THE INTER-MODAL TRANSPORT DATA-SHARING PROGRAMME

Newsletter: October 2018

About The Inter-Modal Transport Data-Sharing Programme
The Inter-Modal Transport Data-Sharing Programme is a proposed research programme that will commence with a conference and convene a Working Group to explore alternative data sharing models and framework conditions in unlocking and supporting intermodal transport in Hong Kong. Doing so will drive the local development of smart city applications such as traffic management, electric and autonomous vehicles. It will put long-term urban planning and sustainability policies on a more evidence-based and data-driven footing.

Further detail below.

You are receiving this newsletter following your recent indication of support or interest in an Inter-Modal Transport Data-Sharing Programme. This proposed research programme will be led by The Technology Research Project (TRP), based at the Social Sciences Research Centre (SSRC) of the University of Hong Kong, and in collaboration with other industry specialists. This newsletter sets out our progress to date. Further information about the programme and associated partners can be found below.

STRONG SUPPORT FOR DATA-SHARING POLICIES TO SUPPORT SMART CITY MANAGEMENT

The principles of data sharing are fundamental to the future development of Hong Kong as a smart city and this is especially true of data-sharing among the different modes of transportation. Over the past few months, we have met with a variety of interested parties and stakeholders to explain in greater detail the outline of the programme and have since received more than 20 letters of support for our application, in addition to a great deal of verbal support, which highlights a widespread appreciation of the need for sensible and practical data-sharing policies for smart city management.

UPDATE ON APPLICATION FOR FUNDING

Our intention is to apply to the General Support Fund (GSF) of the Innovation & Technology Fund (ITF). Since all applications from university-based or affiliated research centres need to be received through the Administration Office of each university, we are therefore first submitting the programme for approval by HKU. If that support is forthcoming, the application will be forwarded to the ITF for consideration.

NEXT STEPS

We are very grateful for the support and interest we have received to date. Since it may be several months before we learn the outcome of our application, we plan to keep those who have shown an interest in the programme updated via a regular newsletter that will set out progress on the status of the programme itself as well as relevant developments in the area of inter-modal transport data-sharing. Given the importance of the issues this programme seeks to address, we hope to find a way to begin preliminary research on data-sharing issues by consulting with key stakeholders prior to the decision of ITF funding as this will provide a solid and grounded basis for the commencement of the programme which we intend to launch as soon after Chinese New Year 2019 as possible.
**FURTHER PROGRAMME DETAIL**

As above, we intend to undertake preparatory research in order to:

1. Identify the right questions about the specifics of data-sharing in Hong Kong, understanding the challenges, the range of concerns of the transportation companies, where common ground can exist, what the costs and the benefits are to (i) the data-owners and data-controllers, (ii) Government and public services, such as MaaS applications, traffic management, town planning, licensing policies, etc.

2. Arrange invitations to global leading experts and specialists dealing with legal issues, technical issues, the user experience and social impact, and market development of different data-sharing models.

A Working Group (WG) with representatives from the transportation companies, other mobility service providers and app developers, vendors, academia and government will be formed, and with which TRP will regularly consult over a 6-month period, detailing alternative data-sharing models, researching the concerns of transportation data-owners and data-controllers, receive the opinions of industry specialists and academics, and review the legal framework in Hong Kong, searching for the common ground.

TRP will present a final report to the WG and to the Smart City Office, the Innovation & Technology Bureau (ITB) and the Transport Bureau. It will not make nor endorse recommendations, but it will highlight the most practical alternatives in terms of both the private sector and the common good. Further commitments, research reports, proof-of-concept pilots and pathfinder projects will be arranged according to WG and stakeholders’ interests.

**INDUSTRY UPDATES & INSIGHTS**

Several developments in October are of relevance: an Intergovernmental Panel on Climate Change (IPCC) Report - viewed [here](#); and, The Chief Executive’s 2018 Policy Address - viewed [here](#).

**The IPCC Climate Change Report**

The report addresses *the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty. Of note, the report finds that limiting global warming to 1.5°C would require "rapid and far-reaching" transitions in land, energy, industry, buildings, transport, and cities.*

If Hong Kong is to come close to the targets of the IPCC report, and ideally get emissions down to no more than 0.5 per cent higher than preindustrial levels (a tough but vitally necessary task) then developments such as cleaner fuel for power generation, electric vehicles and charging points, and demand-responsive energy-saving policies for smarter manufacturing, commercial and industrial buildings and homes will be necessary. Data-sharing will make an important contribution to Big Data analytics that can identify more precisely the sources of pollution (for example, marine transport, responsible for up to 40 per cent of pollutants according to the Environment Bureau website, has not previously been regularly monitored) and can provide better-informed smart city management policies to address these issues.

**The Chief Executive’s 2018 Policy Address contained several references to Transport and the Environment**

Transport – recommendations or planned developments include:

- Waive or pay for the tolls charged on franchised buses for using government or franchised tunnels/roads to ease fare increase pressure.
- Rationalise the tolls payable by private cars, taxis and motorcycles for using the three harbour crossings/tunnels to re-distribute cross-harbour traffic.
- Launch a consultation next year on specific proposals for the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas.
• Provide at least 1,500 public car parking spaces in government facilities and public open space projects over the next five years.
• Revive the “Central-Hung Hom” ferry route; launch a pilot “water taxi” service plying between Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central.
• Provide funding to develop a data collection system and mobile application for the provision of real-time arrival information of green minibuses that minibus operators can make use of the data for fleet management to improve operational efficiency.

Environmental Protection – recommendations or planned developments include:

• Tighten the emission standards for newly registered motorcycles in 2020, phase out Euro IV diesel commercial vehicles by the end of 2023, conduct consultation on ceasing the first registration of diesel private cars.
• Legislate for the implementation of municipal solid waste charging and provide additional resources for the implementation of waste reduction and recycling; take the lead to avoid using disposable plastic tableware and study the feasibility of regulatory control on the use of such tableware.
• Develop renewable energy with the Government taking the lead and provide support to individuals and non-governmental organisations to install renewable energy installations.

COMMUNICATIONS PREFERENCES

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About TRP

TRP (Technology Research Project) was established in 1993 with a grant from the Hong Kong Telecom Foundation to the University of Hong Kong. Since 1997, TRP has been funded by donations from various ICT companies. TRP originally stood for the Telecommunications Research Project but in recent years has been re-titled the Technology Research Project to reflect the wider scope of research consequent upon the convergence of ICTs, starting naturally with the Internet itself. The research work of TRP is entirely non-commercial, independent and observes all academic and university standards and norms.

About TRPC

TRP Corporate (TRPC) was launched in Hong Kong in 2006 as the consulting and services arm of the TRP. TRPC is a donor to the University of Hong Kong in funding TRP. In 2007, Dr John Ure, Director of TRP, co-founded TRPC Pte Ltd in Singapore, with Dr Peter Lovelock. TRPC focuses on the economics of telecommunications and information technology, particularly the policy and regulatory issues associated with national information infrastructure development, with an emphasis on the Asia-Pacific region. TRPC recently registered itself and established an office in Hong Kong.