION.

+THE THIRD STEP TO COMPLETE THE PICTURE IS THE ESTABLISHMENT OF THREE REGIONAL TRANSPORT OFFICES, EACH HEADED BY AN ASSISTANT COMMISSIONER RESPONSIBLE FOR TRAFFIC MANAGEMENT AND PUBLIC TRANSPORT SERVICES IN THE RESPECTIVE REGIONS OF HONG KONG, KOWLOON AND THE NEW TERRITORIES. EACH ASSISTANT COMMISSIONER WILL BE SUPPORTED BY PROFESSIONAL STAFF IN THE TRANSPORT AND ENGINEER GRADES,+ MR SCOTT SAID.

HE SAID RECRUITMENT OF TWO ADDITIONAL ASSISTANT COMMISSIONERS IS IN PROGRESS AND THEY ARE EXPECTED TO BE IN POST EARLY NEXT MONTH WHILE THE STAFF LEVEL BELOW THAT, INVOLVING THE POSSIBLE CREATION OF A NEW RANK OF PRINCIPAL TRANSPORT OFFICER, WILL BE DETERMINED LATER IN THE LIGHT OF EXPERIENCE WITHIN THE NEXT TWELVE MONTHS.

MR SCOTT SAID A FURTHER ASPECT OF THE REORGANISATION IS BEING PURSUED WITH THE COMMISSIONER OF POLICE WHICH IS THE LOCATION OF A SENIOR POLICE OFFICER IN THE AUGMENTED TRANSPORT DEPARTMENT TO FACILITATE CO-ORDINATION WITH THE TRAFFIC HEADQUARTERS OF THE POLICE.

+A NEW POST OF CHIEF SUPERINTENDENT OF POLICE HAS BEEN ESTABLISHED IN THE POLICE FORCE UNDER THE DEPUTY DIRECTOR (TRAFFIC) TO LIAISE WITH THE TRANSPORT DEPARTMENT AND TO ADVISE THE DEPARTMENT AND MY BRANCH ON BOTH TRAFFIC MANAGEMENT AND ENFORCEMENT,+ HE ADDED.

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FRANCHISED FERRY SERVICES
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ALTHOUGH A FRANCHISED FERRY COMPANY MIGHT BE REQUIRED TO PROVIDE AN INDIVIDUAL UNPROFITABLE SERVICE, THIS WOULD BE TAKEN INTO ACCOUNT IN ASSESSING THE OVERALL PERFORMANCE AND PROFITABILITY OF THE COMPANY IN DETERMINING THE LEVELS OF FARE TO BE CHARGED AND THE PATTERN OF SERVICES TO BE PROVIDED.

THIS WAS STATED BY THE SECRETARY FOR TRANSPORT, THE HON ALAN SCOTT, IN MOVING THE SECOND READING OF THE FERRY SERVICES BILL 1982 IN THE LEGISLATIVE COUNCIL TODAY.

MR SCOTT SAID CONCERN HAD BEEN EXPRESSED BY THE FERRY COMPANIES ABOUT THE POWERS CONFERRED UPON GOVERNMENT BY THE PROVISIONS IN THE BILL, AND ABOUT THE MORE DETAILED STIPULATIONS COVERING SIMILAR AREAS OF GOVERNMENT CONTROL IN THE FRANCHISES.

+THEIR ANXIETY, AS I UNDERSTAND IT, IS THAT THE FERRY COMPANIES MAY BE REQUIRED TO OPERATE UNPROFITABLE SERVICES AGAINST PRUDENT COMMERCIAL PRINCIPLES, AND THEREBY SUFFER FINANCIAL LOSS,+ HE SAID.

MR SCOTT POINTED OUT THAT THE SERVICES WHICH ARE THE SUBJECT OF THESE PROVISIONS ARE PUBLIC TRANSPORT SERVICES AND IT IS NECESSARY IN THE INTERESTS OF THE TRAVELLING PUBLIC THAT THE GOVERNMENT SHOULD BE ABLE TO EXERT A DEGREE OF CONTROL OVER THE PROVISION OF SERVICES.

+ALTHOUGH CIRCUMSTANCES MAY ARISE IN WHICH IT WOULD BE NECESSARY TO DIRECT A FRANCHISED FERRY COMPANY TO PROVIDE A SERVICE WHICH AS AN INDIVIDUAL SERVICE MIGHT BE UNPROFITABLE, GOVERNMENT IS BOUND TO TAKE SUCH FACTORS INTO ACCOUNT WHEN ASSESSING THE OVERALL PERFORMANCE AND PROFITABILITY OF THE FRANCHISED OPERATORS IN THE CONTEXT OF DETERMINING THE LEVELS OF FARES TO BE CHARGED AND THE OVERALL PATTERN OF SERVICES TO BE PROVIDED,+ HE SAID.

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PARKING POLICY OUTLINED

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THE GOVERNMENT DOES HAVE A COMPREHENSIVE POLICY FOR ON- AND OFF-STREET PARKING FOR MOTOR VEHICLES, THE SECRETARY FOR TRANSPORT, THE HON ALAN SCOTT SAID TODAY.

REPLYING TO A QUESTION BY THE HON ANDREW SO IN THE LEGISLATIVE COUNCIL, MR SCOTT SAID THE POLICY AIMS TO SUPPORT THE WIDER STRATEGIC OBJECTIVES OF IMPROVING PUBLIC TRANSPORT AND MAKING MORE ECONOMIC USE OF THE ROAD SYSTEM.

HE SAID THE MAIN ELEMENTS OF THE POLICY INCLUDE THE DEVELOPMENT OF MULTI-STOREY CAR PARKS TO HELP REDUCE THE EXISTING SHORTFALL OF PARKING SPACES, THE USE OF LAND FOR TEMPORARY CAR AND LORRY PARKS, THE SETTING OF PARKING STANDARDS FOR RESIDENTIAL AND OTHER DEVELOPMENTS, THE ENCOURAGEMENT OF PARK AND RIDE FACILITIES, THE EXPANSION OF PARKING METER COVERAGE TO ENSURE A BETTER TURNOVER IN ON-STREET SPACES, AND TAKING ENFORCEMENT ACTION AGAINST ILLEGAL PARKING.

+PARKING POLICY HAS BEEN UNDER REVIEW FOR SOME TIME NOW AND, AFTER THE ADVICE OF THE TRANSPORT ADVISORY COMMITTEE HAS BEEN OBTAINED, A SUBMISSION WILL BE MADE TO THE EXECUTIVE COUNCIL, I EXPECT WITHIN THE NEXT TWO MONTHS,+ MR SCOTT SAID.

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LANDED PROPERTY

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THE ASCERTAINMENT OF SUCCESSORS FOR LANDED PROPERTY REMAINS THE RESPONSIBILITY OF THE CITY AND NEW TERRITORIES ADMINISTRATION, THE ACTING ATTORNEY GENERAL, THE HON GERALD NAZARETH, SAID TODAY.

HOWEVER, WITH EFFECT FROM APRIL 1, 1982, THE NEW LANDS DEPARTMENT HAS TAKEN OVER DISTRICT LAND REGISTRIES IN THE NEW TERRITORIES, EXCEPT TSUEN WAN, FOR THE REGISTRATION OF SUCCESSORS.

IN REPLY TO A QUESTION BY THE HON CHARLES YEUNG, MR NAZARETH SAID THE LANDS DEPARTMENT WILL BE RESPONSIBLE FOR THE SE DISTRICT LAND REGISTRIES UNTIL THE REGISTRAR GENERAL IS ABLE TO TAKE THEM OVER.

THE TSUEN WAN DISTRICT LAND REGISTRY, HE SAID, IS ALREADY OPERATED BY THE REGISTRAR GENERAL'S DEPARTMENT.

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BRIEFING POLICY

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MAJOR GOVERNMENT ISSUES ARE EXPLAINED AS FULLY AS POSSIBLE BY WRITTEN MATERIAL, VERBAL PRESENTATIONS AND AT PRESS CONFERENCES, THE SECRETARY FOR HOME AFFAIRS, THE HON DENIS BRAY, SAID TODAY.

IN REPLY TO A QUESTION BY THE REV. THE HON JOYCE BENNETT, MR BRAY SAID ALL THE WRITTEN MATERIAL IS PRODUCED IN ENGLISH AND CHINESE. THE PRESS CONFERENCES ARE HELD IN A ROOM WHERE SIMULTANEOUS INTERPRETATION IN ENGLISH AND CANTONESE ARE AVAILABLE.

+ALL THE WRITTEN MATERIAL IS DISTRIBUTED TO ALL LOCAL NEWS MEDIA AND TO NEWS AGENCIES AND IS AVAILABLE TO ANY OVERSEAS CORRESPONDENTS,+ HE SAID.

+ALL PRESS CONFERENCES ARE OPEN TO ALL NEWS MEDIA IRRESPECTIVE OF THEIR LANGUAGE OF PUBLICATION.

+IN SHORT WE TRY TO BE AS EVENHANDED AND AS COMPREHENSIVE AS POSSIBLE IN THE DISTRIBUTION OF MATERIAL RELATING TO ALL MAJOR GOVERNMENT ISSUES,+ MR BRAY SAID.

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MORE HOLIDAYS FOR EMPLOYEES PROPOSED

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AN AMENDMENT BILL WHICH PROVIDES FOR AN ADDITIONAL FLOATING HOLIDAY, WAS TABLED AT THE LEGISLATIVE COUNCIL TODAY (WEDNESDAY) FOR THE FIRST AND SECOND READING.

MOVING THE EMPLOYMENT (AMENDMENT) BILL 1982, THE ACTING COMMISSIONER FOR LABOUR, DR THE HON J.W. HAYES, SAID IT WAS INTENDED THAT THE BILL, IF APPROVED BY THE COUNCIL, WOULD COME INTO EFFECT ON JANUARY 1 NEXT YEAR.

SPEAKING OF THE BACKGROUND TO THE PROPOSAL, DR HAYES RECALLED THAT IN JUNE LAST YEAR PUBLIC OPINION WAS SOUGHT BY THE LABOUR DEPARTMENT, THE NEW TERRITORIES ADMINISTRATION AND THE HOME AFFAIRS DEPARTMENT REGARDING THE DISPARITY BETWEEN GENERAL HOLIDAYS AND STATUTORY HOLIDAYS.

SUBSEQUENTLY, IT WAS PROPOSED AS A FIRST STEP TO INCREASE THE NUMBER OF STATUTORY HOLIDAYS TO 11 A YEAR FROM 1983.

DR HAYES POINTED OUT THAT THE BILL WAS AIMED AT BRINGING THE PROPOSAL INTO OPERATION.

IT ALSO PROPOSES THAT WHERE A STATUTORY HOLIDAY, AN ALTERNATIVE HOLIDAY OR A SUBSTITUTED HOLIDAY FALLS ON A REST DAY, ALL EMPLOYEES WILL BE GRANTED A HOLIDAY ON THE NEXT DAY THEREAFTER.

/REFERRING TO

REFERRING TO THE FLOATING HOLIDAYS, DR HAYES SAID THE BILL FURTHER PROPOSES THAT WHERE AN EMPLOYER DOES NOT FIX ONE OR BOTH OF THE HOLIDAYS, THEN SUCH DAY OR DAYS WILL, AT THE REQUEST OF AN EMPLOYEE, BE ADDED TO HIS PAID ANNUAL LEAVE.

WHERE FLOATING HOLIDAYS ARE NOT FIXED BY THE EMPLOYER AND THE EMPLOYEE DOES NOT REQUEST THAT THEY BE ADDED TO THE PAID ANNUAL LEAVE, THE EMPLOYEE WILL BE GRANTED HOLIDAYS ON THE MONDAY IMMEDIATELY FOLLOWING THE SECOND SATURDAY IN JUNE AND ON THE LAST MONDAY IN AUGUST.

DEBATE ON THE BILL WAS ADJOURNED.

UNDER THE EXISTING EMPLOYMENT ORDINANCE EMPLOYEES ARE ENTITLED TO 10 STATUTORY HOLIDAYS WITH PAY IN A YEAR.

IF, FOR ANY REASON, AN EMPLOYEE IS REQUIRED TO WORK ON A STATUTORY HOLIDAY, HIS EMPLOYER MAY GIVE HIM AN ALTERNATIVE HOLIDAY WITHIN 60 DAYS BEFORE OR AFTER A STATUTORY HOLIDAY WITH 48 HOURS' NOTICE.

HOWEVER, IF THE EMPLOYER AND EMPLOYEE AGREE, ANY DAY WITHIN 30 DAYS OF A STATUTORY OR ALTERNATIVE HOLIDAY MAY BE TAKEN BY THE EMPLOYEE AS A SUBSTITUTED HOLIDAY.

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MEDICAL EXAMINATION FOR COMPRESSED AIR WORKERS
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UNDER AMENDED REGULATIONS APPROVED BY THE LEGISLATIVE COUNCIL TODAY (WEDNESDAY), WORKERS ENGAGED IN COMPRESSED AIR WORK WILL RECEIVE RADIOLOGICAL EXAMINATION FOR DETECTION OF BONE NECROSIS ANNUALLY, INSTEAD OF EVERY SIX MONTHS.

IN TABLING THE FACTORIES AND INDUSTRIAL UNDERTAKINGS (WORK IN COMPRESSED AIR)(AMENDMENT) REGULATIONS 1982, THE ACTING COMMISSIONER FOR LABOUR, DR THE HON J.W. HAYES, EXPLAINED THE REASONS FOR THE CHANGE IN THE FREQUENCY OF EXAMINATIONS.

HE POINTED OUT THAT A REVIEW OF HEALTH EXPERIENCE IN HONG KONG SINCE WORK IN COMPRESSED AIR STARTED IN 1977, AND A SIMILAR REVIEW IN BRITAIN, HAD CONFIRMED A VERY LOW INCIDENCE OF BONE NECROSIS.

+BEARING IN MIND THAT THE DIAGNOSTIC AND PREVENTIVE POTENTIAL OF RADIOLOGICAL EXAMINATION MUST BE BALANCED AGAINST POSSIBLE IONISING RADIATION HAZARD TO THE INDIVIDUAL, IT IS NOW CONSIDERED THAT ANNUAL RATHER THAN SIX-MONTHLY EXAMINATIONS ARE MORE APPROPRIATE FOR THE DETECTION OF BONE NECROSIS. THIS WILL HALVE IONISING RADIATION EXPOSURE WITHOUT FORFEITING ANY APPRECIABLE DISEASE PREVENTIVE POTENTIAL,+ HE NOTED.

DR HAYES ADDED THAT HE UNDERSTOOD A SIMILAR CHANGE WOULD BE RECOMMENDED FOR THE UK CODE OF PRACTICE FOR WORK IN COMPRESSED AIR.

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LYEMUN BRIDGE STUDY EXPECTED END OF YEAR
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THE SECRETARY FOR LANDS AND WORKS, MR DAVID MCDONALD, TOLD THE LEGISLATIVE COUNCIL TODAY THAT DETAILED STUDIES OF THE LYEMUN BRIDGE WERE ORDERED IN FEBRUARY THIS YEAR AND WERE SCHEDULED FOR COMPLETION BY THE END OF THE YEAR.

MR MCDONALD, REPLYING TO A QUESTION FROM THE HON T.S. LO, SAID THAT A PRELIMINARY STUDY OF A BRIDGE CROSSING LYEMUN WAS COMMISSIONED IN 1974 IN CONJUNCTION WITH THE COMPREHENSIVE TRANSPORT STUDY.

HE SAID, +THE STUDY CONCLUDED IN 1975 THAT IT WOULD BE FEASIBLE TO CONSTRUCT SUCH A CROSSING ALTHOUGH IT WAS RECOGNISED THAT SEVERE LIMITATIONS WOULD BE IMPOSED ON THE BRIDGE DESIGN BY AVIATION AND MARINE REQUIREMENTS.+

+BUT IN THE CLIMATE OF THE ECONOMIC SITUATION IN THE MID 1970'S, WITH THE COMPETITION BETWEEN PROJECTS FOR LIMITED RESOURCES AND THE RELATIVELY LIGHT TRAFFIC VOLUMES USING THE CROSS-HARBOUR TUNNEL, THE BRIDGE PROJECT WAS NOT ACCORDED SUFFICIENT PRIORITY TO ALLOW IT TO PROCEED FURTHER AT THAT TIME.+

HOWEVER, MR MCDONALD ADDED, IN THE LATE 1970'S TUNNEL TRAFFIC VOLUMES INCREASED DRAMATICALLY AND IN JANUARY 1980 A STUDY OF ALL LONG AND SHORT-TERM OPTIONS TO DEAL WITH CROSS-HARBOUR TRAFFIC DEMAND WAS COMMISSIONED.

+OF THE LONG-TERM OPTIONS SELECTED BY THE CONSULTANTS DURING THE COURSE OF THIS TWO-YEAR STUDY THE LYEMUN BRIDGE WAS GIVEN AS FIRST PREFERENCE,+ HE SAID.

+THE STUDY IDENTIFIED THAT THE EFFECT ON THE KAI TAK INSTRUMENT LANDING SYSTEM WAS A MAJOR UNRESOLVED QUESTION REQUIRING MORE DETAILED INVESTIGATION. THE DETAILED STUDIES WERE THEN ORDERED.+

+IF THE RESULTS PROVE FAVOURABLE, DETAILED DESIGN CAN THEN BE STARTED WITH A VIEW TO COMPLETION OF THE STRUCTURE BY THE END OF 1986 WHEN THE APPROACH ROADS ON THE ISLAND AND MAINLAND ARE PROGRAMMED FOR COMPLETION.+

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GOOD COORDINATION IN PRE-PRIMARY EDUCATION AND SERVICES
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THERE IS ALREADY A HIGH DEGREE OF COORDINATION AMONG THE VARIOUS GOVERNMENT DEPARTMENTS CONCERNED WITH PRE-PRIMARY EDUCATION AND SERVICES, THE DIRECTOR OF EDUCATION, THE HON COLVYN HAYE, SAID IN THE LEGISLATIVE COUNCIL TODAY.

MR HAYE WAS REPLYING TO THE REV THE HON JOYCE BENNETT WHO ASKED HOW THE GOVERNMENT WOULD BETTER COORDINATE THE EDUCATION SERVICES PROVIDED BY CHILD-CARE CENTRES AND KINDERGARTENS ESPECIALLY IN VIEW OF THE REVISED ARRANGEMENTS TO BE IN EFFECT THIS SEPTEMBER.

MR HAYE SAID A STANDING COMMITTEE CHAIRED BY A SENIOR OFFICIAL OF THE GOVERNMENT SECRETARIAT HAD BEEN ESTABLISHED IN JULY 1981 FOLLOWING THE PUBLICATION OF THE WHITE PAPER ON PRIMARY EDUCATION AND PRE-PRIMARY SERVICES. THIS COMMITTEE WAS RESPONSIBLE FOR COORDINATING THE WORK OF THE EDUCATION DEPARTMENT AND THE SOCIAL WELFARE DEPARTMENT IN THE CARE AND EDUCATION OF CHILDREN IN CHILD CARE CENTRES AND KINDERGARTENS.

+THE COMMITTEE WILL CONTINUE TO MEET AS LONG AS IT IS REQUIRED TO IMPLEMENT THE PROPOSALS OF THE 1981 WHITE PAPER,+ HE NOTED.

AS TO THE ARRANGEMENTS FOR THE COMING SEPTEMBER, MR HAYE SAID THE STANDING COMMITTEE HAD BEEN DEVOTING SPECIFIC ATTENTION TO THE PHASING IN OF THE AGE OF ENTRY FOR KINDERGARTENS, ARRANGEMENTS FOR THE SO-CALLED BABY CLASSES, FEE ASSISTANCE, RENT REIMBURSEMENT, THE TRAINING OF STAFF AND THE BASIC EQUIPMENT FOR KINDERGARTENS.

A NUMBER OF INFORMATION CIRCULARS HAD ALREADY BEEN ISSUED TO SPECIFY THE GENERAL REQUIREMENTS COVERED BY THE WHITE PAPER, AND THERE WOULD BE MORE, HE ADDED.

HE ALSO SAID THAT THERE HAD BEEN FORMAL AND INFORMAL MEETINGS WITH THE OPERATORS OF CHILD CARE CENTRES AND KINDERGARTENS AND THEY SHOULD SOON BE IN NO DOUBT AS TO WHAT WAS REQUIRED OF THEM BY THIS SEPTEMBER AND IN THE INTERIM PERIOD BETWEEN THEN AND SEPTEMBER 1985, WHEN THE REQUIREMENTS OF THE WHITE PAPER WERE EXPECTED TO BE ENFORCED.

THE ESSENCE OF THESE ARRANGEMENTS HAS BEEN AND WILL CONTINUE TO BE CONSULTATION, PUBLICITY AND FLEXIBILITY,+ HE SAID.

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MTR LOAN GUARANTEE APPROVED

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THE LEGISLATIVE COUNCIL TODAY APPROVED A GOVERNMENT GUARANTEE TO COVER REPAYMENT OF A \$66 MILLION LOAN INCURRED BY THE MASS TRANSIT RAILWAY CORPORATION.

THE SUM BORROWED UNDER THIS GUARANTEE WILL BE USED TO FINANCE THE ISLAND LINE CONTRACTS FOR THE SUPPLY, MANUFACTURE AND INSTALLATION OF TRAINBORNE AND TRACKSIDE EQUIPMENT AND THE CONSTRUCTION OF TUNNELS BETWEEN SHAU KI WAN AND CHAI WAN DEPOT.

THIS BRINGS THE GOVERNMENT'S TOTAL GUARANTEE COMMITMENT IN RESPECT OF OUTSTANDING LOANS AVAILABLE TO THE MTRC TO \$7 318 MILLION.

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PRESERVING OUR MONUMENTS

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FIFTEEN MONUMENTS - INCLUDING ANCIENT ROCK CARVINGS, INSCRIPTIONS, FORTS, TEMPLES, VILLAGES AND HISTORIC BUILDINGS - HAVE BEEN GAZETTED SINCE THE ANTIQUITIES AND MONUMENTS ORDINANCE CAME INTO EFFECT IN 1976, THE SECRETARY FOR HOME AFFAIRS, THE HON DENIS BRAY SAID TODAY.

IN ADDITION, ABOUT 400 RELATIVELY MINOR ITEMS OF HISTORIC VALUE SUCH AS MILESTONES ARE PROTECTED ADMINISTRATIVELY, MR BRAY SAID.

IN HIS REPLY TO A QUESTION BY THE HON ANDREW SO, MR BRAY SAID THE WORK ON PRESERVATION OF MONUMENTS, CARRIED OUT BY THE ANTIQUITIES AND MONUMENTS OFFICE IN THE URBAN SERVICES DEPARTMENT, HAS RECENTLY RECEIVED A BOOST BY THE CREATION THIS YEAR OF A BLOCK VOTE OF \$1 MILLION FOR THE RESTORATION AND ANOTHER VOTE OF \$250 000 FOR THE MAINTENANCE OF MONUMENTS.

+THE ORDINANCE ITSELF HAS RECENTLY BEEN COMPREHENSIVELY REVIEWED, RESULTING IN THE NUMBER OF PROPOSED AMENDMENTS TO IMPROVE THE PROCEDURE OF LEGAL PROTECTION,+ HE SAID.

MR BRAY SAID HE HOPED AN AMENDMENT COULD BE PRESENTED TO THE LEGISLATIVE COUNCIL SHORTLY.

AS REGARDS PUBLICITY, HE SAID EVERY TIME SOMETHING OF HISTORIC VALUE IS DISCOVERED, GAZETTED, OR RESTORED, THERE IS USUALLY CONSIDERABLE PUBLICITY, BOTH IN NEWSPAPERS AND TELEVISION.

AN INFORMATIVE ANNUAL REPORT IS PUT OUT BY THE ANTIQUITIES ADVISORY BOARD AND IS AVAILABLE TO THE PUBLIC FREE OF CHARGE. THE CURRENT ONE IS NOW UNDER PREPARATION.

ALSO UNDER PREPARATION IS A BROCHURE BY THE ANTIQUITIES AND MONUMENTS OFFICE ON WHAT IS BEING DONE TO PRESERVE MONUMENTS, HOW IT IS BEING DONE, AND THE MAIN ITEMS UNDER PROTECTION.

THE BROCHURE SHOULD BE AVAILABLE BY THE END OF THIS YEAR.

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FOUR OFFICERS DEPLOYED

FOUR ADMINISTRATIVE OFFICERS ARE AT PRESENT DEPLOYED IN THE LANDS OFFICES OF TUEN MUN, TSUEN WAN, SAI KUNG AND ISLANDS DISTRICT, THE SECRETARY FOR LANDS AND WORKS, MR DAVID MCDONALD, TOLD THE LEGISLATIVE COUNCIL TODAY.

HE WAS REPLYING TO A QUESTION FROM THE HON CHARLES YEUNG.

HE SAID THAT IT WAS INTENDED THAT IN JULY ANOTHER FOUR ADMINISTRATIVE OFFICERS WOULD BE POSTED TO SERVE THE YUEN LONG, TAI PO, SHA TIN AND NORTH DISTRICTS.

MR MCDONALD SAID, +THE ADMINISTRATIVE OFFICERS WORK DIRECTLY TO THE DISTRICT LANDS OFFICERS IN A STAFF CAPACITY AND PROVIDE LIAISON BETWEEN THE LANDS OFFICE, THE DISTRICT OFFICE, THE DEPARTMENTS WORKING IN THE DISTRICT, THE DISTRICT MANAGEMENT COMMITTEE, THE DISTRICT BOARD AND THE LOCAL COMMUNITY.+

IN ADDITION, HE SAID, THEY HAD SPECIAL RESPONSIBILITY WITHIN THE DISTRICT LANDS OFFICE FOR THE CO-ORDINATION OF CLEARANCE, VILLAGE REMOVALS, THE APPLICATION OF THE SMALL HOUSE POLICY AND VILLAGE IMPROVEMENT SCHEMES.

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SIX MORE DENTAL CLINICS FOR N.T.

SIX MORE GOVERNMENT DENTAL CLINICS ARE TO BE BUILT IN VARIOUS PARTS OF THE NEW TERRITORIES BY 1986, THE DIRECTOR OF MEDICAL AND HEALTH SERVICES, DR K.L. THONG, SAID TODAY.

THERE ARE NOW EIGHT CLINICS IN THE RURAL AREA PROVIDING TREATMENT FOR ACUTE CASES TO THE PUBLIC, HE SAID, IN REPLY TO A QUESTION BY MR CHARLES YEUNG, AT THE LEGISLATIVE COUNCIL MEETING TODAY.

THESE CLINICS ARE SITUATED IN THE NEW TOWNS AND ON THE OUTLYING ISLANDS, SAID DR THONG.

IN ADDITION, SPECIALIST DENTAL TREATMENT IS PROVIDED IN THE PRINCESS MARGARET HOSPITAL.

+IT IS INTENDED THAT SUCH TREATMENT WILL BE INCORPORATED IN THE PLANS FOR THREE MAJOR HOSPITALS IN THE NEW TERRITORIES SCHEDULED FOR COMPLETION BY THE END OF THE DECADE,+ SAID DR THONG.

HE ADDED THAT THREE SCHOOL DENTAL CLINICS WILL BEGIN OPERATION IN THE NEW TERRITORIES TO PROVIDE PREVENTIVE DENTAL SERVICE FOR PRIMARY SCHOOL CHILDREN BY 1987.

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THREE ORDERS GAZETTED

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AN EXTRAORDINARY ISSUE OF THE GOVERNMENT GAZETTE PUBLISHED EARLY THIS MORNING (MAY 5) CONTAINS THREE PUBLIC REVENUE PROTECTION ORDERS SIGNED YESTERDAY BY THE DEPUTY TO THE GOVERNOR WHICH INCREASE THE FIRST REGISTRATION TAX AND THE ANNUAL LICENCE FEES FOR PRIVATE MOTOR VEHICLES AND MOTOR-CYCLES, AND ALSO ADD 70 CENTS PER LITRE TO THE DUTY ON LIGHT OILS (THAT IS, MOTOR AND AVIATION SPIRITS).

THE ORDERS BECAME EFFECTIVE FROM MIDNIGHT (MAY 4). THEREFORE THE NEW RATES OF FIRST REGISTRATION TAX AND OF NEW AND RENEWAL ANNUAL LICENCE FEES FOR PRIVATE MOTOR VEHICLES AND MOTOR-CYCLES WILL APPLY WHEN THE TRANSPORT DEPARTMENT'S LICENSING OFFICES OPEN FOR BUSINESS THIS MORNING (MAY 5).

A GOVERNMENT SPOKESMAN SAID IT WOULD BE A MATTER FOR THE OIL COMPANIES TO DECIDE HOW TO DEAL WITH THE INCREASE IN DUTY ON PETROL, WHETHER TO PASS IT ON TO CUSTOMERS AT ONCE OR AFTER SUPPLIES AT STATIONS ON WHICH THE OLD RATE OF DUTY HAD BEEN PAID HAD RUN OUT.

THE SPOKESMAN POINTED OUT THAT THE MEASURES DID NOT APPLY TO PUBLIC AND PRIVATE OMNIBUSES, PUBLIC AND PRIVATE LIGHT BUSES, TAXIS OR GOODS VEHICLES.

THE OLD AND NEW RATES OF FIRST REGISTRATION TAX, WHICH IS A PERCENTAGE OF THE COST INSURANCE FREIGHT (THAT IS, LANDED) VALUE, ARE AS FOLLOWS:

	<u>EXISTING</u>	<u>PROPOSED</u>
PRIVATE CARS		
A) UNDER \$20 000 IN VALUE	35%	70%
B) \$20 000 - \$30 000	40%	80%
C) OVER \$30 000	45%	90%
MOTOR-CYCLES/TRICYCLES	35%	70%

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THE REVISED ANNUAL LICENCE FEES ARE AS FOLLOWS:

	<u>EXISTING</u>	<u>PROPOSED</u>
FOR PRIVATE CARS OF WHICH THE CYLINDER CAPACITY OF THE ENGINE:		
A) DOES NOT EXCEED 1 000 CC	\$400	\$1 800
B) DOES NOT EXCEED 1 500 CC	\$600	\$1 800
C) DOES NOT EXCEED 2 500 CC	\$900	\$2 700
D) DOES NOT EXCEED 3 500 CC	\$1 200	\$3 600
E) DOES NOT EXCEED 4 500 CC	\$1 500	\$4 500
F) EXCEEDS 4 500 CC	\$1 800	\$5 400
MOTOR-CYCLES (INCL. SCOOTERS ETC)	\$200	\$600

THE SPOKESMAN SAID THE NECESSITY TO RESTRAIN THE RATE OF GROWTH OF PRIVATE MOTOR VEHICLES HAD BEEN FORESHADOWED IN THE 1979 WHITE PAPER ON INTERNAL TRANSPORT POLICY AND THE GOVERNMENT HAD DECIDED THAT THE TIME HAD COME NOW TO ACT.

THE EXTRAORDINARY ISSUE OF THE GOVERNMENT GAZETTE ALSO CONTAINS THREE BILLS WHICH PROVIDE FOR THE IMPLEMENTATION OF THE PROPOSALS BY LEGISLATION.

THE BILLS WILL BE INTRODUCED INTO THE LEGISLATIVE COUNCIL THIS AFTERNOON (MAY 5) WHEN THE SECRETARY FOR TRANSPORT WILL GIVE A FULL STATEMENT ON THE REASONS AND NECESSITY FOR INTRODUCING THESE MEASURES. THE DEBATE WILL THEN BE ADJOURNED IN THE USUAL WAY FOR MEMBERS OF THE LEGISLATIVE COUNCIL TO CONSIDER THE PROPOSALS. THE DEBATE IS EXPECTED TO BE RESUMED IN TWO WEEKS TIME.

IN THE MEANTIME, THE SPOKESMAN SAID, THE PUBLIC REVENUE PROTECTION ORDERS GAVE THE INCREASES FULL LEGAL EFFECT.

NOTE TO EDITORS:

GOVERNOR'S DEPARTURE - PRESS ARRANGEMENTS

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DETAILS OF PRESS ARRANGEMENTS FOR MEDIA REPRESENTATIVES TO COVER THE DEPARTURE FROM HONG KONG ON MAY 8 OF HIS EXCELLENCY THE GOVERNOR, SIR MURRAY MACLEHOSE, AND LADY MACLEHOSE ARE CONTAINED IN COPIES OF A SUPPLEMENT TO THE DAILY INFORMATION BULLETIN WHICH WILL BE DISTRIBUTED IN THE GIS PRESS BOXES THIS EVENING.

BASED ON NOMINATIONS RECEIVED UNDER PREVIOUS ARRANGEMENTS, PRESS BADGES FOR ADMISSION TO POSITIONS "A" AND "B" AT QUEEN'S PIER AND THE CITY HALL ELEVATED WALK RESPECTIVELY ARE NOW READY FOR COLLECTION FROM THE PRESS ROOM, BEACONSFIELD HOUSE, SIXTH FLOOR.

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KCR TO EXTEND ELECTRIFIED SERVICE TO SHA TIN RACECOURSE

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THE KOWLOON-CANTON RAILWAY WILL RUN ELECTRIC TRAINS TO THE RACECOURSE STATION ON THE TWO REMAINING RACE DAYS TO BE HELD AT SHA TIN RACECOURSE ON SUNDAY (MAY 9), AND THE FOLLOWING SATURDAY (MAY 15).

ANNOUNCING THIS TODAY, A SPOKESMAN FOR THE KCR SAID THAT ON THESE TWO RACING DAYS, ELECTRIC TRAINS WILL LEAVE KOWLOON STATION BETWEEN 12.02 PM AND 2.02 PM AT 10-MINUTE INTERVALS. AFTER THE RACES, ELECTRIC TRAINS WILL TAKE PEOPLE BACK TO KOWLOON STATION FROM 4.44 PM UNTIL 6.34 PM, ALSO AT 10-MINUTE INTERVALS.

THE JOURNEY FROM KOWLOON TO SHA TIN RACECOURSE TAKES ONLY 17 MINUTES.

PEOPLE GOING TO THE SHA TIN RACECOURSE FROM NORTH OF SHA TIN WILL HAVE TO CHANGE TRAIN AT THE SHA TIN STATION, WHEREAS PEOPLE FROM THE URBAN AREA CAN TAKE THE MASS TRANSIT RAILWAY AND CHANGE TRAIN AT THE KOWLOON TONG STATION.

HOWEVER, KCR TICKETS WILL NOT BE SOLD AT THE OFF-COURSE BETTING CENTRES OF THE ROYAL HONG KONG JOCKEY CLUB.

THERE WILL BE NO SINGLE TICKET TO THE RACECOURSE AND RETURN TICKETS WILL BE SOLD 7 DAYS IN ADVANCE AT THE STATIONS, EXCEPT FOR MAY 9, WHERE THERE WILL ONLY BE 3 DAYS' ADVANCE SALES.

SINGLE TICKETS FROM RACECOURSE STATION TO KOWLOON STATION WILL BE SOLD AT THE BETTING POOL OF THE SHA TIN RACECOURSE ON RACE DAYS AT \$1.50 EACH.

THERE WILL ALSO BE NO FIRST CLASS TICKET AND CHILD TICKET TO THE RACECOURSE STATION.

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FARES FOR RETURN TICKETS TO THE RACECOURSE STATION ARE AS FOLLOWS:

<u>ADULT/ORDINARY</u>	<u>HK\$</u>
KOWLOON	3.00
MONG KOK	3.00
KOWLOON TONG	3.00
SHA TIN	1.00
UNIVERSITY	1.00
TAI PO	1.00
FANLING	2.00
SHEUNG SHUI	2.00
LO WU	3.00

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MESSAGE FROM UK ON KCR ELECTRIFIED SERVICE
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LORD BELSTEAD, MINISTER OF STATE AT THE FOREIGN AND COMMONWEALTH OFFICE, HAS SENT A TELEGRAM OF CONGRATULATIONS TO THE DEPUTY TO THE GOVERNOR, SIR PHILIP HADDON-CAVE, IN CONNECTION WITH THE OPENING OF THE ELECTRIFIED KCR SERVICE.

THE MESSAGE READS:

+ON THE OCCASION OF THE OPENING OF THE FIRST SECTION OF THE KOWLOON-CANTON RAILWAY TO BE FULLY ELECTRIFIED AND DOUBLE TRACKED, MAY I ASK YOU TO CONVEY MY CONGRATULATIONS TO ALL THOSE INVOLVED IN THE PLANNING, ADMINISTRATION AND EXECUTION OF THIS PROJECT. THE KOWLOON-CANTON RAILWAY IS AN IMPORTANT LINK BETWEEN CHINA AND HONG KONG, AND THE EFFICIENCY WITH WHICH THE MODERNISATION WORK HAS BEEN DONE AND THE RAILWAY KEPT RUNNING DURING THE WORK HAS BEEN MOST IMPRESSIVE.+

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CLAIMS OF VILLAGERS EXHAUSTIVELY RE-EXAMINED
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THE GOVERNMENT HAS EXHAUSTIVELY RE-EXAMINED THE CLAIMS OF 39 FAMILIES AT KIK YEUNG VILLAGE AT YUEN LONG WHO WISHED TO BE GIVEN NEW SITES AND SPECIAL COMPENSATION, BUT HAS CONFIRMED THAT ALL WERE OCCUPYING TEMPORARY DOMESTIC STRUCTURES ON CROWN LAND LICENCES AND SO DO NOT HAVE ANY ENTITLEMENTS APART FROM RE-HOUSING.

ANNOUNCING THIS TODAY, A GOVERNMENT SPOKESMAN SAID THAT MOST OF THESE AND OTHER KIK YEUNG VILLAGE FAMILIES WOULD GO TO THE RECENTLY BUILT SHUI PIN WAI ESTATE, WHICH IS CLOSE TO THE VILLAGE, WHILE OTHERS WITH LESSER RE-HOUSING ENTITLEMENTS WOULD BE GIVEN UNITS IN TEMPORARY HOUSING AREAS, MAINLY IN YUEN LONG DISTRICT.

THE SITUATION WAS FULLY EXPLAINED TODAY TO VILLAGE REPRESENTATIVES AND ABOUT 50 VILLAGERS BY THE YUEN LONG DISTRICT OFFICER, MR K.K. FUNG, WHO TOLD THE VILLAGERS THAT THE GOVERNMENT HAD NO CHOICE BUT TO GO AHEAD WITH THE KIK YEUNG CLEARANCE ON JUNE 10.

THE CLEARED SITE WILL BE USED FOR A PUBLIC HOUSING ESTATE FOR 21 000 PEOPLE.

THE CLEARANCE WAS POSTPONED LAST MONTH TO ENABLE THE VARIOUS GOVERNMENT DEPARTMENTS INVOLVED TO LOOK INTO THE VILLAGERS' CLAIMS FOR RESITES AND SPECIAL COMPENSATION.

MR FUNG URGED THE 39 FAMILIES, WHO HAVE SO FAR REFUSED TO BE SCREENED BY THE HOUSING DEPARTMENT TO ESTABLISH THEIR RE-HOUSING ENTITLEMENTS, TO COME FORWARD FOR EARLY REGISTRATION WITH THE DEPARTMENT.

THE CLEARANCE INVOLVES ALTOGETHER 343 STRUCTURES OCCUPIED BY 243 FAMILIES COMPRISING 1 070 PEOPLE.

RE-HOUSING ARRANGEMENTS HAVE ALREADY BEEN MADE FOR 868 PEOPLE FROM 204 FAMILIES, MOST OF WHOM WILL GO TO SHUI PIN WAI ESTATE.

MR FUNG SAID THAT A SPECIAL COMMITTEE REPRESENTING THE DISTRICT OFFICE AND THE HOUSING DEPARTMENT HAD BEEN SET UP TO LOOK INTO INDIVIDUAL HARDSHIP CASES.

FOR THE CONVENIENCE OF THE REMAINING 39 FAMILIES, THE HOUSING DEPARTMENT HAS ARRANGED A TEAM OF OFFICERS TO WORK FROM THE DISTRICT OFFICE TO DEAL WITH LATE REGISTRATION MATTERS AND LATER ANOTHER TEAM TO CONDUCT PRE-LETTING INTERVIEWS.

IN ADDITION, THE DEPARTMENT WILL ALSO PROVIDE TRANSPORT TO ASSIST THE VILLAGERS TO MOVE TO THEIR NEW HOMES.

ALSO ON HAND TO ANSWER QUESTIONS IN TODAY'S MEETING CONVENED BY THE DISTRICT OFFICE WERE ASSISTANT DIRECTOR OF HOUSING (CLEARANCE), MR GREGORY CHAN, AND THE YUEN LONG DISTRICT LANDS OFFICER, MR THOMAS HO.

CALL FOR GOVERNMENT-COMMUNITY CO-OPERATION

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CO-OPERATION BETWEEN THE GOVERNMENT AND LOCAL ORGANISATIONS ON TSING YI NEEDS TO BE STRENGTHENED FOR THE SMOOTH IMPLEMENTATION OF THE ISLAND'S DEVELOPMENT PLANS, THE DISTRICT OFFICER, MR TAM WING-PONG, SAID TODAY (WEDNESDAY).

IN A SPEECH TO THE TSING YI TRADE ASSOCIATION AT ITS THIRD SWEARING-IN CEREMONY, MR TAM POINTED OUT THAT TSING YI'S POPULATION WOULD GROW BY FOUR TIMES TO 200 000 WITHIN 10 YEARS.

+MANY PROBLEMS AND CHALLENGES ARE LIKELY TO ARISE FROM SUCH A DRASTIC POPULATION GROWTH AND DURING THE PROCESS OF A NEW TOWN'S DEVELOPMENTS,+ HE SAID.

AS AN EXAMPLE, MR TAM CITED THE TWO MAJOR CLEARANCES AT TSING YI OLD TOWN AND MOON TSAI TONG WHICH WILL BE CARRIED OUT IN DUE COURSE.

AT TSING YI OLD TOWN, THE CLEARANCE WOULD COVER AN EXTENSIVE AREA AND INVOLVE LARGE SUMS OF COMPENSATION.

+FOR THIS REASON, VARIOUS DEPARTMENTS HAVE BEEN MAKING VERY CAREFUL STUDIES AND DECISIONS ARE EXPECTED SHORTLY,+ HE SAID.

+IT IS A PITY THAT WE CANNOT RETAIN THE OLD TOWN WHICH USED TO BE A CENTRE FOR COMMERCIAL, INDUSTRIAL AND SOCIAL ACTIVITIES.

+BUT GOVERNMENT WILL TRY ITS BEST TO ENSURE THAT THE CLEARANCE WILL NOT POSE TOO MUCH HARDSHIP ON THE PEOPLE INVOLVED.+

ON THE MOON TSAI TONG CLEARANCE, MR TAM SAID HE SYMPATHISED WITH THE GROUP OF SHIPYARD OPERATORS WHO, OPERATING ON SHORT TERM TENANCIES, WOULD NOT BE OFFERED ANY COMPENSATION OR RESITE.

BUT HE ASSURED THAT HE WOULD LOOK INTO ANY POSSIBLE MEASURES TO HELP EASE THE SITUATION.

+THESE ARE BUT SOME OF THE CHALLENGES WE CAN EXPECT IN THE NEXT 10 YEARS. THE GOVERNMENT AND THE COMMUNITY MUST THEREFORE WORK HAND IN HAND TO ENSURE THAT DEVELOPMENTS COULD BE CARRIED OUT SMOOTHLY,+ HE ADDED.

THE CHAIRMAN, MR WONG TAK-YAN, AND THE TWO VICE-CHAIRMEN, MR TANG LEUNG AND MR LAI CHI-MOU, HAVE BEEN RE-ELECTED FOR A TERM OF TWO YEARS.

WEDNESDAY, MAY 5, 1982

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COMMISSIONER OF INDUSTRY VISITS FACTORIES
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THE COMMISSIONER OF INDUSTRY, MR PETER TSAO TODAY (WEDNESDAY) TOURED TWO FACTORIES ON TAI PO INDUSTRIAL ESTATE AS PART OF HIS PROGRAMME OF REGULAR VISITS TO LOCAL INDUSTRY.

ACCOMPANIED BY MR B. TYLER, HEAD OF THE CALIBRATION LABORATORY, MR TSAO VISITED M.C. PACKAGING (HONG KONG) LTD., WHERE HE WAS MET BY THE COMPANY'S EXECUTIVE DIRECTOR, MR LIM SOON-CHONG AND OTHER SENIOR MEMBERS OF THE MANAGEMENT.

ESTABLISHED IN MAY 1978 WITH SINGAPORE INTEREST, THE PLANT IS ONE OF TWO FACTORIES IN HONG KONG MANUFACTURING TWO-PIECE ALUMINIUM CANS FOR AERATED DRINKS. THE COMPANY ALSO PRODUCES CANS AND CONTAINERS MADE OF PRINTED TIN PLATE AND ALUMINIUM FOR OIL, GAS AND TALCUM POWDER.

OTHER PRODUCTS INCLUDE PLASTIC BOTTLES FOR OIL, SHAMPOO AND LIQUID DETERGENT, CAPS AND SEALS, CROWNS, EASY OPEN ENDS, PAPER DRUMS AND CANISTERS.

THE FACTORY, EMPLOYING 365 STAFF, SELLS MOST OF ITS PRODUCTS TO BREWERS AND SOFT DRINK MANUFACTURERS IN SOUTH EAST ASIA AND THE MIDDLE EAST.

MR TSAO ALSO VISITED RCL-SEMICONDUCTORS LIMITED, WHERE HE WAS WELCOMED BY THE MANAGING DIRECTOR, MR S.C. TSUI.

THE FACTORY, INCORPORATED IN 1979, IS ONE OF THE THREE COMPANIES GRANTED SITES ON TAI PO INDUSTRIAL ESTATE TO MANUFACTURE SILICON WAFER CHIPS FOR INTEGRATED CIRCUITS IN ITS ENVIRONMENT-CONTROLLED PLANT WHICH IS VIBRATION AND DUST FREE, AND FITTED WITH AN INDEPENDENT WATER SUPPLY SYSTEM TO PROVIDE DE-IONISED AND DE-MINERALISED WATER.

AT PRESENT, MOST OF THE FACTORY'S PRODUCTION IS CONSUMED LOCALLY, BUT THE COMPANY IS PLANNING TO EXPAND ITS MARKETS TO EUROPE, NORTH AMERICA AND SOUTH EAST ASIA.

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