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Replies to supplementary questions raised by Finance Committee Members in examining the Estimates of Expenditure 2020-21

Director of Bureau : Secretary for Transport and Housing

Session No. : 9

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CONTROLLING OFFICER'S REPLY**S-THB(T)001****(Question Serial No. S051)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Airport StandardsControlling Officer: Director-General of Civil Aviation (Captain Victor LIU)Director of Bureau: Secretary for Transport and HousingQuestion:

As mentioned in the Reply Serial No. THB(T)003, "In 2019, two Mainland commercial helicopter operators successfully conducted nine trial flights between" Hong Kong and the Mainland. By using the following table, please advise this Committee on details of the nine trial flights including the dates, routes and operators concerned.

Trial Flight Number	Date of Trial Flight	Route of Trial Flight	Operator Concerned

Asked by: Hon CHU Hoi-dickReply:

Trial Flight Number	Date of Trial Flight	Route of Trial Flight	Operator Concerned
1.	29/01/2019	Shenzhen Nantou Heliport to Sheung Wan Sky Shuttle Heliport (SSH) and return	CITIC Offshore Helicopter Co. Ltd. (COHC)
2.	12/02/2019	- ditto -	COHC
3.	27/06/2019	Shenzhen Bao'an Airport to Sheung Wan SSH and return	Shenzhen East General Aviation Co. Ltd. (SEG)
4.	28/06/2019	- ditto -	SEG
5.	17/07/2019	- ditto -	SEG
6.	16/08/2019	- ditto -	SEG
7.	26/09/2019	Guangzhou Baiyun Airport to Sheung Wan SSH and return to Shenzhen Bao'an Airport	SEG
8.	30/10/2019	Shenzhen Bao'an Airport to Hong Kong International Airport and return	SEG
9.	05/12/2019	Shenzhen Bao'an Airport to Sheung Wan SSH and return	SEG

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CONTROLLING OFFICER'S REPLY

S-THB(T)002

(Question Serial No. S027)

Head: (60) Highways Department
Subhead (No. & title): (-) Not Specified
Programme: (2) District and Maintenance Works
Controlling Officer: Director of Highways (Jimmy P M CHAN)
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding road facilities including traffic lights, railings and the like in various districts being damaged due to social movements, the Administration replied that the final cost has yet been concluded as the repair works are still in progress and the estimated expenditure is about \$28 million. Please advise if the estimated expenditure has included relevant costs for enhancing the design of these road facilities so that such facilities are able to withstand vandalism effectively; and in case these facilities are vandalised once again, can the time and costs required for the repair and replacement works be minimised with the new design?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.:)

Reply:

The estimated cost for repairing vandalised traffic lights is about \$40 million. This has not covered the costs for enhanced protective measures. As the trials of various enhanced protective measures for traffic lights at selected locations are still in progress, the effectiveness of such measures in withstanding vandalism is subject to further assessment.

As for repair works of other road facilities, the estimated costs is about \$28 million, which has not covered the costs for enhanced designs. Trials are being conducted on the enhanced designs for road facilities to assess their performance including their effectiveness in withstanding vandalism.

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CONTROLLING OFFICER'S REPLY

S-THB(T)003

(Question Serial No. S028)

Head: (60) Highways Department
Subhead (No. & title): (-) Not Specified
Programme: (2) District and Maintenance Works
Controlling Officer: Director of Highways (Jimmy P M CHAN)
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the reply that the estimated increase in expenditure on highways maintenance is mainly due to the need to provide additional provisions to cater for the projects commissioned in 2019 or scheduled to be commissioned in 2020. Will the Government inform this Committee of the following:

- (1) Why is it necessary to include provisions for the maintenance of newly commissioned projects? Does this reflect the Administration has failed to perform the gatekeeping role in checking those projects upon completion?
- (2) According to the terms of general construction contracts, contractors are required to provide free maintenance for relevant project items within a specific period after completion. Are such terms not included in the contracts of projects like Liantang/Heung Yuen Wai Highway and the Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2, such that provisions for maintenance have to be set aside immediately after their completion?
- (3) It is provided in the reply that some road maintenance works could not be carried out as planned due to social movements. What is the cost arising from the delayed works? In addition, has provision been included in the estimated expenditure for 2020 to cater for repairing road damages caused by recent social movements?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.:)

Reply:

(1) The Highways Department carries out a series of day-to-day operational and maintenance activities on all public roads, including newly commissioned highways projects, in order to keep roads in safe and serviceable conditions. Such activities include routine inspections of the roads, maintenance of roadside slopes (such as weeding and clearing of drains), statutory inspection of lifts and escalators and inspection of public lighting systems, etc.

(2) There are provisions in road works contracts requiring the contractor to be responsible for work of repair or rectification, or make good any defect, imperfection or other fault

identified after completion of the works. However, expenditure arising from normal operation of the roads will not be borne by the contractor.

(3) The cost of maintenance works brought forward from 2019-20 as a result of public order events is estimated to be about \$34 million. The amount reserved in 2020-21 is considered sufficient to fund the planned maintenance works in 2020-21, including those brought forward from the previous financial year due to public order events.

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CONTROLLING OFFICER'S REPLY**S-THB(T)004****(Question Serial No. S050)**

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

For “the number of enforcement actions taken regarding the West Kowloon Station of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link” mentioned in Reply Serial No. “THB(T)051” of the Bureau, please list in the following table the types of cases related to the Mainland Port Area and the Hong Kong Port Area as well as the relevant numbers of persons arrested.

	Number of cases related to the Mainland Port Area	Number of persons arrested in the cases related to the Mainland Port Area	Number of cases related to the Hong Kong Port Area	Number of persons arrested in the cases related to the Hong Kong Port Area
(Type of case) e.g. lost property				

Asked by: Hon CHU Hoi-dick

Reply:

According to information provided by the Hong Kong Police Force (HKPF), the number of enforcement actions taken regarding the West Kowloon Station of Guangzhou-Shenzhen-Hong Kong Express Rail Link is as follows:

		September 2018 to August 2019	September to December 2019	January to February 2020
Requests for assistance	Number of cases reported related to the Mainland Port Area ¹	70	11	2
	Number of cases reported related to the Hong Kong Port Area	503	121	43
Criminal cases	Number of cases reported related to the Mainland Port Area ¹	3	0	1
	Number of cases reported related to the Hong Kong Port Area	34	14	4
Number of persons arrested within the Hong Kong Port Area		74	30	11

¹ Only include cases received by HKPF.

The prosecution figures in the Mainland Port Area by Mainland law enforcement agencies are matters related to the Mainland jurisdiction instead of the HKSAR's.

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CONTROLLING OFFICER'S REPLY

S-THB(T)005

(Question Serial No. S029)

Head: (158) Government Secretariat:
Transport and Housing Bureau
(Transport Branch)

Subhead (No. & title): (-) Not Specified

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport and Housing (Transport)
(Joseph YT LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the reply that the Highways Department commissioned a consultancy in January 2020, with a commitment of \$9 million, to examine enhancements to the Government's monitoring and control strategies for new railway projects. In this connection, would the Bureau advise on the expected completion time of the study and whether the findings of the study will be made public?

Asked by: Hon TSE Wai-chuen, Tony

Reply:

The consultancy commissioned by the Highways Department is expected to be completed in Q1 2021. The consultancy will make recommendations on enhancements to the Government's monitoring and control strategies for new railway projects. The Government will brief the Legislative Council on the enhanced monitoring and control strategies as appropriate.

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CONTROLLING OFFICER'S REPLY

S-THB(T)006

(Question Serial No. S059)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Referring to the reply by the Government in 'Reply Serial No.: THB(T)172', please advise this Committee of the following:

1. Please use a table to specify the numbers of casualties in traffic accidents from 2017 to 2019 involving drivers with driving licence obtained by direct issue, including (i) killed, (ii) seriously injured and (iii) slightly injured.

Driving licence issuing countries or places	2017	2018	2019
Mainland	(i) (ii) (iii)		
United States			
Canada			
United Kingdom			
Australia			
Others			

2. Please use a table to specify the numbers of traffic accidents by accident collision types from 2017 to 2019 involving drivers with driving licence obtained by direct issue, including (i) vehicle vs pedestrian, (ii) vehicle vs vehicle, (iii) vehicle vs object and (iv) non-collision.

Driving licence issuing countries or places	2017	2018	2019
Mainland	(i) (ii) (iii) (iv)		
United States			
Canada			
United Kingdom			
Australia			
Others			

Asked by: Hon CHU Hoi-dick

Reply:

1. The accidents statistics classified by driving licence issuing countries or places should be viewed in the context of their respective population size. In the three years from 2017 to 2019, the cumulative numbers of approved direct issue applications with breakdown by issuing country or place of driving licences as of end of the respective year are as follows.

Driving licence issuing countries or places	Cumulative number of direct issue applications approved Note 1		
	2017	2018	2019
Mainland	267 476	305 373	344 065
United States	34 329	36 559	38 588
Canada	24 182	25 406	26 482
United Kingdom	20 750	22 524	24 378
Australia	17 663	18 718	19 681
Others	72 477	77 717	82 922

Note 1: Prior to the upgrading of the computer system for licensing of vehicles and drivers in February 2007, the Transport Department did not keep the breakdown of applications for direct issue of a Hong Kong full driving licence according to the countries or places of issue of domestic driving licences held by applicants. As such, the figures only reflect the situation from February 2007 onwards.

Correspondingly, the numbers of casualties in traffic accidents from 2017 to 2019 involving drivers with driving licence obtained by direct issue, including (i) killed, (ii) seriously injured and (iii) slightly injured are as follows.

Driving licence issuing countries or places	Numbers of casualties in traffic accidents involving drivers with driving licence obtained by direct issue								
	2017			2018			2019		
	killed	seriously injured	slightly injured	killed	seriously injured	slightly injured	killed	seriously injured	slightly injured
Mainland	0	25	198	2	20	244	1	23	277
United States	1	7	47	0	6	76	1	3	70
Canada	0	3	47	0	3	62	0	6	54
United Kingdom	0	5	54	0	4	67	0	5	80
Australia	0	5	51	0	3	43	0	4	77
Others	1	34	174	0	26	264	1	37	396

Note 2: An accident might involve more than one driver with Hong Kong full driving licence obtained by way of direct issue. Under such circumstances, the casualty figures would be counted against all respective issuing countries or places where the drivers concerned are issued with their original licences.

2. The numbers of traffic accidents by accident collision type from 2017 to 2019 involving drivers with driving licence obtained by direct issue, including (i) vehicle vs pedestrian, (ii) vehicle vs vehicle, (iii) vehicle vs object and (iv) non-collision are as follows.

Driving licence issuing countries or places	Numbers of traffic accidents by accident collision type involving drivers with driving licence obtained by direct issue											
	2017				2018				2019			
	vehicle vs pedestrian	vehicle vs vehicle	vehicle vs object	non-collision	vehicle vs pedestrian	vehicle vs vehicle	vehicle vs object	non-collision	vehicle vs pedestrian	vehicle vs vehicle	Vehicle vs object	non-collision
Mainland	14	123	3	10	13	143	2	13	19	186	4	15
United States	7	36	0	2	11	53	1	1	9	46	4	3
Canada	6	27	1	3	3	36	2	3	4	41	0	0
United Kingdom	3	32	4	2	5	42	4	1	3	48	2	1
Australia	4	38	0	1	4	28	2	3	4	42	0	4
Others	16	134	6	27	23	143	10	60	26	234	11	83

Note 3: “Vehicle vs object” accidents include those reported accidents of unknown vehicle collision type.

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CONTROLLING OFFICER'S REPLY

S-THB(T)007

(Question Serial No. S021)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that the monthly average number of beneficiaries with expired subsidy under the Public Transport Fare Subsidy Scheme (the Scheme) from January to October 2019 was about 360 000. Will the Government inform this Committee of the following:

1. Has the Government assessed why these hundreds of thousands of people did not collect the subsidy? If yes, what is the conclusion?
2. As hundreds of thousands of people did not collect the subsidy, what was the reduction in the Government's average monthly expenditure?
3. What is the current monthly administrative cost of the Scheme?

Asked by: Hon WAN Siu-kin, Andrew

Reply:

1&2. Under the Scheme, the subsidy for each month is valid for collection within three months. More than 80% of beneficiaries have collected their subsidies, accounting for more than 90% of the total amount. The average monthly amount of expired subsidy from January to October 2019 was around \$15.3 million.

Having regard to the observation that some members of the public may not be fully familiar with the Scheme's operation during the initial stage of implementation, a temporary special arrangement was introduced on 16 May 2019 whereby those who had not collected their subsidies from January to March 2019 within the collection period were allowed to apply for claiming the expired subsidies. During the application period from 16 May to 15 August 2019, the Transport Department (TD) received 322 applications claiming about \$23,000 in total. Of these applications, 293 applicants collected their subsidy amount totalling about \$21,000. Most of the claimants under the above special arrangement mentioned that they were not aware of the expiry of the subsidy collection period, and hence did not collect their subsidies.

Since the implementation of the Scheme, TD has been reminding members of the public to collect their subsidies within the collection period through various publicity campaigns. Last year, TD has also worked with Octopus Cards Limited to upgrade the push notification function of the Octopus App to remind registered users to collect their subsidies in a timely manner before expiry.

The Government will continue to monitor the subsidy collection status and review it as and when necessary.

3. The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2020-21 is \$60.9 million, representing around \$5.1 million per month.

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