



CIT

Education and Training Newsletter

THE CHARTERED INSTITUTE OF TRANSPORT IN HONG KONG

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香港運輸學會

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PUBLIC TRANSPORT SERVICES - PAST AND PRESENT

10.9 million passengers daily

Members of the Institute must be proud to have witnessed the changes and developments in the provision of public transport services for Hong Kong. On a daily basis, 10.9 million passengers are carried in our public transport network. The range of our public transport services includes rail, buses, trams, ferries, taxis, minibuses, and non-franchised bus services.

Rail

The **Mass Transit Railway Corporation** operates a 77.2 km underground railway system with 44 stations. First commissioned on 1 October 1979, the railway system has since expanded and the latest addition is a new line to Tung Chung new town and a dedicated line to the new airport at Chek Lap Kok. The railway now carries about 2.4 million passengers a day compared with 400,000 in 1980.

The **Kowloon-Canton Railway** serves the eastern part of the New Territories. In December 1982 a Bill to establish the Kowloon-Canton Railway Corporation was passed, and in 1983 the railway assets were vested in the Corporation. The electrification of the system was also completed in the same year. Today the railway, with 13 stations, is carrying about 710,000 passengers daily on its 34 kms of track. Also under the management of the Corporation is the **light rail system** serving Tuen Mun, Yuen Long and Tin Shui Wai. It now carries 385,000 passengers a day on its 31.75 km track.

Hong Kong's **tramway** system began operation in July 1904 with 26 single deck trams. In 1998 the fleet comprised 161 double deck trams and carried 279,000 passengers daily. Despite competition from the railway and buses, the tram

service has settled down in providing a cheap, albeit slow, service for customers.

The oldest tramway system is the funicular rail, popularly known to tourists as the **Peak Tramway**. The system opened in 1888 as a commuter service for the community living on The Peak. The character of the service has since changed from a commuting one to a major tourist and recreational attraction. In 1989, the company completed the overhauling and modernisation of the tramway system and new tram cars with a seating capacity for 95 passengers have replaced the old green cars. With a fleet of two tram cars, it carries 9,000 passengers a day.

Buses

Buses are the most commonly used mode of transport in Hong Kong. The five franchised bus companies carry some 3.8 million passengers a day, representing a market share of 35% of total public transport trips. The bus companies which are privately owned comprise the **Kowloon Motor Bus Company (1933) Ltd.**, **Citybus Ltd.**, **New World First Bus Services Ltd.**, **Long Win Bus Company Ltd.** and the **New Lantao Bus Company Ltd.**

Competition

For many years bus services in Hong Kong were provided by two big franchised bus companies, each with different operating areas. The Kowloon Motor Bus Company (KMB) provided services in Kowloon and the New Territories, and the China Motor Bus Company (CMB) provided services on Hong Kong Island. With the opening of the first cross harbour tunnel in 1972 the two companies operated joint

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services through the cross harbour tunnel. In 1975 the new Public Bus Services Ordinance abolished the territorial franchises and replaced them by franchises granted on a route by route basis. However, there was no real competition as the two companies were still operating within their established territories. In 1992 a government decision was made to tender out part of CMB's network to promote competition and to encourage CMB to improve its services. This resulted in two franchised bus operators operating bus services on Hong Kong Island. Since then more tender exercises have been conducted and, in the recent one conducted in early 1998, the Chief Executive in Council decided not to renew CMB's franchise. CMB was replaced by New World First Bus which started operation on 1 September 1998 under a five year franchise.

Competition has also been introduced in the ferry market. Presently cross harbour and outlying district ferry services are mainly provided by the Star Ferry Company (SY) and the Hong Kong and Yaumati Ferry Company (HYF). In September 1998 government decided to open up the market through open tender when the franchise of HYF expires on 31 March 1999. Two tender exercises were conducted for the 15 services (including regular and recreational routes) operated by HYF and one SF service. The tender exercises were completed in December 1998 and five operators were awarded licences for the operation of seven packages of routes, including the HYF which was successful in bidding for three packages.

Minor transport modes

Other minor modes which serve the transport needs of Hong Kong comprise **public light buses** (16 seats since 16 December 1988), taxis and non-franchised buses. The total number of minibuses was fixed at 4,350 in 1976. In 1972, based on a successful experimental scheme to convert red minibuses to fixed route operation with fares and timetable approved by the Commissioner for transport, a new type of minibus was introduced. Up to the end of 1998, 2,174 public light buses have been converted to fixed route operation. These minibuses are painted with a cream and green livery to distinguish them from the red minibuses.

Hong Kong has three types of **taxis**: 15,250 urban taxis, 2,838 New Territories taxis and 50 Lantau taxis. Since 1964 taxi licences have been issued by tender. A review of taxi

operations and the licensing system was completed in 1998 with recommendations to upgrade the quality of the taxi service and the standard and conduct of taxi drivers through improvements in driver training and customer service. About 1.3 million passengers are carried by taxis per day.

About 5,200 **non-franchised buses** provide a variety of services such as hotel, school, tourist, employee and resident bus services. A special cross boundary bus service with 10 buses, operating between San Tin and Huanggang, was introduced on 20 March 1997 under a passenger service licence. By the end of 1998 the demand had grown from 2,100 passengers a day to over 9,000.

Unique transport system

Hong Kong is proud to have a comprehensive network and variety of public transport services which are probably unique in the world. The developments and expansion of the network and the improvements in the quality of bus services over the past few years reflect the joint efforts of transport professionals and operators to provide the best service for our community.

Important forum

The Chartered Institute of Transport in Hong Kong provides an important forum for transport professionals to continue to excel in their roles as service providers, regulators and planners; to foster beneficial communication within the profession; to provide essential training for newcomers; and to consolidate knowledge and experience to support future developments.

I deeply appreciate the opportunity to be able to communicate with fellow members and students through the CIT Newsletter and I am sure members will give support to this interesting publication. ■

Dr. Dorothy Chan, FCIT
Deputy Commissioner for Transport

COMMITTEE CHAIRMEN 1999

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FORMATION OF STUDY GROUPS

Stephen Ip

The Education and Training Committee would like to assist Associate Members/Students to organise study groups with the purpose of preparing themselves for the May 1999 qualifying examinations.

Several members have demonstrated interest in forming study groups for the following subject(s):

1. Transport Policy and Planning
2. Business Strategy and Policy in Transport
3. Other elective subjects.

If you would like to help arrange a study group please contact Mr. Stephen IP at Tel. 2708 5369 Fax 2729 2229 email: kmip@vtc.edu.hk for further information. ■

FUND RAISING FOR CITHK OFFICE: FULFILLING A DREAM

It has long been the Institute's dream to purchase its own office but with Hong Kong's extremely high property prices that seemed an impossibility. Now, with the down turn in the property market, there is the hope that the dream to become a reality.

But CIT must act quickly. The last Council meeting decided to set a fund raising scheme in train to raise the finance to buy a modest office of about 1200 square feet.

Your Institute needs your support.

A letter is being sent to all members requesting their help in raising the necessary funds. The success of this venture depends on your generosity. In return members will benefit from better facilities – library space, conference and meeting rooms, and office space for administering the CIT functions. ■

TOP SCORING PAPERS IN THE 1998 QUALIFYING EXAMINATION

Stephen Ip

Of the 13 papers of the 1998 qualifying examination, only the results of the Management Accounting and Transport Planning papers satisfied the criteria for the 'Top Scored Papers Award'.

The following two candidates have been awarded the prize of HK\$500 each:

- **KWOK Wai-ying** in Management Accounting
- **MOK Yuen-lan** in Transport Planning

Both candidates scored a distinction. The prizes will be presented to them at the Annual Dinner. Congratulations to KWOK Wai-ying and MOK Yuen-lan! ■

INSTITUTE OF LOGISTICS AND TRANSPORT

The CIT UK Chairman reported at the last International Council Meeting in October 1998 that the merger between the Institute of Logistics and CIT UK was at an advanced stage and is expected to be complete by June 1999. The new organisation will be named the Institute of Logistics and Transport (ILT) and will remain a member of CIT International. The name CIT UK will no longer be used.

It is understood that, under the authorisation of CIT International, ILT will continue to award chartered membership, such as FCIT and MCIT, to qualified applicants. ■

EDUCATION

1999 CIT Qualifying Examination

S.F. Ho, Chairman of the Examination Sub-Committee

The qualifying examination of the Chartered Institute of Transport in Hong Kong (CIT) for 1999 will be held in the week commencing 10 May 1999. The exam schedule is as follows:

Examination Schedule, May 1999			
10 May (Monday)	Morning	C02 EM02	Managing Transport Operations Air Transport Management
	Afternoon	EM03 EM06	Maritime Transport Management Logistics Management
11 May (Tuesday)	Morning	EM04	Rail Transport Management
	Afternoon	EM05	Road Transport Management
12 May (Wednesday)	Morning	C07 EM01	Business Strategy and Policy in Transport Law of Business and Carriage
	Afternoon	C04	Human Resources Management in Transport
13 May (Thursday)	Morning	C03	Economics and its Application in Transport
	Afternoon	C06	Transport Policy and Planning
14 May (Friday)	Morning	C01	Management Accounting & Finance
	Afternoon	C05	Marketing in Transport

Professional examination of degree level

I would like to emphasise to candidates that the CIT qualifying examination is a professional examination of degree level and calls for high standards to be achieved. The purpose of the examination is to assess a candidate's ability to think clearly and to express his/her thoughts on the subjects being examined. To pass the examination requires one to study the syllabus thoroughly and to be well prepared for the examination. A candidate is expected to continuously update his/her knowledge on the development of the local transport industry as well as having an understanding of worldwide trends. Candidates are also expected to have mastered examination techniques. Inadequate preparation, poor expression and an inability to relate theoretical knowledge to practical problems would certainly result in failure of this examination.

CITHK Examination 'Help' Booklet

To assist candidates to prepare for the 1999 examination, the committee has published a book that is a compilation of the 1998 exam questions, solutions and examiners' comments. The book can be purchased from the CIT office. It is not a complete 'how-to-pass-exam' book nor does it attempt to teach one to become a better exam candidate. The book is intended to provide readers with an understanding of the views and the sort of answers that the examiners expect for the 13 examination papers and the way in which the papers may be tackled. The comments from script markers provide valuable study hints. One can use the book to practise answering questions of the type and standard that can be expected in the examination papers.

Examination registration

Please note the deadline of the examination registration is end of January and the fees remain unchanged. Give the CIT office a call if you have any questions on the forthcoming exam or if you need a registration form. ■

CONFERENCES

Modern Transport in Hong Kong for the 21st Century Conference and Public Forum

jointly organised by

Centre of Urban Planning and Environmental Management, HKU
Department of Electronic and Electrical Engineering, HKU
The Chartered Institute of Transport in Hong Kong
Transport Department, HKSAR Government

Friday 30 April & Saturday 1 May 1999
Hong Kong Convention and Exhibition Centre

The main objective of conference is to provide a forum to discuss and envisage viable transport options for Hong Kong over the next ten to twenty years which are capable of meeting local transport demand and supporting the future development of the Hong Kong SAR. The Honourable Tung Chee Hwa is the honorary patron of the Conference.

Day One of the Conference on Transport Policy and Planning (Friday, 30 April, 9:00 am - 5:35 pm) will comprise four main sessions on *Developments in Transport Policy and Planning; Internal Movement in Hong Kong; External Transportation Linkages; and Future Developments*. Fifteen distinguished speakers from government departments, the private sector, academia, and professional institutes will offer their insights on the development of modern transport in Hong Kong for the 21st Century.

Day Two of the Conference is a Public Forum (Saturday, 1 May, 9:30 am - 12:30 pm) that will discuss the advancement of transport technology and its application in Hong Kong. A panel of experts including international and local speakers will make presentations and lead discussion.

Registration details will be announced in early February.

For information, please contact our Conference Secretary (Miss Wong/Mr Ng) at 28592721 (tel.) or 25590468 (fax), Centre of Urban Planning and Environmental Management, The University of Hong Kong, Pokfulam Road, Hong Kong.

Fourth Conference of the Hong Kong Society for Transportation Studies (HKSTS)

Call for Papers

**"Transportation Science and Technology into the
Next Millenium"**

This conference, to be held on 4 December 1999, is being jointly organised by the Hong Kong Society for Transportation Studies and the Department of Civil Engineering of the Hong Kong University of Science and Technology.

Papers on all aspects of transportation are welcome, particularly those on new modelling approaches, concepts, technology, practices and trends. Topics include:

Theory and measurement of traffic flows
Traffic assignment techniques
Travel demands
Estimation and management
Transportation network analysis
Transportation planning methodology
Travel behaviour modelling
Traffic management and control
Transportation and land-use development
Public transportation and paratransit
Non-motorised transportation
Freight transportation
Logistics management
Road pricing
Intelligent transport studies in practice
Information technology

Authors are invited to submit an abstract of 400-500 words, by 31 March 1999, to:

Dr Hong K. Lo

Chairman of the 4th HKSTS Conference
c/o Department of Civil Engineering
Hong Kong University of Science and Technology
Clear Water Bay
Hong Kong, PR China.

Fax: 23581534 Email: cehklo@ust.hk

CONFERENCES

UITP Asia/Pacific Conference

The International Union of Public Transport Asia/Pacific Congress and Exhibition was held from October 19-24 in the Hong Kong Convention and Exhibition Centre. CIT was one of the two co-organisers of this conference. The Chief Secretary for Administration, Mrs Anson Chan, addressed the conference in the Opening Ceremony. Excerpts from her speech, which outline the key characteristics of Hong Kong's transport infrastructure, are given below.

"Hong Kong never ceases to plan and build for our future. Despite the compact nature of Hong Kong, our road networks cover a total length of over 1800 kilometres... The railway network extends about 143 kilometres. To keep pace with our projected population growth and economic development, we have embarked up an even more ambitious infrastructure strategy in which railways will form the backbone of our transport network, linking up what we call 'strategic growth areas' with the busiest districts and serving major corridors with the heaviest flow... By the year 2004, our new towns such as Tseung Kwan O, Ma On Shan and Yuen Long will all have rail connection".

"One key element in our long term strategic transport planning is to look beyond the boundary of Hong Kong. With our economy becoming increasingly integrated with the mainland, the daily number of cross boundary vehicles has reached a level of about 28,000 and is still growing at a rate of six per cent per year; and the average daily passenger flow stands at some 200,000 people, which amounts to three per cent of our population. To meet the projected increase in the cross boundary flow of people and goods, we have

decide to build a spur line leading to a second rail passenger boundary crossing. We are also discussing with the relevant Mainland authorities the possibility of opening new boundary road crossings to Shenzhen and Zhuhai."

"The Hong Kong Government sees itself as the chief architect who lays down the long term blueprint, as the umpire who maintains a level playing field and the rule of law, and as the regulator who ensure standards of service and fair play."

Ms Miriam Lau addressed the gathering at the official dinner. Her speech also highlighted Hong Kong's successful public transport system, and the need for environmentally friendly transport modes:

"Very clearly, the future development of public transport in Hong Kong will focus on railways. In such a small place as Hong Kong, with physical constraints on expansion of road networks, promotion of mass transit must be the preferred option. Additionally, railways, being the most environmentally friendly of all transport modes, are approved by environmentalists, and Hong Kong is becoming increasingly environmentally conscious."

"With support coming not only from Government but also legislators, railways and buses will certainly become increasingly important transport modes in Hong Kong. Recently, the Government has laid down the policy objective that railways and buses should take up at least two-thirds of the total public transport patronage".

TASK VISIT

River Trade Terminal at Tuen Mun

Johnny Lo

The last visit arranged for our CIT members in 1998 was on Saturday 28 November. A fully loaded coach departed at 9.30 from Kowloon Tong and arrived at the River Trade Terminal at around 10.00 a.m. Everyone was warmly welcomed at the main entrance of the Control Block by Ms Coty Chui, Corporate Communications Manager of the company.

A presentation of the RRT was conducted in a brand new function room which was only opened to visitors two weeks previously. The presentation was led by Mr John Wan, Director and General Manager of RTT, supported by a team of senior managers of the company. The presentation was very impressive and many questions were raised during the Q&A session. Only Phase 1 of the RTT is now in operation, but most of the visitors had a very strong interest in the objectives for establishing the RTT and the services it provides to customers. A focal point of curiosity was the extremely cheap fee charged by the RTT to its customers.

After the presentation we were led to another room which provided a panoramic view of the Phase 1 area. Phase 2 was then explained in detail. This was followed by a tour around the terminal guided by Ms Chui to obtain a close-up view of both the equipment and the operation of the terminal. The operation was not very significant during the visit. The RTT anticipates that the terminal will be fully operational by the end of 1999. The visit ended around noon with a photo to record the occasion taken in front of the Administration Building and a vote of thanks to the RTT.

The CIT thanks the RTT for arranging the visit, and also its own members who support CIT visits.



• A presentation by the Director & General Manager of RTT



• The RTT Phase I operation area



• CIT members - Happy together

NEXT NEWSLETTER

The newsletter is issued four times a year. The next issue will be in April. Contributions for inclusion are welcome at any time. Please send these to Ms Alison Cook (email: alcook@hkusub.hku.hk or fax to 2559 0468). Contributions should be in Microsoft Word, and sent by email, if possible.

DEADLINE: FRIDAY 9 APRIL 1999