

Membership Updates

NEW MEMBERS

We would like to express our warmest welcome to our new members.

Full members

Joseph CHOW

Mary Jane C. LIM YAP

CHANGE OF PERSONAL PARTICULARS

To keep our member records up-to-date, please let us know if you have recently changed any of your personal particulars. You can simply return the form enclosed at the back of this newsletter to Leo.

Since last year, we have been delivering our newsletters through email. It is therefore, very important for us to keep your most updated email address in our database. If you have changed your email address or have come across members who did not receive our latest newsletters, kindly notify Leo at ictpa_ne@yahoo.com with the updated information or use the form attached at the back of this newsletter.

MEMBERSHIP

You do not have to be a transportation or traffic professional to become a member of ICTPA/US Northeastern Chapter. Any person engaged or interesting in transportation, including students enrolled in a graduated or undergraduate school of recognized standing, pursuing a course of study in transportation related field is welcomed. Our chapter brochure and application form can be downloaded from the following website: http://www.ictpaweb.org/templates/usne_index.dwt.

CONGRATULATION TO DR. MAN-CHUNG TANG

Recently Dr. Man-Chung Tang, Chairman of Board of T.Y. Lin International, received the Construction's Best Award from the Construction Weekly Engineering News Record (ENR). We would like to take this opportunity to say congratulation to Dr Tang for his success. He was the first president of our chapter and we are honored to have him serving

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as one of our honorary presidents.



MEMBERSHIP/BOD MEETINGS

You are cordially invited to the coming membership/BOD meeting which will be held on May 13, 2004 (Thu) in Chinatown, NY. Details of the meeting are as follow:

Date: May 13, 2004 (Thu)

Time: 6:00 p.m.

Place: Basement, Wo Hop Restaurant
15 Mott Street (212) 962-6475

In addition to the normal discussion on business of the Association, we will also discuss current issues of interest related to transportation where you can share with us your point of view. We can learn a lot from each other and also have an opportunity to meet our friends and officers at the meeting.

Announcement

交通運輸通訊

A reminder will be sent through email prior to the meeting. For inquiry, please email to ictpa_ne@yahoo.com.

TECHNICAL TOUR

Last summer we had our technical tour in Boston visting the “Big Dig” project. Where would you like to go this year? How about the port facilities on East Coast? Yes our technical tour committee is looking at the possibility to pay a visit to one of the terminals in New York/New Jersey area.

We will get you more information when they are available. So stay tuned!

If you are interested in organizing the tour, you can write to us at ictpa_ne@yahoo.com. Your name will be on the Technical tour committee volunteer list.

Activities Updates

HELPING OUR COMMUNITY – OUR GOALS AND OUR DUTIES

Peter Lai, President ICTPA-NE

Undoubtedly, the 9/11 Tragedy changed the life of many New Yorkers. Its impact included those also of New York’s Manhattan Chinatown in many ways. Immediately following the tragic event, the entire Lower Manhattan area was closed to traffic in support of the significant recovery efforts. The closure area eventually included the majority landmark portions of Chinatown, and needless to say, the financial losses among the local businesses were considerable. More than 2 years later, we continue to see NYC and the rest of the nation support Lower Manhattan in it’s strong come back to life with the growing sights of employment and commercial activities along with the reopening of several critical transportation links and services. Despite this progress however, there is one element of Chinatown that remains unchanged since 9/11 – the closure of Park Row, a major facility that connects Chinatown with the Downtown financial district.

With the headquarters of the New York City Police Department (NYPD) located directly on Park Row, the decision was made by NYPD to close the Park Row facility and a few other surrounding facilities for various security reasons. To date, access to these facilities continues to be limited to authorized traffic only. Given the perceived justifications, the reality also exists that such action has created considerable hardship and inconveniences to the Chinatown communities. In particular, residents

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from the Chatham Tower and Chatham Green development are impacted daily by having their direct access to their property blocked with police security barriers and manned security booths. The growing discontent sparked the Chinatown community to voice their frustrations and their desires to explore alternative options with the NYPD. After several rounds of unsuccessful communications/negotiations, the residents and the business communities formed the Civic Center Residents Coalition (CCRC) and named NYPD and the City of New York as defenders in a lawsuit in hopes to re-open Park Row. As the results of the lawsuit, the judge had ruled that the NYPD must conduct an Environmental Assessment Study (EAS) to determine the impacts associated with the closure of Park Row. After two months, an EAS report was prepared by the NYPD consultant which concluded that the closure would have no impact to its surrounding environment. Following the release of the report, the CCRC has three months to review and respond to the reported findings.

Unlike the NYPD, which has significant financial resources to hire a traffic consultant for technical advice, the CCRC faces a very difficult task in responding and challenging the report's findings with limited resources. As its last possible option, the coalition turned to ICTPA for help in hopes that professional opinions could be provided amongst our members. ICTPA faced a challenging situation: one of the organizational objectives for ICTPA is to support the worldwide Chinese communities to improve their transportation needs and services; however, it is also the association's objective to maintain an unbiased, professional and sensible position on all external business matters. As a result, representatives from the CCRC were requested to conduct a presentation to the ICTPA Board of Directors at a local membership meeting. The Board later voted and agreed to respond to CCRC's call for assistance. The Board also decided at the meeting that the best approach to proceed was through an informal workshop with the CCRC where all participants would express their own professional opinions. The CCRC could then consolidate the individual points of view for their own interpretation and conclusions.

The workshop was conducted on a Saturday morning in Chinatown with close to 20 participants. It begun with several briefings by the CCRC on the issues they encountered and their concerns on the efforts of their quality of life since the closure of the roadway. This provided a much needed appreciation of the situation to all participants, especially for those who lived outside of Chinatown. Following the briefings, the workshop then focused on NYPD's findings with active participation from ICTPA members who freely expressed their opinions based on their professional expertise and experience. While the discussions were centered on the content of the NYPD report, emphasis was not placed however on any criticisms of the report. The discussions and considerations were effectively focused on the critical elements (to the communities) that were not mentioned by the report and on report elements that needed further clarification.

The workshop concluded after almost 6 hours of constructive discussions. It ended with all CCRC representatives agreeing that the workshop had provided them with: (a) a better understanding of how traffic patterns changed under different circumstances and their relationship with the Park Row closure; (b) a better understanding of the report findings from a

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technical perspective; and (c) help in preparing more appropriate comments and a meaningful response to the Court on the subject EAS report. While the lawsuit will likely continue some time into the future with the result still unpredictable, ICTPA's efforts and well intentions were deeply appreciated by the CCRC and the community.

As President of the NE Chapter of ICTPA, I like to express my sincere thanks to many of our members who supported the Association with this community involvement effort. An additional acknowledgement is also given to those who volunteered your valuable Saturday for the workshop to offer your professional expertise to your community. And finally, last but not the least, the Association continues to be strongly committed to serving our communities, not only because it is our privilege but our duty as well.

在台北舉行的二零零四年會

鄭向元

「國際華人交通運輸協會」自一九八八年成立以來，每年皆舉行年會，最初幾年因配合 TRB 每年皆於一月在美國華府舉行。自 1994 年才開始以不同月份在美國其他都市及亞洲舉行，至今先後已包括了洛杉磯、堪薩斯、舊金山、紐約、邁亞美 (遊船)、香港、北京等地。

今年是本會的十七屆年會，已於二月十一至十三日在台北市與第五屆亞太地區交通運輸發展會議及海峽兩岸交通運輸發展會議合併舉行。在台北市福華國際文教會館舉行的三天會議，共有來自海內外兩百餘人參加，包括專題研討，論文研討，圓桌會議，展覽會及技術參訪等精采的內容。這次會議由曾擔任台灣省交通處長及台北市交通局長之陳武正教授擔任籌備會召集人，台北市捷運公司總經理蔡輝昇擔任總幹事，主辦單位除 ICTPA 及中華民國運輸學會，還包括台北市政府，高鐵局等交通機構及台灣大學等學術機構。



開幕典禮



台北市市長馬英九(中)與國際華人交通運輸協會 ICTPA 現任會長沈龍利(右 1)及三位前任會長於市長晚宴合照(鄭向元(左 1), 林錫智(左 2), 李珏(右 2))

在十一日的開幕禮中，台北市副市長歐晉德代表馬英九市長致詞歡迎與會人員，並有台北市捷運工程局局長范良鏘做專題演講。專題研討 session 則由 ICTPA 現任會長沈龍利及前會長林錫智分別做報告。

Technical session 共有九場，發表了三十五篇論文，包括物流與航空、交通安全、停車管理與交通改善，電子票證與道路收費、鋪面與交通工程、大眾運輸發展、複合運輸與轉乘、智慧型運輸系統及交通專業經驗分享等。圓桌會議共有兩場。一是談運輸事業民營化；一是以航空事業之發展為題，都很精采。技術參訪地則包括台灣高速公路局行控中心及高速鐵路工地，台北捷運正在興建中的小碧潭車站，捷運台北車站及交九行控中心，捷運北投機場等。

歡迎晚宴

主辦單位對參加會議人員招待非常週到，二月十一日晚的歡迎晚宴，除有豐富自助餐外，並特別安排台灣有名的「采風樂坊」演奏動聽的國樂。十二日的「市長晚宴」在遠東國際大飯店舉行。馬英九市長親自到場歡迎大家並致詞，餘興節目包括魔術，名歌星歌唱及卡拉 OK，非常熱鬧。



現任總會長沈龍利教授還準備了精美的獎牌在晚宴中頒發給四位 ICTPA 前會長(李珏、林錫智、劉俊嘉及鄭向元)及辛苦多年的執行長郭明香博士。十三日閉幕典禮及歡迎晚宴在福華國際文教會館舉行。來自海內外的出席者在美味酒菜及卡拉 OK 歌聲中惜別。因 ICTPA Board 一直沒有機會在會議期中開會，特在此晚宴中同坐一桌，我也被邀參加。會中曾為 ICTPA 未來的領導階層達到共識，即在六月的選舉中將推選我們分會會長黎澄天為 2004 年會長。另外會中也提議在會章上加一條例，未來可考慮選出一至兩位副會長，在職責上進一步分工，來加強本會的服務和聯絡網。也建議 2006 年年會再在香港舉行，據說黎會長離開台北後即再繞道香港已為該年會做初步接洽。

交通運輸通訊



於市長晚上，前任國際華人交通運輸協會鄭向元接受
現任會長沈龍利頒發的獎牌

這次返台，時間短暫，卻過得很充實，除參加 ICTPA 年會外，並
曾有機會到台北市交通局
及台北停車管理處做了兩

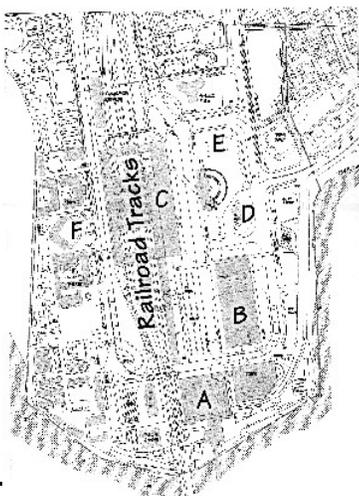
次演講。最高興的還是能拜會到我們分會的恩人郭宣瑜董事長(曾任長
榮海運美國公司董事長，現任長榮集團副總裁及長榮海運董事長)，他
曾在我擔任分會長時大力贊助本會，使我們這個剛成立三年的社團能
順利擴展，日益壯大，我們一直都感恩在心。更高興的是郭董事長接
受了我們的邀請，以貴賓身份出席十二日晚的「市長晚宴」，與 ICTPA
的老朋友們共聚一堂。



所有來自美國的國際華人交通運輸協會
(ICTPA)會員於告別晚宴合照

INTERMODAL FACILITIES FOR PASSENGERS PLANNING AND DESIGN OF INTEGRATED MULTIMODAL FACILITIES: A CHINA EXPERIENCE

Peter Lai, Charles Ng and Jeffery Bi



PB was one of the three finalist firms selected for a design competition in southern China for the LoWu (Shenzhen) District Intermodal Comprehensive Design Project. The ultimate goal of the project was to develop a world-class multimodal passenger transportation facility that provides:

Technical Corner

- Quality transportation services supported by efficient operations
- A livable urban space environment with a balanced land use/transportation interface.

The sponsor of the competition was the City Government of Shenzhen. The other finalists were a firm from Germany and one from Japan.

Figure 1: Location of Major Landmarks (Area A: The Immigration Tower, Area B: LoWu Shopping Mall, where the LoWu Regional Bus Terminal is located at the street and second levels; Area C: LoWu Regional Railroad Terminal; Area D: Outdoor terminal for intra-city local buses; Area E: Future site of the new Shenzhen Metro Station; Area F: The strip commercial area)

The LoWu District

Located in the southeastern portion of the City of Shenzhen, LoWu District is the gateway between southern China and Hong Kong. The 0.35-km² (0.135-square-mile) project area, which is at the border between the two cities, is accessible by rail services provided by both China and Hong Kong. The design included these rail services plus inter-city buses and intra-city local city buses; and a new mass transit subway line, the Shenzhen Metro, that is scheduled for full operation in 2003. The auto modes included private cars and taxi services.

There are several critical landmarks located within the project area (Figure 1). These major landmarks, which are served by two one-way loop road systems (in the shape of the number 8), include:

- Cross-border Immigration Tower, the cross-border check point between Hong Kong (the Special Administration Region) and China
- LoWu Bus Terminals
- LoWu Shopping Mall
- LoWu Regional Railroad Terminal
- The new Shenzhen Metro Station
- The five-star Shangri-La Hotel

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- Roadside strip commercial establishments along the west side of the railroad track in the western part of the District (an area that is subject to future redevelopment pending the outcome of this project).

Perhaps the most important landmark is the Immigration Tower in that it brings the largest number of people to the LoWu district every day. In 1998, the average daily cross-border flow was recorded at 180,000 persons per day with a peak-day flow of 288,000. This peak-day demand increased to 318,000 persons by 1999 and more than 340,000 persons in 2000. This demand is expected to continue to grow and to soon reach the daily design capacity of 400,000 persons.

Similarly, the regional railroad terminal handled an average demand of 30,000 passengers per day in 1999 with 57 trains in operation. Daily demand is expected to reach 80,000 passengers within the next few years, with between 100 to 120 trains a day. The bus terminal serves another 22,000 passengers per day, and the new Metro Station is designed to handle 230,000 passengers per day. The majority of the transportation demand is from the border crossing flow.

Design Goals/Objectives and Problems/Issues

We initiated the planning and design process by first defining the major problems and issues that our design should address. We saw these as being the following:

- The entire project area experiences extensive traffic congestion and delays. These undesirable conditions induce widespread traffic violations, such as illegal turns, illegal passenger drop-off or pick-up by taxis and private cars, and pedestrian jay-walking.
- The above conditions create extensive conflicts between all modal movements between the facilities.
- Connectivity between different transportation modes is poor and inconvenient because of the locations of the landmarks and the lack of convenient transportation between them.



- The railroad tracks were a physical barrier that separated the entire district into two individual zones.

Figure 2 illustrates traffic conditions on the southbound boulevard on a typical weekday. The area in front of the rail terminal is a pedestrian walkway that extends all the way to the Immigration Tower. On weekends and holidays, this area serves as the waiting area for people in lines heading into the Immigration Tower.

Weaving Area Congestion. Figure 2 also illustrates one of the fundamental problems we faced. The cross-section of the southbound boulevard is paved for five lanes of traffic and the right lane is reserved for taxi services-drop-off only at the upstream end and pick-up only at the downstream end. Due to heavy traffic volumes, the weaving section is too short to accommodate all the vehicles headed for various destinations.

Figure 2: Typical Weekday Condition

As congestion and vehicle queues build up, a very common situation occurs--many taxis attempt to drop off their passengers in the right lane in the weaving area, then quickly egress the area through the first loop on the left because they want to avoid being caught in the queue in the second loop. Very often, taxis even drop off their passengers at the middle of the weave section and try to pick up others illegally. The situation becomes even worse when a high volume of buses merges from right to left toward their terminals. At that point, the weave section really becomes a war zone for pedestrians, cars and buses.

Bus Terminal Issues. Another issue was the inconvenient and unsafe modal interface where passengers looking for their buses inside the terminal are unprotected from traffic. In addition, the boarding area is neither well lighted nor well ventilated, and exhausted air from the air-conditioned buses often makes this garage-like area very polluted, especially during the hot and humid summer months.

Planning Principles and Design Criteria

The ultimate question for our team was, "What is the best way to serve the people?" Based on our understanding of the problems and issues, and the ultimate policy goals and objectives set forth for the project, our team defined six planning and design criteria. They are, in order of priority:

1. People, not vehicles, are the number one priority.
2. Efficient cross-border operations must be maintained all the time.
3. Separation of people and vehicles must be maintained for operational efficiency and safety.
4. Intermodal transfers should be provided in a safe and convenient fashion.

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5. ITS technologies should be integrated into the design to provide better quality of travel.
6. A compatible urban setting should be created.

The Immigration Tower

Our team focused on access to the Immigration Tower because it had the most critical function of the entire project area. To accommodate its needs, we came up with a three-level concept that is similar to one that might be used for an airport terminal. The concept called for separating the arrival and departure flows at the Tower and the modes of transportation, as follows:

- The top level serves the departure flow (Shenzhen to Hong Kong) and is the pedestrian podium that provides access to all transportation facilities and landmarks.
- The middle level (at the ground level) serves the arrival flow (Hong Kong to Shenzhen) and is the vehicle arena, which we designed to accommodate all vehicular movements.
- The lower level is the underground concourse that provides weather protected connections to the Shenzhen Metro and the underground pedestrian system.

Under this concept, travelers who are exiting or approaching the Tower have the three levels of modal interfaces available to serve them. Potential conflicts among various modes are minimized, thus providing a safer and more efficient intermodal environment.

Modal Interfaces

In addition to the Immigration Tower, other critical functions within the complex that we considered included the Immigration Plaza, bus terminals, taxi stands, Rail Terminal Plaza, pick-up areas, parking, and pedestrian systems. In the following sections, we describe the three levels of modal interfaces of our concept and how each serves the critical functions of the project area.

The Pedestrian Podium. This upper-level podium (Figure 3) was designed to encompass the Immigration Plaza, the LoWu Regional Railroad Terminal Plaza and several pedestrian overpasses. It provides direct pedestrian access to all major landmarks such as the Tower, the mall, the rail terminal and the open space that connects the Shangri-La Hotel and other developments. In addition, the podium will have huge openings to provide natural lighting to the street level below.

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Immigration Plaza was designed to handle the huge crowd anticipated for the peak days. It has an effective area that is twice the existing size, and the entire area is weather-protected in a way that provides shade and natural breezes.



Figure 3: Pedestrian Podium



Figure 4: Vehicle Arena

Rail Terminal Plaza occupies the largest open space on the podium and serves as the grand entrance to the rail terminal, the Shangri-La Hotel and the proposed mix-use development opposite the terminal. It was designed to become a local landmark for the community with a green-cover area of approximately 35 percent to 40 percent.

The Vehicle Arena. Our first priority in designing the mid-level vehicle arena (Figure 4) was to separate the cars and buses. By extending the existing elevated roadway in front of the Immigration Tower to complete a one-way elevated facility around the complex, exclusive access for all cars and taxis was provided.



Figure 5: Underground Concourse

This design allows the existing southbound boulevard to serve as an exclusive bus corridor, so the intercity and intra-city buses have direct access to the existing terminal located inside and outside the shopping mall, respectively. Passengers for intercity buses can access the bus bays directly from the second floor of the mall where the ticket windows are located. Passengers for the intra-city local buses can access the bus bays from the air-conditioned waiting areas located at the podium level above.

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The design also eliminated any potential interference between auto, taxi and bus operations. For the convenience of hotel guests, special pick-up areas reserved for hotel limos and tour buses will be located nearby the Immigration Tower entrances in the vehicle arena, as will be small service counters.

The Underground Concourse. The main function of the underground concourse (Figure 5) is to provide direct access between the Immigration Tower, the Shenzhen Metro, the Railroad Terminal and the bus terminals. Automated walkways, or travelators, as well as small commercial establishments are proposed inside the concourse for the public's additional comfort and convenience.

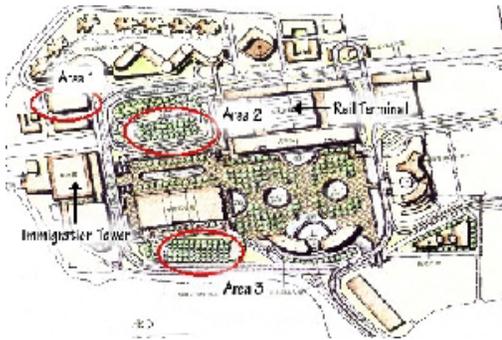


Figure 6: Taxi Pick-Up and Drop-Off Areas

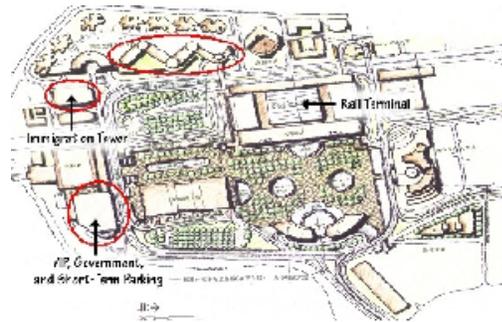


Figure 7: Car Parking Facilities

Taxi Pick-Up and Drop-Off Areas. We proposed three service areas, as illustrated in Figure 6:

- Area 1 is located at the street level on the west side of the rail track to serve mainly the mix-use developments on the west side.
- Area 2 (the largest one) is located above the railroad track and serves the Immigration Tower and the rail terminal.
- Area 3 is located at the southeastern district, and serves mainly the shopping mall.

There will not be any pedestrian and vehicle conflict under this design because taxis drop off passengers at the designated area on the elevated level, then follow the ramp to the street level pick-up area and leave the vehicle arena via the elevated roadway or the northbound boulevard.

Car Park Facilities. Even though we gave modal integration facilities first priority over parking facilities, we included provision for car park facilities because car ownership in China continues to increase. Two indoor parking facilities were provided within the residential and mix-use developments planned for the redevelopment zone on the west side of the railroad track (Figure 7). There was no parking provision for the mall, however because the overall concept is to not encourage bringing private automobiles to the complex. The top levels of the existing transportation center connected to the Immigration Tower are reserved for VIP, government and short-term public parking.



Figure 8: Integrated Multimodal Facilities

Conclusions

Figure 8 shows a model of multi-modal integration that emphasizes the functionality of each transport mode from a human perspective. It represents our vision of how the LoWu multimodal complex can help to enhance mobility and accessibility and promote economic growth, while at the same time serving as an integral part of Shenzhen City. What we had learned from this project is that it is critical to prioritize and appreciate the functions of each modal element in the planning of any multi-modal facilities. In the case of Shenzhen, it is the people that you want to serve, not the vehicles.

ICTPA would like to thank Parsons Brinckerhoff for permitting the use of this article from PB Network publications and also thank the authors for their contribution.

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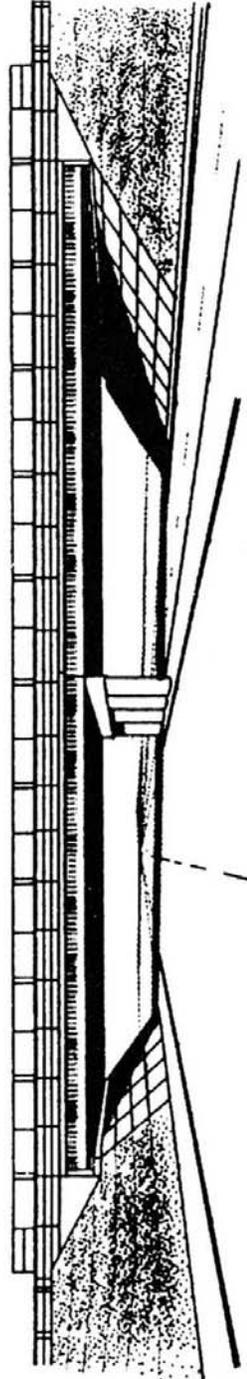
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