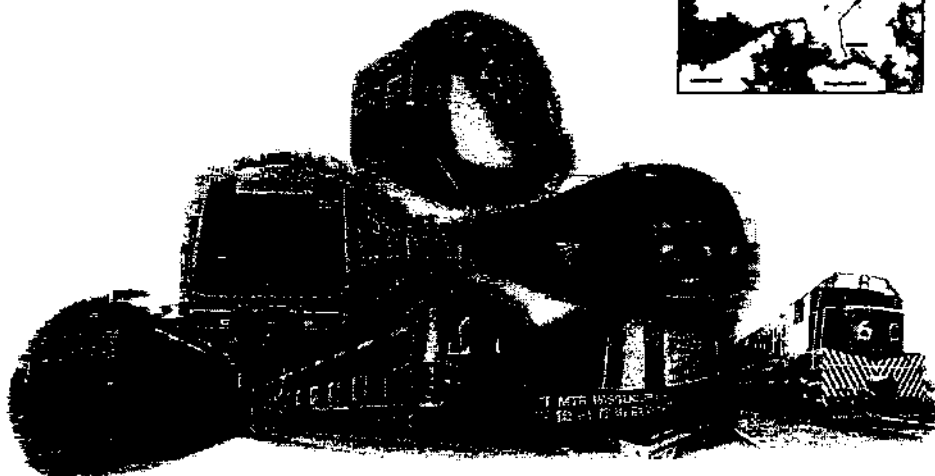
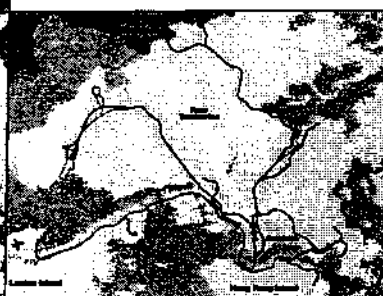
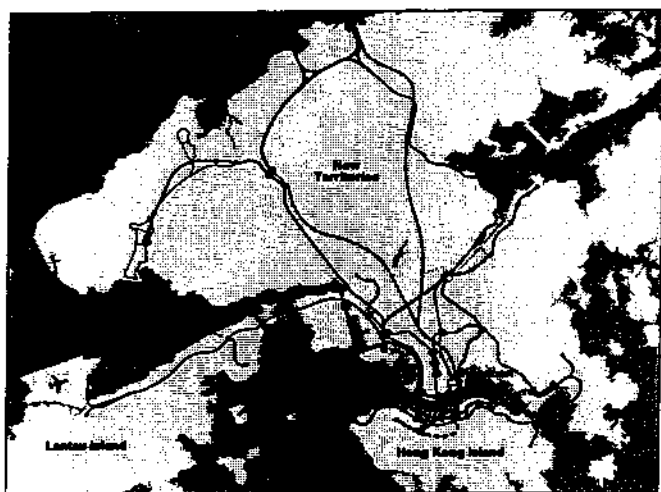


Future Strategic Environmental Requirements



Maunsell

in association with

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ERM Limited

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Murray Harrison Ltd.

Parsons Brinckerhoff (Asia) Ltd.

9. FUTURE STRATEGIC ENVIRONMENTAL REQUIREMENTS

9.1 Introduction

9.1.1 As reported within the preceding chapters, the work undertaken by the SEA Study has been wide ranging, covering a comparison of the environmental impacts of road and rail, a review of environmental costs and benefits, as well as undertaking environmental screening and assessments of proposed rail corridors and development options as part of the network development process. This chapter brings together the findings of the various work elements undertaken by the SEA and sets out how the findings may be used in the future development of railways within the HKSAR.

9.2 Strategic Environmental Monitoring & Auditing

9.2.1 One of the objectives of the environmental component of the RDS-2 study was to assist in the formulation of development options, and to ensure, as far as possible within the constraints of the available design information, that environmental impacts were (in order of preference) avoided, minimised or, as a final resort, that such impacts were successfully mitigated against.

9.2.2 The screening of the initial comprehensive network at an early stage of the study ensured that none of the rail corridors which were passed for consideration in the later stages of the study presented any conflicts with strategic environmental resources. Once the schemes within the proposed rail development options were further developed, and the alignments more clearly defined, the level of assessment for the remaining schemes was advanced.

9.2.3 Within *Section 7*, the key findings of the environmental assessments undertaken for the Component Schemes and Stand Alone Schemes were highlighted. At the level of detailed used to evaluate the schemes, the assessments concluded that none of the proposed component schemes making up the currently proposed rail development options were likely to result in insurmountable impacts during the construction or operation phases. Whilst potential environmental impacts were identified for the implementation of each of these schemes, it was envisaged that the magnitude of such impacts could be reduced during the future development of the schemes, and/or that suitable mitigation could be developed to successfully mitigate these impacts to acceptable levels.

9.2.4 The evaluation and specification of the required mitigation measures will be undertaken at a later stage (e.g. the EIA stage) of the development of each scheme; it is not possible with current knowledge, (nor is it the role of a strategic study), to specify precise details of such mitigation. However, it is considered that the key potential impacts that have been identified should be highlighted in such a manner that they can be carried forward into the development process and successfully addressed within the appropriate stage of the scheme's development.

9.2.5 In particular, the design engineers should be made aware of such issues so that they can be incorporated into, and addressed, as far as possible, during the design and detailed design stages. Many of the identified potential impacts will need further evaluation before mitigation measures can be developed. It is assumed that this will be undertaken during any further environmental studies that accompany the design development process and ultimately at the EIA Stage.

- 9.2.6 To aid the process of 'carrying forward' the key environmental issues for further consideration, it is necessary to highlight, for each scheme, the identified potential impacts that require further evaluation and consideration, the development stage at which the issue should be further considered and the persons expected to be responsible for the further work.
- 9.2.7 Within the current constraints, the Tables 9.1 and 9.2 detail for the Component Schemes and Stand Alone Schemes respectively, the assumed timing and agents for the further consideration of the identified key potential environmental issues.
- 9.2.8 The preceding tables highlight the principal environmental impacts that will require further evaluation during the development of the rail schemes. However, as the implementation of a new railway constitutes a Designated Project under Schedule 2 of the EIA Ordinance, an EIA will be required to be undertaken and an Environmental Permit will need to be granted before construction of any of the schemes can commence.
- 9.2.9 It should be noted that the environmental reviews undertaken as part of this study have been intended to identify impacts that could influence the decision on whether to proceed with the development of the scheme. It is intended that these more 'global' impacts would, as appropriate, be considered further during the design and that they would also assist in the formulation of an EIA Study Brief. The detailed evaluation of the highlighted potential impacts, and the investigation of the more specific or 'local' implications of the scheme will be undertaken as part of the detailed EIA Study.

Table 9.1 Proposed Timing for Further Consideration of Key Potential Environmental Impacts - Component Schemes

Scheme	Potential Impact	Action Required	Implementation Stage	Implementation Agent
North Island Line	Noise, dust and traffic impacts from cut and cover working	Determine if requirement or extent of cut and cover working can be reduced	Design	Design Engineers
		If cut and cover is required evaluate impact and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Noise, dust and traffic impacts at shaft/worksite locations from bored tunnelling operations	Include environmental considerations in the selection of shaft/worksite locations	Design	Design Engineers
		Evaluate environmental impacts from use of shaft/worksites and, if required, develop appropriate mitigation measures and monitoring requirements	EIA	EIA Consultant
	Temporary loss of amenity sites including Wanchai Sports Ground	Determine whether impact to amenity resources can be minimised, and if necessary, identify alternative locations for re-provisioning	Design	Design Engineers
	Potential loss of part of Victoria Park	Determine whether impact to Victoria Park can be minimised	Design	Design Engineers
		Evaluate impacts to landscape and visual, and ecological resources and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Potential water quality impacts from reclamation phase	Evaluate potential water quality impacts and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Negligible operational impacts	Evaluate operational noise impacts and specify mitigation and monitoring if required	EIA	EIA Consultant

Scheme	Potential Impact	Action Required	Implementation Stage	Implementation Agent
East Kowloon Line	Noise, dust and traffic impacts from cut and cover working	Determine if requirement or extent of cut and cover working can be reduced	Design	Design Engineers
		If cut and cover is required evaluate impact and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Noise, dust and traffic impacts at shaft/worksite locations from bored tunnelling operations	Include environmental considerations in the selection of shaft/worksite locations	Design	Design Engineers
		Evaluate environmental impacts from use of shaft/worksites and, if required, develop appropriate mitigation measures and monitoring requirements	EIA	EIA Consultant
	Potential contaminated land impacts at former Kai Tak Airport	Evaluate potential contaminated land impacts and proposed appropriate mitigation and monitoring if required	EIA	EIA Consultant
	The alignment falls within the Consultation Zone of the HK & China Gas facility at Ma Tau Kok	Undertake hazard assessment and proposed appropriate mitigation if required	Design / EIA	Design Engineers / Hazard Assessment Consultant
	Negligible operational impacts	Evaluate operational noise and vibration impacts and specify mitigation and monitoring if required	EIA	EIA Consultant
EKL Depot	Noise and dust impacts from construction of the Depot	Include environmental considerations in the development of the construction methodology	Design	Design Engineers
		Evaluate environmental impacts from the construction of the depot, and, if required, develop appropriate mitigation measures and monitoring requirements	EIA	EIA Consultant

Scheme	Potential Impact	Action Required	Implementation Stage	Implementation Agent
	Potential contaminated land impacts at former Kai Tak Airport	Evaluate potential contaminated land impacts and proposed appropriate mitigation and monitoring if required	EIA	EIA Consultant
	Operational impacts (including noise, water and waste)	Include environmental considerations in the design of the depot (e.g. siting of noisy activities and use of train wash)	Design	Design Engineers
		Evaluate the depot's operational environmental impacts, and, if required, develop appropriate mitigation measures and monitoring requirements	EIA	EIA Consultant
Fourth Harbour Crossing	Potential water quality impacts from Immersed Tube Tunnel construction	Evaluate potential water quality impacts and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Potential for encountering contaminated sediments during the construction phase	Evaluate potential contamination concerns and proposed appropriate mitigation and monitoring if required	EIA	EIA Consultant
	Noise, dust and traffic impacts from cut and cover working	Determine if requirement or extent of cut and cover working can be reduced	Design	Design Engineers
		If cut and cover is required evaluate impact and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	VIP option could result in impacts to Victoria Park	Determine whether impact to Victoria Park can be minimised	Design	Design Engineers
		Evaluate impact to landscape and visual, and ecological resources and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Option via EXH could result in temporary loss of Wanchai Sports Ground	Determine whether impact to amenity resources can be minimised, and if necessary, identify alternative locations for provisioning	Design	Design Engineers

Scheme	Potential Impact	Action Required	Implementation Stage	Implementation Agent
	Groundborne noise and/or vibration impacts from bored tunnelling	Give due consideration to potential construction and operational phase groundborne noise and/or vibration impacts and develop construction methodology and alignment such that the potential for these impacts is minimised	Design	Design Engineers
		Evaluate potential construction and operational phase groundborne noise and/or vibration impacts and proposed appropriate mitigation and monitoring (as necessary)	EIA	EIA Consultant
	Potential water quality impacts from reclamation activities	Evaluate water quality impact and proposed appropriate mitigation and monitoring (as necessary), if reclamation is required	EIA	EIA Consultant
	Potential for encountering contaminated sediments during the reclamation phase	Evaluate potential contamination impact and proposed appropriate mitigation and monitoring if required	EIA	EIA Consultant
	Potential impacts to heritage sites	Give due consideration to potential construction and operational phase impacts to the identified heritage resources and develop construction methodology and alignment such that the potential for these impacts is minimised	Design	Design Engineers
		Evaluate potential impacts to the identified heritage resources and proposed appropriate mitigation and monitoring (as necessary)	EIA	EIA Consultant
	Negligible operational impacts	Evaluate operational noise impacts and specify mitigation and monitoring if required	EIA	EIA Consultant
Tai Wai to Diamond Hill Link	Noise, dust and traffic impacts from cut and cover, and bored tunnel construction	Determine if requirement or extent of cut and cover working can be reduced	Design	Design Engineers

Scheme	Potential Impact	Action Required	Implementation Stage	Implementation Agent
		If cut and cover is required evaluate impact and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Operational noise impacts	Evaluate potential operational phase noise impacts and proposed appropriate mitigation and monitoring (as necessary)	EIA	EIA Consultant
	The alignment falls within the Consultation Zone of the Shatin Water Treatment Works	Undertake hazard assessment and proposed appropriate mitigation if required	Design / EIA	Design Engineers / Hazard Assessment Consultant
Kowloon Southern Loop	Noise, dust and traffic impacts from cut and cover working	Determine if requirement or extent of cut and cover working can be reduced	Design	Design Engineers
	Negligible operational impacts	If cut and cover is required evaluate impact and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Potential water quality impacts from construction of the Immersed Tube Tunnel option	Evaluate operational noise impacts and specify mitigation and monitoring if required	EIA	EIA Consultant
	Potential for encountering contaminated sediments during the construction and reclamation phase	Evaluate potential water quality impacts and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Alignments pass close to a number of heritage resources	Evaluate potential contamination concerns and proposed appropriate mitigation and monitoring if required	EIA	EIA Consultant
		Ensure that alignment is designed such that the impact to the identified heritage resources is minimised	Design	Design Engineers
		Evaluate impact to identified heritage resources and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant

Table 9.2 Proposed Timing for Further Consideration of Key Potential Environmental Impacts - Stand Alone Schemes

Scheme	Potential Impact	Action Required	Implementation Stage	Implementation Agent
Northern Links	Noise, dust and traffic impacts anticipated during construction phase	Determine if requirement or extent of cut and cover working can be reduced	Design	Design Engineers
	Evaluate construction phase impacts and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant	EIA Consultant
	Water quality concerns as the alignment passes through the Deep Bay Water Control Zone, and close to a number of fish/duck ponds, wetland areas, agricultural lands and major rivers.	Ensure that alignment is designed such that the impacts to the identified water sensitive resources are minimised	Design	Design Engineers
	Evaluate potential water quality impacts and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant	EIA Consultant
	Alignments pass close to a number of heritage resources and through areas of archaeological potential	Ensure that alignment is designed such that the impact to the identified heritage resources is minimised	Design	Design Engineers
	Evaluate impact to identified heritage resources and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant	EIA Consultant
	Direct impacts are likely to important ecological habitats	Ensure that alignment is designed such that the impact to the identified ecological resources is minimised	Design	Design Engineers
	Evaluate impact to identified ecological resources and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant	EIA Consultant
	Compensation required for wetland and fishpond losses	Ensure that alignment is designed such that the loss of wetlands and fishponds is minimised	Design	Design Engineers
	Evaluate impact to wetlands and fishponds and develop requirements for compensation	EIA	EIA Consultant	EIA Consultant

Scheme	Potential Impact	Action Required	Implementation Stage	Implementation Agent
West Hong Kong Island Line	Operational noise impacts anticipated, extensive mitigation likely	Incorporate operational noise considerations into the development of the alignment	Design	Design Engineers
		Evaluate operational noise impacts and specify mitigation and monitoring as required	EIA	EIA Consultant
	Visual impacts from above ground structures and/or slopes	Consider visual impact issues during the development of the alignment	Design	Design Engineers
		Evaluate visual impacts and specify mitigation and monitoring as required	EIA	EIA Consultant
	The alignment falls within the Consultation Zone of the Sheung Shui Water Treatment Works and Au Tau Water Treatment Works	Undertake hazard assessment and proposed appropriate mitigation if required	Design / EIA	Design Engineers / Hazard Assessment Consultant
	Noise, dust and traffic impacts from cut and cover working	Determine if requirement or extent of cut and cover working can be reduced	Design	Design Engineers
		If cut and cover is required evaluate impact and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Noise, dust and traffic impacts at shaft/worksite locations from bored tunnelling operations	Include environmental considerations in the selection of shaft/worksite locations	Design	Design Engineers
		Evaluate environmental impacts from use of shaft/worksites and, if required, develop appropriate mitigation measures and monitoring requirements	EIA	EIA Consultant
	Alignments pass close to a number of heritage resources	Ensure that alignment is designed such that the impact to the identified heritage resources is minimised	Design	Design Engineers

Scheme	Potential Impact	Action Required	Implementation Stage	Implementation Agent
Regional Express Line		Evaluate impact to identified heritage resources and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Negligible operational impacts	Evaluate operational noise impacts and specify mitigation and monitoring if required	EIA	EIA Consultant
	Noise, dust and traffic impacts at shaft/worksite locations from bored tunnelling operations	Include environmental considerations in the selection of shaft/worksite locations	Design	Design Engineers
		Evaluate environmental impacts from use of shaft/worksites and, if required, develop appropriate mitigation measures and monitoring requirements	EIA	EIA Consultant
	Noise and dust impacts from construction of above ground sections	Evaluate impact and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	The alignment falls within the Consultation Zone of the Sheung Shui Water Treatment Works and Tai Po Water Treatment Works	Undertake hazard assessment and proposed appropriate mitigation if required	Design / EIA	Design Engineers / Hazard Assessment Consultant
	Potential conflict with historic / cultural resources including deemed and declared monuments, historic buildings, archaeological sites and heritage trail.	Ensure that alignment is designed such that the impact to the identified heritage resources is minimised	Design	Design Engineers
		Evaluate impact to identified heritage resources and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Potential noise and visual impacts from above ground sections and /or slopes	Take noise and visual issues into consideration during the development of the alignment	Design	Design Engineers
		Evaluate impacts and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant

Scheme	Potential Impact	Action Required	Implementation Stage	Implementation Agent
Port Rail Line/Port Rail Terminal	Direct impacts are likely to important ecological habitats	Ensure that alignment is designed such that the impact to the identified ecological resources is minimised	Design	Design Engineers
	Compensation required for wetland and fishpond losses	Evaluate impact to identified ecological resources and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
		Ensure that alignment is designed such that the loss of wetlands and fishponds is minimised	Design	Design Engineers
		Evaluate impact to wetlands and fishponds and develop requirements for compensation	EIA	EIA Consultant
	Operational noise and vibration impacts anticipated, extensive mitigation likely	Incorporate operational noise and vibration considerations into the development of the alignment	Design	Design Engineers
		Evaluate operational noise and vibration impacts and specify mitigation and monitoring as required	EIA	EIA Consultant
	Noise and dust impacts from construction of above ground sections (East and West Rail Options)	Evaluate impacts and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Noise, dust and traffic impacts from cut and cover working	Determine if requirement or extent of cut and cover working can be reduced	Design	Design Engineers
		If cut and cover is required evaluate impact and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Noise, dust and traffic impacts at shaft/worksite locations from bored tunnelling operations	Include environmental considerations in the selection of shaft/worksite locations	Design	Design Engineers

Scheme	Potential Impact	Action Required	Implementation Stage	Implementation Agent
		Evaluate environmental impacts from use of shaft/worksites and, if required, develop appropriate mitigation measures and monitoring requirements	EIA	EIA Consultant
	Intensified use of East Rail line could result in operational noise impacts	Evaluate operational noise impacts and specify mitigation and monitoring if required	EIA	EIA Consultant
	The alignment falls within the Consultation Zone of the Shatin Water Treatment Works and Shek Lei Pui Water Treatment Works	Undertake hazard assessment and proposed appropriate mitigation if required	Design / EIA	Design Engineers / Hazard Assessment Consultant
	Potential noise and visual impacts from above ground sections	Ensure noise and visual issues are taken into consideration during the development of the alignment	Design	Design Engineers
		Evaluate impacts and proposed appropriate mitigation and monitoring (if required)	EIA	EIA Consultant
	Potential for encountering contaminated sediments during the construction phase	Evaluate potential contamination concerns and proposed appropriate mitigation and monitoring if required	EIA	EIA Consultant

9.3 Strategic Follow-up Actions

9.3.1 In addition to specifying follow-up actions that will be required at the design and EIA stages, it is also considered that a study such as this should make recommendations regarding the more 'strategic follow up actions' that could be implemented to ensure potential environmental impacts from the introduction of railways are avoided or minimised during the planning and development of future alignments.

9.3.2 These actions are not related to the development of any individual rail lines but are possible measures that could be adopted on a Territory-wide basis to assist in the overall rail development process. In order to achieve this aim, consideration could be given to implementing the following principles:

- Improving co-ordination between government departments to ensure that there is both the efficient and timely exchange of information pertaining to the integration of land use requirements and planned housing developments into the railway planning and development process. To make this process effective, it is envisaged that 'facilitating agents' may be required within government to ensure that all parties are kept aware of proposed rail developments, changes or refinements to planned alignments and developments in 'best practice'. Only through the clear and regular exchange of information between all parties with an influence or interest in the development of railways can it be possible to adequately address all the areas of concern and ensure that impacts are, wherever practicable, avoided, or minimised.
- Undertaking technical studies or investigations into the means of improving the operational environmental performance of railways. It is envisaged that such investigations could be focussed upon issues such as energy efficiency, noise reduction etc. The output from these studies could be used to establish guidance on the design and operation of 'environmentally friendly' railways.
- Implementing measures to promote the use of rail, and possibly discourage the use of road based means of transportation in order to maximise the environmental benefits. This could be achieved through a range of mechanisms including the introduction of subsidies for rail, road pricing mechanisms, reducing the number of parking places and/or increasing the costs of parking in urban centres, and increasing the number of pedestrianised urban areas.

9.3.3 Further discussion regarding the 'strategic guiding principles' that could be implemented to maximise the environmental potential of rail (and other transport modes) are provided in Chapter 11 of this Report.

9.4 Monitoring and Reporting Requirements

9.4.1 The preceding sections have highlighted both the potential strategic actions that could be implemented to assist in the avoidance or minimisation of environmental impacts, as well as the more specific actions that should be carried forward to address key potential impacts that are likely to arise from the implementation of the component schemes included in the proposed rail development options.

- 9.4.2 In order to ensure that the key impacts that have been identified as requiring resolution during the development of the component schemes are effectively carried forward and fully addressed at the correct implementation stage, and that they are, where appropriate, adequately reported upon, it is considered prudent to develop a means to monitor the implementation of the highlighted items.
- 9.4.3 At this current stage, there are difficulties establishing the details of such a workable system since, for example, the organisation that will undertake the further design of each of the component lines is currently unknown. Therefore, it is difficult to develop procedures that would complement their own. Nevertheless, the broad principles of the further measures have been put forward as a means of ensuring that the 'EM&A' actions are carried forward and implemented at the correct stage:
- The items in Tables 9.1 and 9.2 should be communicated to the Consultants undertaking the future detailed design and the EIA Studies for each of the component schemes.
 - Preferably, the items in Tables 9.1 and 9.2 should form part of the documentation upon which the Consultants tender for the future design and the EIA Studies, and the items should also be included in the Contracts for this work.
 - The Consultants undertaking the future design and the EIA Studies should be required to monitor or track progress against these items (e.g. in regular 'environmental compliance' progress reports).
 - An Independent Environmental Checker, or other similar representative, could undertake checks or audits at appropriate stages of the detailed design and the EIA Studies to ensure that the items have been adequately addressed.
- 9.4.4 It is considered that with the implementation of a monitoring system based upon the principles outlined above, it can be ensured that all the strategic environmental issues identified during the assessment process can be suitably addressed thereby leading to the development of component rail lines, and hence rail development options, that fulfil the Studies objective of developing an 'environmentally acceptable' rail network.

9.5 The Next Steps

- 9.5.1 In addition to the EM&A work highlighted in the preceding section, there is also a need to take forward and develop/resolve further issues that have been raised during the SEA Study and that have been highlighted as hindering the development of rail.
- 9.5.2 Section 3 of this Report provided discussion on the environmental benefits that could be accrued from choosing rail over road based forms of transportation. The potential benefits included air quality improvements due to a reduction in road based traffic, noise benefits due to railways being required to comply with more stringent noise criteria than roads, lower land-take, which has consequential potential benefits for reducing the impacts to landscape, ecological and heritage resources, and, lower risks to the travelling public. In addition to these community benefits, a shift to rail would also help achieve the Administration's desire to adopt more sustainable approaches to the future development of Hong Kong.

- 9.5.3 However, the potential benefits can only be gained through the promotion of rail over road, and, in tandem, the implementation of measures to restrain road based transportation, so as to encourage the transfer of passengers from road to rail.
- 9.5.4 At present, as illustrated in Section 3, there are inconsistencies in the manner in which road and rail schemes are appraised and approved in Hong Kong which makes it is easier to form the view that proposed road transport projects are more viable than rail. In particular, the following inconsistencies were highlighted:
- Rail users are likely to pay the full cost of their journey whilst road users do not. Therefore potential demand for new railways is typically lower than it might be for the use of private transport on a new road.
 - The differing evaluation procedures make it more difficult to demonstrate the actual benefits of rail (e.g. in terms of environmental benefits) and therefore to justify the implementation of a rail project.
- 9.5.5 It was concluded that the differing appraisal approaches can give different results, and therefore, in order to ensure a degree of consistency in the allocation of public sector funds within the transport sector, it was recommended that the appraisal systems should be re-evaluated to ensure that potential road and rail schemes are evaluated on as common a basis as possible.
- 9.5.6 The SEA study has provided a number of pointers for undertaking a review of the manner in which new railways are identified, justified and approved; these measures should help to ensure that the environmental benefits of new railways are maximised. These points are re-iterated below with the recommendation that the HKSAR Administration should consider and develop them as a means of achieving its stated objective of giving preference to rail over road.
- Increase the scope of economic appraisal techniques to enable the environmental costs and benefits of new railways to form part of the project appraisal system.
 - Standardise the appraisal systems for both road and rail projects, and apply appropriate weighting to the incorporation of environmental costs and benefits.
 - Standardise the performance criteria of both road and rail projects, for example, the same noise criteria should apply to proposed roads and railways.
 - Standardise the enforcement of existing standards related to environmental performance.
 - Review the standards and guidelines currently applied to the planning of new developments to ensure that the Administration's stated objective of giving preference to rail over road is achieved.
 - Implement a programme of road curbing measures (e.g. pedestrianisation, greater introduction of bus lanes and, possibly, road pricing mechanisms).
 - Undertake a programme of public education and promotion in support of the Administration's commitment to giving preference to rail.

- 9.5.7 The adoption, development and implementation of the principles defined in the above points is considered an important factor in achieving the Administration's stated objectives of giving preference to rail over road and of developing a sustainable transportation system.