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### Replies to initial written 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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<a href="#">THB(T)211</a>	1240	TIEN Puk-sun, Michael	186	(1) Planning and Development
<a href="#">THB(T)212</a>	2243	TIEN Puk-sun, Michael	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)213</a>	2456	TSE Wai-chun, Paul	186	(1) Planning and Development
<a href="#">THB(T)214</a>	1226	WONG Kwok-kin	186	(3) District Traffic and Transport Services
<a href="#">THB(T)215</a>	0561	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)216</a>	2236	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)217</a>	0884	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)218</a>	0885	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)219</a>	0886	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)220</a>	0887	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)221</a>	0888	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)222</a>	0889	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers

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<a href="#">THB(T)223</a>	0890	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
<a href="#">THB(T)224</a>	0891	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
<a href="#">THB(T)225</a>	0892	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
<a href="#">THB(T)226</a>	0893	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
<a href="#">THB(T)227</a>	0898	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)228</a>	0899	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)229</a>	0900	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)230</a>	0914	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)231</a>	0927	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)232</a>	2237	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)233</a>	0651	YIU Si-wing	186	(1) Planning and Development
<a href="#">THB(T)234</a>	0654	YIU Si-wing	186	(1) Planning and Development
<a href="#">THB(T)235</a>	3856	CHAN Chi-chuen	28	(3) Air Traffic Management
<a href="#">THB(T)236</a>	4863	CHAN Tanya	28	(-) Not Specified
<a href="#">THB(T)237</a>	6035	MO Claudia	28	(-) Not Specified
<a href="#">THB(T)238</a>	5153	TAM Man-ho, Jeremy	28	(5) Air Services and Safety Management
<a href="#">THB(T)239</a>	4036	WU Chi-wai	28	(5) Air Services and Safety Management
<a href="#">THB(T)240</a>	3776	QUAT Elizabeth	33	(3) Provision of Land and Infrastructure
<a href="#">THB(T)241</a>	4887	CHAN Tanya	60	(-) Not Specified
<a href="#">THB(T)242</a>	5765	CHEUNG Chiu-hung, Fernando	60	(1) Capital Projects (2) District and Maintenance Works
<a href="#">THB(T)243</a>	5766	CHEUNG Chiu-hung, Fernando	60	(1) Capital Projects (2) District and Maintenance Works
<a href="#">THB(T)244</a>	4759	KWOK Ka-ki	60	(3) Railway Development
<a href="#">THB(T)245</a>	4761	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)246</a>	4977	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)247</a>	4978	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)248</a>	4981	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)249</a>	4982	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)250</a>	4983	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)251</a>	4984	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)252</a>	4986	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)253</a>	4987	KWOK Ka-ki	60	(1) Capital Projects



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<a href="#">THB(T)254</a>	6156	KWOK Wing-hang, Dennis	60	(2) District and Maintenance Works
<a href="#">THB(T)255</a>	6760	LAM Cheuk-ting	60	(-) Not Specified
<a href="#">THB(T)256</a>	4433	MO Claudia	60	(2) District and Maintenance Works
<a href="#">THB(T)257</a>	4436	MO Claudia	60	(2) District and Maintenance Works
<a href="#">THB(T)258</a>	6064	MO Claudia	60	(-) Not Specified
<a href="#">THB(T)259</a>	4043	SHEK Lai-him, Abraham	60	(3) Railway Development
<a href="#">THB(T)260</a>	4265	CHAN Tanya	91	(1) Land Administration
<a href="#">THB(T)261</a>	4179	CHAN Tanya	100	(4) Services to Ships
<a href="#">THB(T)262</a>	4180	CHAN Tanya	100	(2) Port Services (3) Local Services
<a href="#">THB(T)263</a>	4214	CHAN Tanya	100	(2) Port Services
<a href="#">THB(T)264</a>	4215	CHAN Tanya	100	(1) Infrastructure (4) Services to Ships (5) Government Fleet
<a href="#">THB(T)265</a>	4352	CHAN Tanya	100	(4) Services to Ships
<a href="#">THB(T)266</a>	4353	CHAN Tanya	100	(4) Services to Ships
<a href="#">THB(T)267</a>	4877	CHAN Tanya	100	(-) Not Specified
<a href="#">THB(T)268</a>	5101	KWOK Ka-ki	100	(2) Port Services
<a href="#">THB(T)269</a>	6081	MO Claudia	100	(-) Not Specified
<a href="#">THB(T)270</a>	5161	TAM Man-ho, Jeremy	100	(3) Local Services
<a href="#">THB(T)271</a>	5162	TAM Man-ho, Jeremy	100	(2) Port Services
<a href="#">THB(T)272</a>	3899	CHAN Chi-chuen	158	(1) Director of Bureau's Office
<a href="#">THB(T)273</a>	4284	CHAN Tanya	158	(2) Land and Waterborne Transport
<a href="#">THB(T)274</a>	4375	CHAN Tanya	158	(2) Land and Waterborne Transport
<a href="#">THB(T)275</a>	4892	CHAN Tanya	158	(-) Not Specified
<a href="#">THB(T)276</a>	6703	CHAN Tanya	158	(2) Land and Waterborne Transport
<a href="#">THB(T)277</a>	5423	CHEUNG Chiu-hung, Fernando	158	(2) Land and Waterborne Transport
<a href="#">THB(T)278</a>	5611	CHEUNG Chiu-hung, Fernando	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)279</a>	6834	CHEUNG Chiu-hung, Fernando	158	(1) Director of Bureau's Office
<a href="#">THB(T)280</a>	6627	CHU Hoi-dick	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)281</a>	4762	KWOK Ka-ki	158	(2) Land and Waterborne Transport

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<a href="#">THB(T)282</a>	4764	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)283</a>	5008	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)284</a>	5116	KWOK Ka-ki	158	(1) Director of Bureau's Office
<a href="#">THB(T)285</a>	3734	MA Fung-kwok	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)286</a>	6063	MO Claudia	158	(-) Not Specified
<a href="#">THB(T)287</a>	3713	MOK Charles Peter	158	(-) Not Specified
<a href="#">THB(T)288</a>	4034	SHEK Lai-him, Abraham	158	(2) Land and Waterborne Transport
<a href="#">THB(T)289</a>	4090	SHEK Lai-him, Abraham	158	(2) Land and Waterborne Transport
<a href="#">THB(T)290</a>	4091	SHEK Lai-him, Abraham	158	(2) Land and Waterborne Transport
<a href="#">THB(T)291</a>	5166	TAM Man-ho, Jeremy	158	(2) Land and Waterborne Transport
<a href="#">THB(T)292</a>	5178	TAM Man-ho, Jeremy	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)293</a>	4038	WU Chi-wai	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)294</a>	3861	CHAN Chi-chuen	186	(3) District Traffic and Transport Services
<a href="#">THB(T)295</a>	3642	CHAN Hak-kan	186	(6) Public Transport Fare Subsidy Scheme
<a href="#">THB(T)296</a>	3656	CHAN Hak-kan	186	(1) Planning and Development
<a href="#">THB(T)297</a>	3657	CHAN Hak-kan	186	(1) Planning and Development (2) Licensing of Vehicles and Drivers
<a href="#">THB(T)298</a>	4914	CHAN Tanya	186	(-) Not Specified
<a href="#">THB(T)299</a>	5421	CHEUNG Chiu-hung, Fernando	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)300</a>	5422	CHEUNG Chiu-hung, Fernando	186	(1) Planning and Development (2) Licensing of Vehicles and Drivers
<a href="#">THB(T)301</a>	5424	CHEUNG Chiu-hung, Fernando	186	(1) Planning and Development
<a href="#">THB(T)302</a>	5426	CHEUNG Chiu-hung, Fernando	186	(1) Planning and Development
<a href="#">THB(T)303</a>	5615	CHEUNG Chiu-hung, Fernando	186	(-) Not Specified

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<a href="#">THB(T)304</a>	5616	CHEUNG Chiu-hung, Fernando	186	(-) Not Specified
<a href="#">THB(T)305</a>	5927	CHEUNG Chiu-hung, Fernando	186	(1) Planning and Development
<a href="#">THB(T)306</a>	5928	CHEUNG Chiu-hung, Fernando	186	(1) Planning and Development
<a href="#">THB(T)307</a>	5929	CHEUNG Chiu-hung, Fernando	186	(1) Planning and Development
<a href="#">THB(T)308</a>	6674	CHU Hoi-dick	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)309</a>	4757	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)310</a>	4758	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)311</a>	4763	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)312</a>	4765	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)313</a>	4766	KWOK Ka-ki	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)314</a>	4767	KWOK Ka-ki	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)315</a>	4999	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)316</a>	5000	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)317</a>	5001	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)318</a>	5006	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)319</a>	5007	KWOK Ka-ki	186	(1) Planning and Development (2) Licensing of Vehicles and Drivers
<a href="#">THB(T)320</a>	5034	KWOK Ka-ki	186	(-) Not Specified
<a href="#">THB(T)321</a>	5047	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)322</a>	5051	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)323</a>	5052	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)324</a>	5094	KWOK Ka-ki	186	(4) Management of Transport Services
<a href="#">THB(T)325</a>	6815	KWOK Wing-hang, Dennis	186	(3) District Traffic and Transport Services (4) Management of Transport Services
<a href="#">THB(T)326</a>	4392	KWONG Chun-yu	186	(6) Public Transport Fare Subsidy Scheme

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<a href="#">THB(T)327</a>	3714	LAU Ip-keung, Kenneth	186	(1) Planning and Development
<a href="#">THB(T)328</a>	3693	LEUNG Mei-fun, Priscilla	186	(1) Planning and Development
<a href="#">THB(T)329</a>	6779	LO Wai-kwok	186	(3) District Traffic and Transport Services
<a href="#">THB(T)330</a>	4406	MO Claudia	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)331</a>	4414	MO Claudia	186	(1) Planning and Development
<a href="#">THB(T)332</a>	4415	MO Claudia	186	(1) Planning and Development
<a href="#">THB(T)333</a>	4416	MO Claudia	186	(1) Planning and Development
<a href="#">THB(T)334</a>	4419	MO Claudia	186	(3) District Traffic and Transport Services
<a href="#">THB(T)335</a>	4423	MO Claudia	186	(3) District Traffic and Transport Services
<a href="#">THB(T)336</a>	4424	MO Claudia	186	(3) District Traffic and Transport Services
<a href="#">THB(T)337</a>	4425	MO Claudia	186	(1) Planning and Development
<a href="#">THB(T)338</a>	4426	MO Claudia	186	(1) Planning and Development
<a href="#">THB(T)339</a>	4427	MO Claudia	186	(3) District Traffic and Transport Services
<a href="#">THB(T)340</a>	4428	MO Claudia	186	(3) District Traffic and Transport Services
<a href="#">THB(T)341</a>	6092	MO Claudia	186	(-) Not Specified
<a href="#">THB(T)342</a>	3600	MOK Charles Peter	186	(1) Planning and Development
<a href="#">THB(T)343</a>	3602	MOK Charles Peter	186	(1) Planning and Development
<a href="#">THB(T)344</a>	3604	MOK Charles Peter	186	(1) Planning and Development (3) District Traffic and Transport Services
<a href="#">THB(T)345</a>	3606	MOK Charles Peter	186	(4) Management of Transport Services
<a href="#">THB(T)346</a>	5126	TAM Man-ho, Jeremy	186	(1) Planning and Development
<a href="#">THB(T)347</a>	5132	TAM Man-ho, Jeremy	186	(1) Planning and Development
<a href="#">THB(T)348</a>	5133	TAM Man-ho, Jeremy	186	(-) Not Specified
<a href="#">THB(T)349</a>	5134	TAM Man-ho, Jeremy	186	(-) Not Specified
<a href="#">THB(T)350</a>	5157	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)351</a>	5158	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)352</a>	5159	TAM Man-ho, Jeremy	186	(1) Planning and Development (2) Licensing of Vehicles and Drivers
<a href="#">THB(T)353</a>	5160	TAM Man-ho, Jeremy	186	(1) Planning and Development

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<a href="#">THB(T)354</a>	5163	TAM Man-ho, Jeremy	186	(1) Planning and Development (3) District Traffic and Transport Services
<a href="#">THB(T)355</a>	5164	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services (4) Management of Transport Services
<a href="#">THB(T)356</a>	5165	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)357</a>	5167	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)358</a>	5168	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services (4) Management of Transport Services
<a href="#">THB(T)359</a>	5169	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
<a href="#">THB(T)360</a>	5170	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
<a href="#">THB(T)361</a>	5171	TAM Man-ho, Jeremy	186	(3) District Traffic and Transport Services
<a href="#">THB(T)362</a>	5172	TAM Man-ho, Jeremy	186	(1) Planning and Development
<a href="#">THB(T)363</a>	5173	TAM Man-ho, Jeremy	186	(1) Planning and Development
<a href="#">THB(T)364</a>	5174	TAM Man-ho, Jeremy	186	(1) Planning and Development
<a href="#">THB(T)365</a>	5175	TAM Man-ho, Jeremy	186	(4) Management of Transport Services
<a href="#">THB(T)366</a>	5176	TAM Man-ho, Jeremy	186	(6) Public Transport Fare Subsidy Scheme
<a href="#">THB(T)367</a>	5177	TAM Man-ho, Jeremy	186	(2) Licensing of Vehicles and Drivers

**CONTROLLING OFFICER'S REPLY**

**THB(T)001**

**(Question Serial No. 0976)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) has mentioned in Programme (3): Air Traffic Management that the estimated financial provision is \$603 million.

In Matters Requiring Special Attention in 2020-21, it is mentioned that:

1. The CAD will continue to “co-ordinate with neighbouring Area Control Centres to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region”. On optimising airspace utilisation in the PRD region, is there any actual progress?
2. The CAD will continue to “improve the efficiency of air traffic management in order to further enhance the runway capacity of Hong Kong International Airport (HKIA)”. With the Three-Runway System (3RS) yet to be commissioned, what progress has the CAD made in enhancing the runway capacity?
3. The CAD will recruit and train more air traffic controllers to meet air traffic services demand and support the future 3RS. What percentage of the total estimate, i.e. \$603 million, will be taken up by the resources needed for work in that regard?

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 1)

Reply:

1.

In order to rationalise and optimise the PRD airspace management, the Civil Aviation Administration of China (CAAC), CAD and the Civil Aviation Authority of Macao (CAAM) have been working together to formulate measures to enhance the air traffic management arrangements in the PRD region.

The three authorities are jointly working on the modeling and simulation of the airspace and air traffic in the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area) using the Fast Time Simulation (FTS) to evaluate the impact of air traffic demand in the Greater Bay Area. At present, air traffic management and technical experts from Mainland China, Hong Kong and Macao are working closely in finalising the parameters of the simulation model and carrying out the relevant assessment and analysis, which require close liaison and



co-operation of the three authorities. Given the impact of COVID-19 and the complexities of the simulation model, the three authorities aim to have preliminary results by second half of 2020. The three authorities will then study the results of the assessment and analysis, and formulate specific measures to further optimise airspace and air traffic management accordingly. The evaluation result will provide data and technical support in airspace optimisation for facilitating 3RS operations at HKIA and the sustainable development of the Macao, Guangzhou, Shenzhen and Zhuhai airports.

CAD will continue to enhance co-operation with CAAC and CAAM, including expanding the implementation of electronic flight handover procedure with adjacent air traffic control units, sharing of real time surveillance data and flight information, as well as further enhancing air traffic flow management co-ordination mechanism among the three civil aviation authorities, with a view to optimising the efficient use of the PRD airspace.

2. and 3.

The runway capacity at HKIA is reaching its maximum under the existing Two-Runway System, which can only be significantly increased upon the implementation of 3RS. To meet the anticipated increase in air traffic demand, CAD and the Airport Authority Hong Kong (AA) have been exploring and implementing various measures to marginally increase the runway capacity before the full commissioning of 3RS. These measures include implementation of new technologies, optimisation of operating procedures and increase in air traffic control manpower.

AA is conducting studies on the applicability of Performance Based Capacity Declaration (PBCD) and Re-categorisation of Wake Turbulence Categories (RECAT) in Hong Kong, while CAD is providing technical advice and assistance to the studies. The studies have preliminarily concluded that both PBCD and RECAT should be applicable in Hong Kong and work is being done to prepare for their progressive implementation commencing by the second half of 2020. We will continue to work with AA to optimise the relevant operating procedures.

CAD is also striving to increase air traffic control manpower to meet anticipated increase in air traffic and support 3RS. At present, on-the-job training for ATCOs takes about five to seven years, and therefore we must plan ahead. In 2020-21, CAD plans to recruit 52 Air Traffic Control Officers (ATCOs) III/Student ATCOs to fill new posts and existing/anticipated vacancies. The total salary expenditure involved for these posts in terms of notional annual mid-point salary value is \$27 million.

The estimated expenditure for basic air traffic control training and specialised training for 2020-21 is around \$14 million. As for recruitment, the relevant expenditure is absorbed with existing resources.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)002****(Question Serial No. 2428)**

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

The use of unmanned aircraft systems (UAS), evolving with lightweight and compact designs, is getting increasingly popular in Hong Kong. However, misuses occur from time to time. For instance, a UAS fell inside the barracks of the Hong Kong garrison of the People's Liberation Army sometime ago. In this connection, please provide in table form the number of prosecutions for misuse of UAS in the past three years. Will the Civil Aviation Department (CAD) conduct a review on the regulation of the use of UAS? If yes, what are the details and timetable? Besides, will public education be strengthened on their proper use and what is the estimated expenditure involved?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 30)

Reply:

In Hong Kong, UAS are classified as aircraft and are governed, as far as aviation safety is concerned, by the civil aviation legislation. According to Article 48 of the Air Navigation (Hong Kong) Order (Cap. 448C), a person shall not recklessly or negligently cause or permit an aircraft (including an UAS) to endanger any person or property.

According to the Hong Kong Police Force, the number of convicted cases that are related to unsafe UAS operations in the past three years are as follows:

Calendar Year	2017	2018	2019
No. of convicted cases	0	3	0

With a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS, CAD is reviewing the regulatory regime for UAS in Hong Kong. To assist the Government in reviewing the existing statutory requirements and exploring ways to refine the prevailing regulatory regime, an overseas consultant was engaged in 2017 to conduct a study on the regulation of UAS. In April 2018, CAD published the consultancy report and launched a three-month public consultation on the directions for regulating UAS. After assessing the views collected, CAD drew up the detailed proposals and consulted the Legislative Council Panel on Economic Development

on 24 June 2019. CAD is now following up the comments raised and working on the draft legislation of the enhanced regulatory regime for UAS.

At the same time, CAD will continue with its publicity and educational efforts through various means, including publishing safety information and guidelines on CAD's website, distribution of safety leaflets, broadcasting safety messages through television and radio stations, communicating regularly with major UAS/model aircraft associations and manufacturers so as to raise the safety awareness of the relevant sectors and organisations, as well as the general public, about UAS operations. The above publicity and educational work is undertaken by CAD's existing staff as part of their normal duties. There is no separate breakdown on expenditure for this purpose.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)003**

**(Question Serial No. 0966)**

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Programme that the Civil Aviation Department (CAD) will take forward the initiative on the provision of cross-boundary helicopter services for the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area). In this connection, will the Government inform this Committee of:

- a) the details of the initiative, and the preparatory work, resources and manpower it requires; and
- b) the expected launch dates of the cross-boundary helicopter services for the Greater Bay Area

Asked by: Hon CHAN Kin-por (LegCo internal reference no.: 3)

Reply:

- a) and b) The Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area) promulgated by the Central People's Government pointed out the need to deepen the reform in the management of low-altitude airspace, expedite the development of general aviation and steadily develop cross-boundary helicopter services. To this end, Hong Kong and the Mainland authorities agreed to expand the scope of cross-boundary helicopter services to cover points in the whole Guangdong Province to provide travellers with a high-end and convenient means of air transport.

In this connection, Hong Kong and the Mainland authorities signed a Memorandum of Understanding (MoU) to expand the Air Services Arrangement between the two places. Under the MoU, both sides can designate helicopter operators to operate helicopter services between airports or take-off/landing points in the Guangdong Province and airports or take-off/landing points in Hong Kong subject to relevant customs, immigration and quarantine arrangements of both sides.

In 2019, two Mainland commercial helicopter operators successfully conducted nine trial flights between (i) Hong Kong International Airport and Sheung Wan Sky Shuttle Heliport on Hong Kong side; and (ii) Shenzhen Bao'an and Guangzhou Baiyun International Airport on the Mainland side. These trial flights affirmed the technical and operational feasibility for helicopter services for the Greater Bay Area. For the next stage, the respective helicopter operators will consider the timing of the commissioning of the cross-boundary helicopter services based on market demand.

CAD will continue to act as a “facilitator” in the development of cross-boundary helicopter services such as designing flight paths and ensuring aviation safety. The objective is to proactively support the development of cross-boundary helicopter services by potential operators. The above work is undertaken by the existing CAD staff as part of their normal duties under Programme (2).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)004**

**(Question Serial No. 2338)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

Did the Civil Aviation Department (CAD) conduct any Search and Rescue Exercise (SAREX) in the previous financial year? If yes, what were the details? If no, what were the reasons? When will the exercise be conducted again to strengthen the CAD's co-operation and co-ordination of efforts with other government departments as well as the relevant Mainland and overseas agencies?

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 5)

Reply:

The "Standards and Recommended Practices" published by International Civil Aviation Organization stipulates that regular training shall be provided to the search and rescue (SAR) personnel and that SAREX should be arranged as appropriate to achieve and maintain maximum efficiency in SAR operations. Accordingly, CAD conducts SAREX from time to time with a view to strengthening co-operation and co-ordination in SAR operations between CAD and the other SAR organisations, including the relevant Mainland and overseas agencies. The exercise also provides qualified air traffic control officers, aircrew and other SAR units likely to be involved in such operations with continued training and familiarisation with SAR techniques. Other civil aviation authorities participate as observers in SAREX organised by CAD.

While CAD did not conduct a SAREX in the previous financial year, CAD sent a number of experienced air traffic control officers who had successfully completed SAR training to participate as observers in SAREX organised by foreign civil aviation authorities. The participation had proven to be beneficial as it provided valuable experience on the deployment and allocation of SAR resources. CAD will continue to keep in view the schedule of the next SAREX, taking into account the training needs of the department and other relevant organisations.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)005**

**(Question Serial No. 1761)**

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards, (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in Programme (1) that the Civil Aviation Department (CAD) is responsible for monitoring compliance with the mandatory occurrence reporting scheme, and in Programme (4) that it will “continue to enhance the maintenance programme for the existing radar, navigational aids and radio communication systems to meet the air traffic growth and to co-ordinate with aviation stakeholders to plan for provision and replacement of these systems in phases”. In this connection, will the Government advise this Committee on the following:

1. How many incidents had been reported under the mandatory occurrence reporting scheme over the past 3 years? Had there been any delays or economic loss as a result of these incidents?
2. What are the objectives of the enhanced maintenance programme? What are the expected results of the enhancement? Has any projection been made on the number of system errors and what is the expected number of errors to be reduced? What is the estimated budget set aside for maintenance?
3. There have been media reports that the technical performance of the Air Traffic Control (ATC) system is deteriorating and the issues reported include slow system operation, frozen screens, software applications not responding to mouse and keyboard commands, and failures in immediate flight data updating, etc. Will the Government give details of the various technical incidents occurring to the ATC system since its commissioning, using the table below to specify the types and numbers of incidents?

Technical Incident	Number of Occurrences Per Year				
	2015	2016	2017	2018	2019
Workstations not responding to mouse or keyboard commands					
Displays of target flights frozen on screens					
Slow screen responses					
Slow operation at workstations					
Slow flight data updating					

Mouse operation failed in some screen areas					
Workstations responding to mouse commands very slowly					

4. Please provide the number and reasons of emergency maintenance required for the new ATC system since its commissioning and the additional expenses not specified in the original contract incurred in emergency maintenance or repair.
5. There have been media reports that the ATC system has experienced failures and has been switched to the backup system. In this regard, please set out in detail:
  - a) the number of such switchovers, the reasons and the time duration of the respective switchovers since the commissioning of the new ATC system; and
  - b) the impact on the volume of aircraft movement of the airport and the average delay time of the flights during each of the switchovers.
6. As it takes time to change to a new ATC system and the system generally has a service life, has the Government any plans to commence the procurement of the next new ATC system? If yes, what is the progress? What is the estimated expenditure?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 21)

Reply:

(1)

The numbers of reports received by CAD under the mandatory occurrence reporting scheme over the past three years are tabulated below:

Year	Number of reports
2017	761
2018	746
2019	695*

\*Provisional

The main purpose of the mandatory occurrence reporting scheme is to monitor the cases and data involving aviation safety so as to improve the level of flight safety. CAD does not collect the statistics on flight delays or economic loss through the mandatory occurrence reporting scheme.

(2) to (6)

The Finance Committee of the Legislative Council approved a funding of \$1,565 million in 2007 to implement the ATC system project. The ATC system was implemented in two phases through eight major system contracts, including the commissioning of a new air traffic management system (ATMS) which was put into full operation on 14 November 2016. The work of phase 1 mainly involved the implementation and commissioning of the ATC system (including ATMS), while that of phase 2 involved the installation of the ATC system (including ATMS) in the old Air Traffic Control Centre (ATCC) as a back-up ATCC so that the 24-hour ATC operations can be maintained. The installation was completed in September 2019.

Since the full commissioning of the ATC system, despite the fact that ATMS encountered occasional teething issues which neither affected aviation safety nor posed any substantial

impact on the overall operation of the Hong Kong International Airport (HKIA), it has been operating smoothly in general. In 2019, the total number of aircraft movements handled by ATMS increased by 3.1% as compared with 2018, affirming the performance of ATMS and professional performance of frontline ATC officers and technical personnel. ATMS also successfully handled the increased air traffic during the traditional busy travel period. During the peak air traffic flow of the Lunar New Year, ATMS handled 2 495 flights on 23 January 2020, setting a new single-day record. Besides, during the period when HKIA recovered from the impact of super typhoon and tropical storm in the past three years, ATMS performed satisfactorily and no irregularity was detected. All these demonstrated the capability of ATMS in overcoming the challenges brought by adverse weather and clearing the traffic backlogs caused by severe weather.

CAD has all along been keeping the public informed of the operation of ATMS in an open and transparent manner, including the occasional teething issues during the initial period after the full commissioning of the new system through various channels (including press releases and media meetings)<sup>1</sup>. Since the full commissioning of ATMS on 14 November 2016, there were seven cases of individual screen/keyboard/mouse not being responsive to commands (and none of which happened during 2018-19 and 2019-20). During the occurrences, all flight targets and data were shown on the screen. Aviation safety was not affected in all these incidents. Without affecting the operation of the air traffic control, the maintenance staff rebooted individual workstation concerned during periods with relatively low air traffic flow. The individual workstation concerned resumed smooth operation after rebooting. CAD continues to carry out regular housekeeping procedures of ATMS and its sub-systems in accordance with the requirements of aviation safety management, the recommendations of the system contractor as well as the experience gained from actual operation. CAD does not have a complete statistic of individual screen/keyboard/mouse not being responsive to commands from 2015 to 2016.

ATMS has built in multiple fallback systems to tackle different scenarios. The Main System and Fallback System of ATMS, each equipped with two Flight Data Processors (FDP) and two Surveillance Data Processors, are independent but identical systems with the same design and functionality, which can take up the role of each other in the event of an outage for maintaining ATC services continuity. Apart from the Main System and the Fallback System, ATMS includes an Ultimate Fallback System (UFS). The UFS has never been activated since the full commissioning of ATMS on 14 November 2016.

We would like to highlight that as ATMS is a large-scale, complex and comprehensive computer system, minor occurrences would occur intermittently for different reasons. To anticipate and manage risks, it is important to adopt a pragmatic approach on resilience and multi-layers of fallback in system design, engage well-trained professionals with standing procedures for contingency handling and implement an effective Safety Management System. ATMS Expert Panel set up by CAD shortly after the commissioning of ATMS acknowledged in its final report<sup>2</sup> in November 2017 that the above mentioned arrangement were all in place in CAD.

Since the full commissioning on 14 November 2016, there were six occurrences requiring switchover to the Fallback System according to established procedures. The respective press releases are appended:

<https://www.info.gov.hk/gia/general/201704/08/P2017040800845.htm>  
<https://www.info.gov.hk/gia/general/201808/15/P2018081500384.htm>  
<https://www.info.gov.hk/gia/general/201809/21/P2018092101136.htm>  
<https://www.info.gov.hk/gia/general/201906/13/P2019061300994.htm>  
<https://www.info.gov.hk/gia/general/201908/16/P2019081600859.htm>  
<https://www.info.gov.hk/gia/general/202001/01/P2020010100854.htm>

Generally speaking, the hardware and software maintenance of ATMS consists of two levels, i.e. day-to-day/frontline maintenance, and faults/deficiencies identification and rectification. These two levels of maintenance work are provided by the maintenance service provider of the ATC system (i.e. PCCW Solutions Limited) and ATMS contractor (i.e. Raytheon Company) respectively. While the hardware warranty provided under the original contract has expired and CAD has subsequently procured the hardware maintenance service from Raytheon Company, ATMS is still within the software warranty period provided under the original contract, which will end in November 2020. The scope of contracts and the provision of hardware and software maintenance services are specified in the relevant contracts. These services are time-based and cover all the follow-up work needed on a continuous basis. No additional maintenance charges are payable to ATMS contractor due to maintenance arising from the above occurrences. The total maintenance cost for ATMS in 2019-20 was \$19 million (actual) and \$23 million (projected) for 2020-21. The projected cost for 2020-21 involves costs for procuring the maintenance services from ATMS Contractor, cost for engaging PCCW Solutions Limited and the cost for procuring spares. CAD's oversight of the maintenance of ATMS is part of the Department's regular work and does not entail additional civil service staff costs.

CAD will continue to closely monitor the system performance and optimise ATMS as appropriate. All the necessary planning and preparation will start in good time to ensure sufficient lead time.

<sup>1</sup> For details, please refer to CAD's website:

[https://www.cad.gov.hk/english/pressrelease\\_2017.html](https://www.cad.gov.hk/english/pressrelease_2017.html),  
[http://www.cad.gov.hk/english/pressrelease\\_2018.html](http://www.cad.gov.hk/english/pressrelease_2018.html),  
[https://www.cad.gov.hk/english/pressrelease\\_2019.html](https://www.cad.gov.hk/english/pressrelease_2019.html),  
[https://www.cad.gov.hk/english/pressrelease\\_2020.html](https://www.cad.gov.hk/english/pressrelease_2020.html)

<sup>2</sup> The executive summary and the final report are available on CAD's website:

<https://www.cad.gov.hk/reports/Final%20Report%20by%20the%20Air%20Traffic%20Management%20System%20Expert%20Panel%20dated%20November%202017.pdf>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)006**

**(Question Serial No. 2355)**

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in Programme (5) that the Government will “provide support to the Hong Kong International Aviation Academy (HKIAA), by providing training facilities and advice on relevant course contents, training materials and instructor qualifications”. In this connection, please advise on:

1. the estimated expenditure in support of the HKIAA.
2. the number of courses to be offered by the HKIAA in 2020-21 and the estimated enrolment.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 101)

Reply:

1. HKIAA was established by the Airport Authority Hong Kong (AA) in 2016. Since December 2019, it has become a member of the HKIA Services Holding Limited which is a subsidiary of AA. HKIAA operates on a cost-recovery basis. In support of HKIAA, the Transport and Housing Bureau and the Civil Aviation Department (CAD) sit on the Steering Committee of HKIAA to provide policy and professional advice on the development strategy, syllabus, training materials and trainer qualifications of relevant courses of HKIAA. CAD will also share training facilities of its Headquarters where appropriate. These are done using its existing resources. The Government will continue to provide support to HKIAA with a view to facilitating talent training for future development of the aviation industry.
2. In 2020-21, HKIAA plans to offer around 140 courses comprising 1 100 classes and examinations with an estimated 42 000 participants.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)007**

**(Question Serial No. 0661)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Simon LI)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Will the Bureau provide figures on the percentage changes in aircraft movement and passenger throughput since the disturbances arising from the proposed legislative amendments in June last year, as compared with the same period a year before?

	2019		Percentage of increase/decrease	2018	
Passenger throughput	June			June	
	July			July	
	August			August	
	September			September	
	October			October	
	November			November	
	December			December	
	2020		Percentage of increase/decrease	2019	
	January			January	
February			February		
Aircraft movement	2019		Percentage of increase/decrease	2018	
	June			June	
	July			July	
	August			August	
	September			September	
	October			October	
	November			November	
	December			December	
	2020		Percentage of increase/decrease	2019	
January			January		
February			February		

Destination	2019		Percentage of increase/decrease	2018	
	June			June	
July		July			
August		August			
September		September			
October		October			
November		November			
December		December			
	2020		Percentage of increase/decrease	2019	
January		January			
February		February			

2. Has the Government made assessment on the passenger throughput, aircraft movements and number of destinations for the airport in the coming year as far as the influences of the epidemic and social movements are concerned?

3. If passenger throughput remains low in the coming year and airlines generally suffer losses and layoffs, will the Bureau offer assistance? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 35)

Reply:

1.

The number of passengers, aircraft movements and ports served by scheduled passenger flights for June 2019 to February 2020 compared with the same period in the previous year are as follows:

	2019		Year-on-year percentage change	2018	
	Passengers <sup>1</sup> (million)	June		6.320	+2.2%
	July	6.702	+1.0%	July	6.633
	August	5.966	-12.5%	August	6.818
	September	4.835	-12.7%	September	5.540
	October	5.353	-13.0%	October	6.150
	November	5.014	-16.1%	November	5.978
	December	5.700	-12.4%	December	6.509
	2020		Year-on-year percentage change	2019	
	January	5.703 <sup>2</sup>		-11.7%	January
	February	1.879 <sup>2</sup>	-68.0%	February	5.867
Aircraft Movements (thousand)	2019		Year-on-year percentage change	2018	
	June	35.30		-0.1%	June
	July	36.85	+0.4%	July	36.70

Aircraft Movements (thousand)	2019		Year-on-year percentage change	2018	
	August	35.68		August	36.97
	September	33.40	September	33.72	
	October	34.34	October	36.52	
	November	32.53	November	35.45	
	December	34.00	December	37.10	
	2020		Year-on-year percentage change	2019	
	January	33.21 <sup>2</sup>		January	36.53
	February	18.01 <sup>2</sup>		February	32.44
Number of ports (served by scheduled passenger flights)	2019		Year-on-year percentage change	2018	
	June	159		June	156
	July	162	July	157	
	August	162	August	158	
	September	163	September	160	
	October	163	October	162	
	November	160	November	154	
	December	158	December	156	
	2020		Year-on-year percentage change	2019	
January	156	January		159	
February	151	February		160	

<sup>1</sup> Arrival and departure passengers include transfer but exclude transit

<sup>2</sup> Provisional figures

2.

For resources planning purposes, the Civil Aviation Department (CAD) has made an estimate of aircraft movements at the Hong Kong International Airport (HKIA) for 2020. However, we do not have an estimate for the number of passengers and ports served.

Compared with the actual movements of about 420 000 for 2019, the number of aircraft movements for 2020 is estimated to be 379 000. Downward adjustment is made due to the uncertainties and impacts brought by the COVID-19 global outbreak and prevailing economic situation.

We would also like to stress that the above estimate is made for resources planning purposes only. The aircraft movements at HKIA for 2020 may be higher or lower in the end which is subject to many factors such as the evolving development of COVID-19 outbreak and the pace of economic recovery of Hong Kong and worldwide.

3.

As a result of the recent COVID-19 global outbreak, air services and the number of travellers to/from Hong Kong have decreased significantly. Airlines and businesses operating at HKIA have been affected to different extents. In light of this, on top of the rental concessions and other relief measures rolled out in September 2019 to help the



aviation sector weather the impacts of the public order events, the Airport Authority Hong Kong (AA) has launched a round of enhanced relief and support measures in February 2020, including rental reduction for terminal accommodations and retail tenants at HKIA, concessions and waiver of relevant fees and charges, etc. with a view to alleviating the current pressure on business operations faced by the aviation industry, in particular airlines.

Further to that, the Government, together with AA, announced on 23 March 2020 an additional \$1 billion package, comprising a government waiver of \$670 million of Air Traffic Control Services Charge in 2019-20 to AA, which will be passed on in full to the airport community, and \$330 million contributions from AA, in view of the sustained challenges the industry has to face due to the outbreak of COVID-19. The major portion of the support will be allocated to direct support measures to the aviation industry. Further rental concessions will also be provided to retail and restaurants tenants at HKIA. To demonstrate the care for the airport staff, a training incentive will be provided to frontline airport staff who takes on training while they are on unpaid leave. The total amount of these measures, together with those introduced by AA in September 2019 and February 2020, amount to about \$2.6 billion.

HKIA is a well-recognised international aviation hub with a strategic geographical location and effective and reliable management and infrastructure. Riding on the established advantages of HKIA, the aviation sector has demonstrated its ability to rebound after crises in the past. The Government and AA will continue to closely monitor the on-going economic and market situation, and will engage the industry when considering appropriate post-epidemic recovery measures with a view to helping the industry back on track.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)008**

**(Question Serial No. 0667)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Port and Marine Facilities  
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding issues related to piers, please advise:

- (a) the number and locations of piers (please provide a list by district) for various fishing vessels in Hong Kong;
- (b) which piers of the above had maintenance works done in the past three years (2017-18 to 2019-20), and when these works were carried out; and
- (c) the staffing and expenditure for the above works in the past three years (2017-18 to 2019-20) and the estimated staffing and expenditure in 2020-21.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 61)

Reply:

(a) and (b)

Fishing vessels may use over 180 public piers and landing facilities which are situated all over Hong Kong. The Civil Engineering and Development Department (CEDD) regularly inspects these public piers and landing facilities and carries out maintenance works as necessary. The locations and maintenance records of these public piers and landing facilities in the past three years are set out at **Annex**. In addition, fishing vessels may use the piers at Aberdeen Wholesale Fish Market and Cheung Sha Wan Wholesale Fish Market managed and maintained by the Fish Marketing Organization (FMO).

(c)

The total expenditure of CEDD on maintaining public piers and landing facilities in the past three years (2017-18 to 2019-20) was about \$33 million. The estimated expenditure for 2020-21 is \$12 million. As for staffing, about three professional and 17 technical in-house members of staff of CEDD handle the maintenance work of these facilities. The staffing and expenditure for the maintenance of the piers at the two aforementioned wholesale fish markets are provided and funded by FMO.

**Public Piers and Landing Facilities  
Managed by the Civil Engineering and Development Department**

**(a) Public Piers**

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
1	Central Pier No. 10	Central & Western	✓	✓	✓
2	Central Pier No. 9	Central & Western	✓	✓	✓
3	Tong Shui Road Pier	Eastern	✓	✓	✓
4	Cheung Chau Public Pier	Islands	✓	✓	✓
5	Chi Ma Wan Pier	Islands	✓	✓	✓
6	Lo Tik Wan Pier	Islands	–	✓	✓
7	Luk Chau Tsuen Pier	Islands	–	–	✓
8	Pak A Pier	Islands	–	–	–
9	Pak Mong Pier	Islands	✓	✓	–
10	Peng Chau Public Pier	Islands	✓	✓	✓
11	Po Toi Public Pier	Islands	✓	✓	✓
12	Sai Wan Jetty	Islands	✓	✓	✓
13	Sha Lo Wan Pier	Islands	✓	✓	✓
14	Sok Kwu Wan Pier No. 2	Islands	✓	✓	✓
15	Sok Kwu Wan Public Pier	Islands	✓	✓	✓
16	Tai Lei Island Pier	Islands	✓	✓	✓
17	Tai O Public Pier	Islands	✓	✓	✓
18	Tai Shui Hang Pier	Islands	✓	✓	✓
19	Tung Chung Development Pier (Public)	Islands	✓	✓	✓
20	Tung Chung Public Pier	Islands	✓	✓	✓
21	Yung Shue Wan Development Pier	Islands	–	✓	✓
22	Yung Shue Wan Public Pier	Islands	✓	✓	✓
23	Ma Tau Kok Public Pier	Kowloon City	✓	✓	✓
24	Tsing Yi Public Pier	Kwai Tsing	✓	✓	✓
25	Kwun Tong Public Pier	Kwun Tong	✓	✓	✓
26	Ap Chau Public Pier	North	–	✓	✓
27	Kat O Chau Pier	North	–	✓	✓
28	Sha Kiu Public Pier	North	–	–	–
29	Sha Tau Kok Public Pier	North	✓	✓	✓
30	Hap Mun Bay Public Pier	Sai Kung	✓	✓	–
31	Joss House Bay Public Pier	Sai Kung	✓	✓	✓

	Name of Public Piers	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
32	Pak Sha Wan Pier No.2	Sai Kung	✓	✓	✓
33	Po Toi O Pier No. 2	Sai Kung	✓	✓	–
34	Sai Kung New Public Pier	Sai Kung	✓	✓	✓
35	Sai Kung Public Pier	Sai Kung	✓	✓	✓
36	Tiu Keng Leng Pier	Sai Kung	–	–	–
37	Tso Wo Hang Pier	Sai Kung	–	✓	–
38	Tung Lung Chau (North) Pier	Sai Kung	✓	–	✓
39	Tung Lung Chau Public Pier	Sai Kung	–	✓	✓
40	Yim Tin Tsai Pier	Sai Kung	–	✓	✓
41	Ma Liu Shui Ferry Pier	Sha Tin	✓	✓	–
42	Wu Kai Sha Pier	Sha Tin	✓	–	✓
43	Blake Pier at Stanley	Southern	✓	✓	✓
44	St. Stephen's Beach (South) Pier	Southern	✓	✓	✓
45	Tai Tam Bay Pier	Southern	–	✓	✓
46	Tai Tau Chau Pier	Southern	–	–	–
47	Chek Keng Pier	Tai Po	–	–	–
48	Kei Ling Ha Hoi Pier	Tai Po	✓	✓	✓
49	Ko Lau Wan Public Pier	Tai Po	✓	–	✓
50	Lai Chi Chong Pier	Tai Po	✓	✓	✓
51	Sam Mun Tsai Village Pier	Tai Po	–	–	–
52	Sham Chung Pier	Tai Po	–	✓	✓
53	Tai Mei Tuk Pier No. 1	Tai Po	✓	–	–
54	Tai Mei Tuk Pier No. 2	Tai Po	–	–	–
55	Tai Po Railway Pier	Tai Po	✓	✓	✓
56	Tap Mun Pier	Tai Po	✓	✓	✓
57	Tung Ping Chau Public Pier	Tai Po	–	✓	–
58	Wong Shek Public Pier	Tai Po	–	–	✓
59	Sham Tseng Public Pier	Tsuen Wan	–	✓	✓
60	Ma Wan Public Pier	Tsuen Wan	✓	✓	✓
61	Pier at Angler's Beach Sham Tseng	Tsuen Wan	✓	✓	✓
62	Tai Pai Tsui Pier	Tsuen Wan	–	–	✓
63	Tsuen Wan Ferry Pier (West Rail)	Tsuen Wan	✓	–	✓
64	Tsuen Wan Public Landing Steps (West Rail)	Tsuen Wan	✓	–	✓
65	Yau Kom Tau Pier	Tsuen Wan	–	–	–
66	Kadoorie Pier	Tuen Mun	✓	✓	✓
67	Kowloon Public Pier	Yau Tsim Mong	✓	✓	✓

**(b) Public Landing Facilities**

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
68	Central Landing No. 10	Central & Western	✓	✓	✓
69	Sai Ning Street Landing No. 1	Central & Western	–	–	–
70	Sai Ning Street Landing No. 2	Central & Western	–	✓	–
71	Sheung Wan Landing No. 1	Central & Western	✓	✓	✓
72	Sheung Wan Landing No. 2	Central & Western	–	–	–
73	Western PCWA Landing No. 1	Central & Western	–	✓	✓
74	Causeway Bay Typhoon Shelter Landing No. 7	Eastern	✓	✓	✓
75	Chai Wan Cargo Handling Basin Landing	Eastern	–	–	–
76	Quarry Bay Park Landing No. 1	Eastern	–	✓	–
77	Shau Kei Wan Typhoon Shelter Landing No. 1	Eastern	–	✓	–
78	Shau Kei Wan Typhoon Shelter Landing No. 2	Eastern	–	✓	–
79	Shau Kei Wan Typhoon Shelter Landing No. 3	Eastern	–	✓	–
80	Shau Kei Wan Typhoon Shelter Landing No. 4	Eastern	–	–	–
81	Shau Kei Wan Typhoon Shelter Landing No. 5	Eastern	–	–	–
82	Shau Kei Wan Typhoon Shelter Landing No. 6	Eastern	–	✓	–
83	Shau Kei Wan Typhoon Shelter Landing No. 7	Eastern	–	–	–
84	Shau Kei Wan Typhoon Shelter Landing No. 10	Eastern	✓	✓	–
85	Siu Sai Wan Landing No. 1	Eastern	–	✓	✓
86	Siu Sai Wan Landing No. 2	Eastern	–	✓	–
87	Cheung Chau Complex Landing	Islands	–	✓	✓
88	Mui Wo Landing No. 1	Islands	–	–	✓
89	Mui Wo Landing No. 2	Islands	–	✓	✓
90	Mui Wo Landing No. 3	Islands	–	–	✓
91	Pak She Praya Road Landing	Islands	–	–	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
92	Peng Chau Landing No. 1	Islands	–	✓	✓
93	Peng Chau Landing No. 2	Islands	–	–	✓
94	Peng Chau Landing No. 3	Islands	–	–	✓
95	Peng Chau Landing No. 4	Islands	–	–	✓
96	Peng Chau Landing No. 5	Islands	–	–	–
97	Peng Chau Landing No. 6	Islands	–	–	–
98	Peng Chau Landing No. 7	Islands	–	✓	✓
99	Peng Chau Landing No. 8	Islands	–	–	–
100	Peng Chau Landing No. 9	Islands	–	–	–
101	Praya Street Landing	Islands	–	✓	✓
102	Sai Wan Landing	Islands	–	✓	✓
103	Tai A Chau Landing No. 1	Islands	✓	✓	✓
104	Tai A Chau Landing No. 2	Islands	✓	✓	✓
105	Tai A Chau Landing No. 3	Islands	✓	✓	✓
106	Tai Hing Tai Road Landing No. 1	Islands	–	✓	✓
107	Tai Hing Tai Road Landing No. 2	Islands	–	✓	✓
108	Tai O Promenade Landing No.1	Islands	–	–	–
109	Tai O Promenade Landing No. 2	Islands	–	–	–
110	Tung Chung Development Seawall Landing No. 1	Islands	–	–	–
111	Hung Hom Landing No. 8	Kowloon City	–	✓	–
112	Kai Tak Landing No. 1	Kowloon City	–	–	–
113	Kai Tak Landing No. 2	Kowloon City	–	–	–
114	King Wan Street Landing	Kowloon City	–	–	✓
115	Tai Wan Shan Landing	Kowloon City	–	✓	–
116	Runway Park Pier Landing No. 1	Kowloon City	✓	–	–
117	Runway Park Pier Landing No. 2	Kowloon City	✓	–	–
118	Sam Ka Tsuen Landing No. 1	Kwun Tong	✓	✓	✓
119	Sam Ka Tsuen Landing No. 2	Kwun Tong	–	–	✓
120	Sam Ka Tsuen Landing No. 3	Kwun Tong	–	✓	✓
121	Sha Tau Kok Landing No. 1	North	–	✓	✓
122	Sha Tau Kok Landing No. 2	North	–	✓	✓
123	Sai Kung Town Landing No. 1	Sai Kung	✓	✓	✓

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
124	Sai Kung Town Landing No. 2	Sai Kung	✓	✓	✓
125	Sai Kung Town Landing No. 3	Sai Kung	✓	✓	✓
126	Sai Kung Town Landing No. 5	Sai Kung	–	✓	–
127	Sha Ha Landing No. 1	Sai Kung	✓	✓	✓
128	Sha Ha Landing No. 2	Sai Kung	✓	✓	✓
129	Sha Ha Landing No. 3	Sai Kung	✓	✓	✓
130	Sha Ha Landing No. 4	Sai Kung	–	✓	✓
131	Tseung Kwan O South Landing	Sai Kung	–	✓	✓
132	Tui Min Hoi Landing No. 1	Sai Kung	–	–	–
133	Tui Min Hoi Landing No. 2	Sai Kung	✓	✓	✓
134	Ma Liu Shui Landing No. 1	Sha Tin	–	–	✓
135	Ma Liu Shui Landing No. 2	Sha Tin	–	✓	✓
136	Ma Liu Shui Landing No. 3	Sha Tin	–	–	✓
137	Shatin Area 77 Landing	Sha Tin	–	–	–
138	Tai Shui Hang Landing	Sha Tin	✓	✓	–
139	Cheung Sha Wan Landing No. 3	Sham Shui Po	✓	–	✓
140	Aberdeen Praya Road Landing No. 1	Southern	✓	–	–
141	Aberdeen Praya Road Landing No. 2	Southern	–	–	–
142	Aberdeen Praya Road Landing No. 3	Southern	–	–	–
143	Aberdeen Praya Road Landing No. 4	Southern	–	–	–
144	Aberdeen Praya Road Landing No. 5	Southern	✓	–	–
145	Aberdeen Praya Road Landing No. 6	Southern	–	✓	–
146	Aberdeen Praya Road Landing No. 7	Southern	–	✓	–
147	Aberdeen Wholesale Fish Market Landing No. 3	Southern	✓	–	–
148	Ap Lei Chau Landing No. 1	Southern	✓	–	–
149	Ap Lei Chau Landing No. 2	Southern	–	✓	–
150	Ap Lei Chau Landing No. 3	Southern	✓	–	–
151	Ap Lei Chau Landing No. 4	Southern	–	–	–
152	Ap Lei Chau Landing No. 5	Southern	–	–	–
153	Lee Nam Road Landing	Southern	✓	✓	–
154	Po Chong Wan Landing No. 1	Southern	–	✓	–

	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
155	Shek Pai Wan Landing No. 1	Southern	–	✓	–
156	Shek Pai Wan Landing No. 2	Southern	–	✓	–
157	Shek Pai Wan Landing No. 3	Southern	–	✓	–
158	Shum Wan Landing No. 1	Southern	–	✓	–
159	Ha Wai Landing	Tai Po	–	✓	✓
160	Long Harbour Wan Tsai Landing	Tai Po	–	✓	✓
161	Pak Shek Kok Public Pier	Tai Po	–	–	–
162	Shuen Wan Breakwater Landing No. 1	Tai Po	–	–	✓
163	Shuen Wan Breakwater Landing No. 2	Tai Po	–	–	✓
164	Tai Mei Tuk Landing	Tai Po	✓	✓	✓
165	Tai Po Area 27 Landing	Tai Po	–	✓	✓
166	Tai Po Industrial Area Landing	Tai Po	✓	✓	✓
167	Ma Wan Pak Lam Road Landing	Tsuen Wan	–	–	–
168	Tsuen Wan Area 2 Landing No. 1	Tsuen Wan	–	✓	✓
169	Tsuen Wan Area 2 Landing No. 2	Tsuen Wan	–	✓	✓
170	Tuen Mun Area 27 Landing No. 1	Tuen Mun	–	✓	✓
171	Tuen Mun Area 27 Landing No. 2	Tuen Mun	–	✓	✓
172	Tuen Mun Area 40 Landing	Tuen Mun	✓	✓	✓
173	Tuen Mun Area 44 Landing No. 2	Tuen Mun	–	✓	✓
174	Causeway Bay Typhoon Shelter Landing No. 8	Wan Chai	–	✓	✓
175	Hong Kong Convention & Exhibition Centre Landing	Wan Chai	✓	✓	–
176	Tai Kok Tsui Landing	Yau Tsim Mong	✓	✓	✓
177	Tsim Sha Tsui Landing No. 2	Yau Tsim Mong	✓	–	–
178	Tsim Sha Tsui Landing No. 5	Yau Tsim Mong	✓	–	–
179	Yau Ma Tei Typhoon Shelter Landing No. 1	Yau Tsim Mong	–	–	✓
180	Yau Ma Tei Typhoon Shelter Landing No. 2	Yau Tsim Mong	–	–	✓
181	Yau Ma Tei Typhoon Shelter Landing No. 3	Yau Tsim Mong	–	–	–



	Name of Public Landing Facilities	District	Maintenance Works (✓ indicates works have been carried out)		
			2017-18	2018-19	2019-20
182	Yau Ma Tei Typhoon Shelter Landing No. 4	Yau Tsim Mong	–	–	✓
183	Yau Ma Tei Typhoon Shelter Landing No. 5	Yau Tsim Mong	–	–	✓

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)009**

**(Question Serial No. 1566)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Provision of Land and Infrastructure  
Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the feasibility study on the North-South Link(s) as alternative to So Kwun Po (Kai Leng) Roundabout in North District, would the Government inform this Council of the progress of such study, and whether it will consider the provision of additional exits in the section between Tong Hang to Kau Lung Hang for traffic diversion?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 36)

Reply:

The feasibility study on “North-South Link(s) as Alternative to So Kwun Po (Kai Leng) Roundabout in North District”, commissioned by the Civil Engineering and Development Department (CEDD) in April 2018, was substantially completed in early 2020. A preliminary scheme has been developed for improving the Kai Leng Roundabout to meet future traffic demand. CEDD is reviewing the results of the feasibility study and the implementation programme, and will report the study findings to the Traffic and Transport Committee of the North District Council in due course.

The main objective of the feasibility study is to review the traffic situation of major roads near the Kai Leng Roundabout, and the suggestion of providing additional exits in the section of Fanling Highway between Tong Hang and Kau Lung Hang does not fall within the scope of the study. Nevertheless, the construction of the Fanling Bypass (Eastern Section), which will connect the Fanling North New Development Area to the Fanling Highway with an exit/entrance near Kau Lung Hang, recently commenced in March 2020. This bypass will serve to divert traffic from Sha Tau Kok Road, thus easing the traffic loads on the roads in Sheung Shui/Fanling Town Centre and reducing the burden on several existing major interchanges.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)010**

**(Question Serial No. 1567)**

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the investigation study on Trunk Road T4 in Sha Tin, would the Government advise the progress of such study? In view of the opposition to the gazetted project by the Sha Tin District Council (STDC) in 2006, would the Government refine the current proposal to address the community's aspirations?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 37)

Reply:

In 2016, the Civil Engineering and Development Department (CEDD) commissioned a traffic review which confirmed the need for Trunk Road T4. The traffic review had taken into account the views gathered from STDC and other stakeholders, and a revised road alignment of Trunk Road T4 (the Revised Scheme) was developed. In 2018 and 2019, CEDD reported the Revised Scheme and the proposed refinements to the Traffic and Transport Committee of STDC, which gave general support to the project. CEDD is at present carrying out the relevant investigation study and the detailed technical assessments for completion in early 2021.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)011**

**(Question Serial No. 2672)**

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:

Provision for 2020-21 is \$125.8 million (5.7%) higher than the revised estimate for 2019-20. This is mainly due to the increased provision for highways maintenance for newly commissioned projects, filling of vacancies as well as a net increase of 40 posts in 2020-21. Will the Administration inform this Committee of the following –

- (1) What is the additional estimated expenditure on highways maintenance for newly commissioned projects in 2020-21? The increased estimated expenditure is set aside for the maintenance of which highways? Please also list out the estimated maintenance expenditure on newly commissioned projects for 2020-21.
- (2) Regarding Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Section, what is the recurrent expenditure involved in 2019-20? What is the estimated recurrent expenditure for 2020-21?
- (3) Regarding HZMB Hong Kong Section, what is the non-recurrent expenditure involved in 2019-20? What is the estimated non-recurrent expenditure for 2020-21?
- (4) Regarding the net increase of 40 posts in 2020-21, what are the titles and duties of the posts involved and the estimated expenditures on salaries in 2020-21?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 7)

Reply:

(1)

The additional estimated expenditure on highways maintenance for newly commissioned projects in 2020-21 is tabulated below –

<b>Projects</b>	<b>Estimated Increase in Expenditure on Highways Maintenance for Newly Commissioned Projects in 2020-21 (\$ million)</b>
Kai Tak Development	12.4
Retrofitting of Noise Barriers on Tuen Mun Road (Town Centre Section)	2.6
Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and Improvement to Local Access to Ho Chung	2.2
Retrofitting of Noise Barriers on Tuen Mun Road (Fu Tei Section)	2.0
Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2	2.0
Footbridge Improvement Works at Siu Hong Road, Tuen Mun	1.8
Other new roads, public transport interchanges, footbridges, walkways and cycle tracks	5.7
<b>Total</b>	<b>28.7</b>

(2) and (3)

The management responsibilities of HZMB Hong Kong Port has been transferred to Government Property Agency since January 2020. The recurrent expenditure for the Hong Kong Section of HZMB in 2019-20 is \$337.8 million and that for 2020-21 is estimated at \$65.3 million. There is no non-recurrent expenditure for the Hong Kong Section of HZMB both in 2019-20 and 2020-21.

(4)

The details of the net increase of 40 posts in 2020-21 are as follows –

<b>Rank</b>	<b>Number of Posts</b>	<b>Annual Staff Cost</b>	<b>Duties</b>
<b>(I) Posts to be Created</b>			
Senior Engineer	3	\$4,543,920	To support housing development
Engineer/Assistant Engineer	5	\$4,095,000	
Engineer/Assistant Engineer	2	\$1,638,000	
Technical Officer/Technical Officer Trainee	1	\$295,470	
Engineer/Assistant Engineer	1	\$819,000	To prepare the taking over and maintenance of the Western Harbour Crossing
Engineer/Assistant Engineer	3	\$2,457,000	To provide maintenance service for newly completed highway projects / enhanced maintenance services
Inspector of Works	9	\$6,632,820	
Assistant Inspector of Works	3	\$1,389,420	
Works Supervisor I	17	\$6,477,000	
Works Supervisor II	4	\$1,226,160	
Clerical Officer	1	\$463,140	
Personal Secretary II	1	\$288,840	
Senior Engineer	1	\$1,514,640	To undertake works to combat climate change
Engineer/Assistant Engineer or Electrical and Mechanical Engineer/Assistant Electrical Mechanical Engineer	1	\$819,000	
Landscape Architect/Assistant Landscape Architect	1	\$795,150	To deliver enhanced cleansing work and facelift for highway structures
Works Supervisor I	1	\$381,000	
Principal Information Officer	1	\$1,223,580	To strengthen administrative support
Executive Officer II	1	\$534,660	
Clerical Officer	1	\$463,140	
<b>Sub-total (A) :</b>	<b>57</b>	<b>\$36,056,940</b>	

<b>Rank</b>	<b>Number of Posts</b>	<b>Annual Staff Cost</b>	<b>Reasons of Deletion</b>
<b>(II) Posts to be Deleted</b>			
Engineer/Assistant Engineer	2	\$1,638,000	These two time-limited posts which will lapse in 2019-20 are converted into permanent posts
Typist	1	\$225,540	To offset the creation of one Personal Secretary II post
Senior Estate Surveyor	1	\$1,514,640	Posts deleted upon transfer of the management responsibilities of the HZMB Hong Kong Port and Liantang/Heung Yuen Wai Crossing Point Hong Kong Port to the Government Property Agency
Estate Surveyor	2	\$2,060,880	
Treasury Accountant	1	\$1,030,440	
Air-Conditioning Inspector	1	\$736,980	
Assistant Building Services Inspector	1	\$463,140	
Landscape Architect/ Assistant Landscape Architect	1	\$795,150	
Field Officer I	1	\$613,140	
Field Officer II/ Assistant Field Officer	1	\$285,870	
Building Services Engineer/ Assistant Building Services Engineer	1	\$819,000	
Senior Executive Officer	1	\$1,124,520	
Assistant Clerical Officer	2	\$577,680	
Clerical Assistant	1	\$225,540	
<b>Sub-total (B):</b>	<b>17</b>	<b>\$12,110,520</b>	
<b>Net Increase [(A) – (B)]:</b>	<b>40</b>	<b>\$23,946,420</b>	

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)012**

**(Question Serial No. 2716)**

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the respective estimated annual expenditures on the salaries of the Director of Highways and Principal Government Engineer of the Railway Development Office of the Highways Department in 2020-21?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 54)

Reply:

The pay scale of the two posts as of March 2020 is as follows –

<b>Rank</b>	<b>Salary range per month</b>
Director of Highways	\$265,150 – \$273,000 (Directorate Pay Scale Point D6)
Principal Government Engineer/ Railway Development	\$208,500 – \$227,600 (Directorate Pay Scale Point D3)

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)013**

**(Question Serial No. 3222)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the widening of western section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road project, will the Administration inform this Committee of the following:

- (1) What are the expenditure and staff establishment involved in the project?
- (2) What are the current stage and the latest anticipated completion date of the project?
- (3) It is reported that the Liantang/Heung Yuen Wai Boundary Control Point will be completed for commissioning this year. However, according to the website of the Administration, it is anticipated that the widening of western section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road project will commission in the fourth quarter of 2023. To this end, has the Administration assessed the impact of the commissioning of the abovementioned Boundary Control Point to the vehicular flow of the road section concerned? If yes, what are the details? If no, what are the reasons?
- (4) Government projects are at times behind schedule in recent years. In this regard, has the Administration taken any measures to ensure the widening of western section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road project can be completed as planned? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 164)

Reply:

The construction works of the widening of the western section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road (the Project) commenced in February 2020. Site clearance and bridge foundation works are in progress and the Project is targeted for completion by Q4 2023. The approved project estimate of the Project is \$432.3 million in money-of-the-day prices. The Highways Department deploys existing staff to oversee the implementation of the Project.

According to the traffic impact assessment conducted under the Liantang/Heung Yuen Wai Boundary Control Point (the BCP) project, the commissioning of the new BCP will not cause significant impact on the section of Lin Ma Hang Road between Ping Yuen River and Ping Che Road as most of the cross-boundary vehicles travelling through the new BCP is expected to use the Heung Yuen Wai Highway commissioned in May 2019.

The Government has established mechanism to monitor the implementation of works projects. For instance, the Project has adopted the New Engineering Contract which embraces a collaborative risk management mechanism to control project risks. This mechanism requires contracting parties to give early warnings on risks as soon as they arise and enables contracting parties working together to address the risks in a collaborative manner, thus reducing the chance of project delay.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)014**

**(Question Serial No. 0264)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Tuen Mun – Chek Lap Kok Link (TM-CLKL) Northern Connection project that has commenced, in which phase has the project entered? Has the progress of the project been slowed down due to the novel pneumonia outbreak? If so, what are the details? Will the completion date be delayed and thus involve additional expenditures? If so, what are the details?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 32)

Reply:

The construction of TM-CLKL Northern Connection has reached an advanced stage, with the structures of the sub-sea tunnel and ancillary buildings substantially completed. Installation of the electrical and mechanical systems inside the tunnel as well as the fitting-out and building services works inside the ancillary buildings are underway.

TM-CLKL Northern Connection is planned to be completed in end 2020 at the earliest and it is expected that the project will be completed within the Approved Project Estimate. However, due to unforeseen events including the Novel Coronavirus epidemic in recent months, the supply chain of construction materials and installations from the Mainland has been affected and the workforce for site works has been reduced. The Highways Department will closely monitor the progress of works and assess the impact on the commissioning target.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)015**

**(Question Serial No. 0265)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the three hillside escalator links and elevator systems (HEL) projects in Kwai Chung which have commenced, please advise this Committee of the construction progress of the projects. Are there any changes in the completion dates? If so, what are the reasons and details? Does it involve any changes in the project costs?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 33)

Reply:

The progress of the three HEL projects under construction in Kwai Chung are as follows:

- (a) For the Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, the construction work has reached an advance stage. The target completion of the project in end-2020 and the cost estimate of \$239.4 million remain unchanged.
- (b) For the Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, the construction works commenced in February 2019. The target completion of the project in the fourth quarter of 2021 and the cost estimate of \$249.4 million remain unchanged.
- (c) For the Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, the construction works commenced in December 2019. The target completion of the project in the second quarter of 2023 and the cost estimate of \$584.4 million remain unchanged.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)016**

**(Question Serial No. 0266)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the retrofitting of escalators for footbridge across Castle Peak Road – Kwai Chung near MTR Tai Wo Hau Station Exit B, please advise this Committee of the commencement date and the details of the construction works. Since the project has been repeatedly delayed, are there any changes in the project cost? If so, what are the details? According to the existing construction programme, what are the completion and commissioning dates of the project concerned?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 34)

Reply:

The Legislative Council Panel on Transport endorsed the funding application for upgrading the item “Retrofitting of Escalators for Footbridge across Castle Peak Road – Kwai Chung near MTR Tai Wo Hau Station Exit B” to Category A in December 2019 with an estimated project cost of \$49 million in money-of-the-day prices. The Administration intends to put forth the proposal to the Public Works Subcommittee and Finance Committee of the Legislative Council.

Subject to the funding approval of the Finance Committee before the end of the 2019-20 legislative session, the proposed works are planned to commence in the third quarter of 2020 for completion in the fourth quarter of 2022.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)017**

**(Question Serial No. 0267)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Department stated that it will continue with the investigation and detailed design for provision of barrier-free access facilities for footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme. Please advise this Committee of the amount of money required to be allocated; the number of projects involved; the geographical distribution of the relevant projects; and the project costs required.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 35)

Reply:

The Government is pressing ahead with the various phases of the UA Programme. As at 29 February 2020, 153 items were completed, 54 items were under construction and 172 items were under investigation and detailed design. The distribution of items by district is at **Annex**.

The total expenditure of the UA Programme, which covers the costs for investigation, design and construction, is about \$4.657 billion for the period from 2011-12 to 2019-20. The estimated expenditure of the UA Programme for 2020-21 is \$614.7 million.

**Items under the  
Universal Accessibility (UA) Programme by District**

<b>Districts</b>	<b>Number of UA items completed</b>	<b>Number of UA items under construction</b>	<b>Number of UA items under investigation and detailed design</b>
Central and Western	10	3	2
Eastern	6	5	2
Islands	3	0	1
Kowloon City	6	3	10
Kwai Tsing	13	2	21
Kwun Tong	8	3	11
North	15	1	17
Sai Kung	4	0	6
Sha Tin	4	7	23
Sham Shui Po	5	5	2
Southern	10	1	2
Tai Po	16	3	5
Tsuen Wan	8	5	12
Tuen Mun	10	3	28
Wan Chai	12	3	3
Wong Tai Sin	4	9	9
Yau Tsim Mong	13	0	1
Yuen Long	6	1	17
<b>Total</b>	<b>153</b>	<b>54</b>	<b>172</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)018**

**(Question Serial No. 0268)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Department stated that it will continue with the investigation and detailed design for hillside escalator links and elevator systems (HEL) projects. Please advise this Committee of the amount of resources required to be deployed; the number of projects to be carried out; the geographical distribution of the relevant projects; and the project costs involved.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 36)

Reply:

Among the 18 HEL projects being taken forward by the Government, five are completed and open for public use, three are under construction and the remaining ten are at various stages of investigation and design.

The three projects under construction and their cost estimates are as follows:

District	Project
Kwai Tsing	<ul style="list-style-type: none"> <li>● Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road (Cost estimate: \$239.4 million)</li> <li>● Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street (Cost estimate: \$249.4 million)</li> <li>● Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street (Cost estimate: \$584.4 million)</li> </ul>



The ten proposals under investigation and design stages are as follows:

<b>District</b>	<b>Proposal</b>
Central & Western	<ul style="list-style-type: none"> <li>● Escalator Link and Pedestrian Walkway System at Pound Lane</li> </ul>
Eastern	<ul style="list-style-type: none"> <li>● Braemar Hill Pedestrian Link</li> </ul>
Kwai Tsing	<ul style="list-style-type: none"> <li>● Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road</li> <li>● Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road</li> <li>● Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road</li> </ul>
Kwun Tong	<ul style="list-style-type: none"> <li>● Lift and Pedestrian Walkway System at Luen On Street</li> </ul>
Sai Kung	<ul style="list-style-type: none"> <li>● Escalator Link System between Hong Sing Garden and Po Hong Road</li> </ul>
Sha Tin	<ul style="list-style-type: none"> <li>● Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road</li> <li>● Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station</li> </ul>
Wong Tai Sin	<ul style="list-style-type: none"> <li>● Pedestrian Link near Chuk Yuen North Estate</li> </ul>

As at February 2020, the total expenditure for the design and study of the ten proposals above is about \$25 million. The management of the consultancy studies is undertaken by the existing staff of the Highways Department. There is no separate breakdown of manpower involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)019****(Question Serial No. 2416)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the Shatin to Central Link (SCL) project, please provide the information as follows:

Project subhead	Project title	Original completion date	Anticipated / Actual completion date	Project management cost payable to MTRCL	Anticipated total expenditure	Actual / Latest expenditure

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 46)Reply:

The information of SCL is provided below –

Subhead	Project Title	Original Completion Date	Anticipated / Actual Completion Date	Approved Project Estimate (\$ million)	Actual / Latest Expenditure (\$ million)
6059TR	SCL – construction of railway works – protection works in Wan Chai Development Phase II	Dec 2011	Nov 2012	153	119 (Actual)

Subhead	Project Title	Original Completion Date	Anticipated / Actual Completion Date	Approved Project Estimate (\$ million)	Actual / Latest Expenditure (\$ million)
6058TR	SCL – construction of railway works – protection works	Early 2014	Jun 2014	542	441 (Actual)
6063TR	SCL – construction of railway works – advance works	Dec 2015	Dec 2016	7,103	6,229 (Up to Dec 2019)
6064TR	SCL – construction of non-railway works – advance works	Dec 2015	Mar 2018	1,448	1,317 (Up to Dec 2019)
6061TR	SCL – construction of railway works – remaining works	Dec 2020	Q1 2022	65,433 <sup>Note (1)</sup>	56,900 (Up to Dec 2019)
6062TR	SCL – construction of non-railway works – remaining works	Dec 2020	Q1 2022	5,983 <sup>Note (1)</sup>	5,587 (Up to Dec 2019)

Notes:

(1) A funding application to increase the approved project estimates of 6061TR (from \$65,433 million to \$74,130 million) and 6062TR (from \$5,983 million to \$7,350 million) is being considered by the Legislative Council.

According to the Entrustment Agreement of SCL signed between MTR Corporation Limited (MTRCL) and the Government in 2012, the total Project Management Cost payable to MTRCL for the SCL project is \$7,893 million.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)020****(Question Serial No. 1450)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

1. Regarding the Universal Accessibility (UA) Programme in 2019, please list out in table form the detailed locations and types of barrier-free facilities newly retrofitted for footbridges, elevated walkways and subways in four districts on Hong Kong Island (i.e. Central and Western District, Wan Chai District, Eastern District and Southern District).
2. Please list out the locations and types of barrier-free facilities anticipated to be retrofitted in four districts on Hong Kong Island (i.e. Central and Western District, Wan Chai District, Eastern District and Southern District) as planned by the Highways Department (HyD) this year (2020).

Asked by: Hon CHEUNG Kwok-kwan (LegCo internal reference no.: 35)Reply:

1. Under the UA Programme, the following lift retrofitting items in the Central & Western District, Wan Chai District, Eastern District and Southern District were completed in 2019 -

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Type of Walkway</b>
<b>Central &amp; Western District</b>		
HF135	Along Cochrane Street near Tun Wo Lane	Footbridge
<b>Wan Chai District</b>		
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Footbridge
HS9	Across Canal Road East near Sports Road	Subway

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Type of Walkway</b>
<b>Eastern District</b>		
HF92	Across Island Eastern Corridor near Quarry Bay Park	Footbridge
<b>Southern District</b>		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Footbridge
HF105	Across Aberdeen Praya Road near Ocean Court	Footbridge
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Elevated Walkway

2. In 2020, HyD will continue to take forward the following lift retrofitting items under the UA Programme in the aforementioned four districts -

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Type of Walkway</b>	<b>Present Status</b>
<b>Central &amp; Western District</b>			
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Footbridge	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Footbridge	Under construction
HF40	Across Cotton Tree Drive near Lippo Centre	Footbridge	Design Stage
HF135	Across Robinson Road near Vantage Park	Footbridge	Design Stage
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Footbridge	Under construction
<b>Wan Chai District</b>			
HF116	Across Gloucester Road near Stewart Road	Footbridge	Under construction
HF145	Across Gloucester Road and Fenwick Street	Footbridge	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Footbridge	Design Stage
HF113	Across slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Footbridge	Design Stage
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Footbridge	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Type of Walkway</b>	<b>Present Status</b>
<b>Eastern District</b>			
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Footbridge	Under construction
HF90A	Across King's Road and Tin Chiu Street	Footbridge	Under construction
HF76	Across Island Eastern Corridor near Shun Tai Road	Footbridge	Under construction
HF138	Across Siu Sai Wan Road near Bus Terminus	Footbridge	Under construction
HS14	Across Shun Tai Road near Wing Tai Road Garden	Subway	Under construction
<b>Southern District</b>			
H116	Wong Chuk Hang Road near Nam Fung Road	Elevated Walkway	Under construction
HKS02	Across Tin Wan Street near Tin Wan Shopping Centre	Footbridge	Design Stage

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)021**

**(Question Serial No. 2858)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work of overseeing the construction progress of the Shatin to Central Link (SCL) project, will the Government inform this Committee of the following:

- (a) What are the additional expenditures in detail (e.g. departmental expenses and fees for the monitoring and verification consultant) and the staff establishment involved annually?
- (b) Has the Government collected the latest loading of the Tuen Ma Line Phase 1 after its commissioning? What is the ratio to its maximum carrying capacity? If so, what are the details?
- (c) Has the Government assessed the diversion effect of the Tuen Ma Line on the passenger flow between New Territories East and urban Kowloon (e.g. the impact on westbound/eastbound traffic of the East Rail Line and Kwun Tong Line)? If so, what are the details?
- (d) The full commissioning of the Tuen Ma Line will take time as the structural works safety of Hung Hom Station extension is pending comprehensive assessment. On the premise of ensuring safety of the station, will the Government consider the possibility of partial commissioning of other stations of the Tuen Ma Line? If yes, what are the details? If no, what are the reasons?

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 22)

Reply:

- (a)  
The Highways Department (HyD) is responsible for the monitoring and verification (M&V) of the works of the MTR Corporation Limited (MTRCL) in implementing the SCL project. As at March 2020, there are one Government Engineer, three Chief Engineers, 11 Senior Engineers, 19 Engineers and one Assistant Engineer in the Railway Development Office of HyD assisting one Principal Government Engineer in taking forward the SCL project. As they are existing staff resources of HyD and are also responsible for other projects, there is

no separate breakdown of expenditure for SCL. HyD has employed consultants to assist in M&V works. In 2019-20, the expenditure was about \$27.7 million.

(b) and (c)

Tuen Ma Line Phase 1 (TML1), i.e. extending the existing Ma On Shan Line to three new stations, namely Hin Keng, Diamond Hill and Kai Tak stations, was commissioned on 14 February 2020. The travelling time between Tai Wai Station and Diamond Hill Station has been substantially reduced from 17 minutes to around nine minutes, providing passengers of the East Rail Line (EAL) and Ma On Shan Line an alternative to access the urban districts. The commissioning of TML1 facilitates passengers to travel along the stations in Ma On Shan areas and East Kowloon more efficiently and conveniently, as well as diverts part of the EAL passengers destined to East Kowloon and Hong Kong Island East, contributing to relieving the most congested section of EAL from Tai Wai to Kowloon Tong stations.

Upon the commissioning of TML1, as at 13 March 2020, the average daily patronage using the new Hin Keng Station and Kai Tak Station was about 38 000; and about 5 000 passengers interchanged from TML1 to Kwun Tong Line at Diamond Hill Station during peak hours. In view of the short period of TML1 since its commissioning, we will continue to observe the change of the travelling patterns of passengers, in particular the travelling mode of passengers plying between New Territories East and East Kowloon or Hong Kong Island East. In addition, as the passengers' travelling patterns have been affected by the recent novel coronavirus outbreak, more time is needed to assess the diversion effect and occupancy rate of TML1 trains.

(d)

Regarding the phased commissioning of Tuen Ma Line, the Government and MTRCL had explored feasibility of various options in order to provide the most convenient railway services to the public. While it has been our prime concern to commission as many stations in the partial commissioning scheme, not all stations enable trains to turnaround to provide a loop service. Between Tai Wai and Hung Hom, trains can turnaround at Kai Tak Station via the crossover track somewhere between Diamond Hill Station and Kai Tak Station. The other stations, including To Kwa Wan and Sung Wong Toi, have no turnaround tracks and therefore cannot serve as temporary terminal stations. The commissioning scheme of TML1 was developed having regard to a host of factors including train safety, railway operation, customer services and the impact on the full commissioning of Tuen Ma Line in the future. We will strive to complete the remaining works for the full commissioning of the Tuen Ma Line by the end of 2021.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)022**

**(Question Serial No. 1210)**

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

Question:

What are the respective lengths (in metres) of railings and paving blocks being dismantled in violent protests arising from opposition to the proposed legislative amendment? What is the restoration expenditure involved?

Asked by: Hon LEE Wai-king, Starry (LegCo internal reference no.: 50)

Reply:

From June 2019 to February 2020, some 55 kilometres of railings and some 22 000 square metres of paving blocks of footpaths were removed. Also, a total of 1 463 traffic bollards and 87 traffic signs were damaged.

Regarding the railings, having discussed with other relevant departments, the Highways Department (HyD) has temporarily put up plastic chains to alert road users at locations where the railings have been removed. HyD has been gradually reinstating the railings with reinforced and enhanced design. As for paving blocks of footpaths, HyD has rectified the damages. Also, all traffic bollards and traffic signs were repaired by end February 2020.

As the repair works are still in progress, the final expenditure of HyD's repair works has not yet been concluded but is estimated to be about \$28 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)023**

**(Question Serial No. 2322)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2020-21 of the Estimate that relevant department will continue to promote walkability in Hong Kong, including overseeing the implementation and reviewing of various programmes/schemes related to enhancing walkability. In this regard, will the Government inform this Committee of the following:

- (1) What are the details of the hillside escalator and elevator projects being implemented over the past three years and will be implemented in the coming year by the Administration for hillside areas in the territory? What are the expenditures involved?
- (2) Will the Administration consider allocating more resources to increase the number of hillside transport connection system projects in Hong Kong and strengthening manpower to expedite the completion of these projects?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 5)

Reply:

- (1) Four hillside escalator links and elevator systems (HEL) projects were open for public use over the past three years. In addition, three are under construction and ten are at various stages of investigation and design.

Details of the four projects open for public use over the past three years are as follows –

<b>Proposal</b>	<b>Approved Project Estimates (in money-of-the-day prices) (\$ million)</b>
● Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital (Opened in January 2017)	13.5
● Pedestrian Link at Tsz Wan Shan (Opened in October 2017)	608.0
● Lift and Pedestrian Walkway System at Waterloo Hill (Opened in November 2019)	116.7
● Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi (Opened in February 2020)	222.7

The three proposals under construction and their cost estimates are as follows –

<b>Proposal</b>	<b>Approved Project Estimates (in money-of-the-day prices) (\$ million)</b>
● Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	239.4
● Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	249.4
● Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	584.4

The ten proposals under investigation and design stages are as follows –

<b>Proposal</b>	<b>Estimated Cost for Investigation and Design</b>
<ul style="list-style-type: none"> <li>● Braemar Hill Pedestrian Link</li> <li>● Escalator Link and Pedestrian Walkway System at Pound Lane</li> <li>● Escalator Link System between Hong Sing Garden and Po Hong Road</li> <li>● Lift and Pedestrian Walkway System at Luen On Street</li> <li>● Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road</li> </ul>	As at February 2020, the total expenditure for the design and study of these proposals is about \$25 million.

<b>Proposal</b>	<b>Estimated Cost for Investigation and Design</b>
<ul style="list-style-type: none"> <li>● Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road</li> <li>● Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road</li> <li>● Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road</li> <li>● Escalator Link System between Sui Wo Court, Sha Tin and MTR Fo Tan Station</li> <li>● Pedestrian Link near Chuk Yuen North Estate</li> </ul>	

(2) The Administration has been deploying in-house staff resources for planning and project management of the HEL proposals, and engaging consultants and contractors to undertake the design and construction of the works. We will continue to keep in view the resource requirements and deploy appropriate resources to take forward the HEL projects.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)024**

**(Question Serial No. 0303)**

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:

As violent acts on streets continued in the past six months or so, road facilities including traffic lights, paving blocks, railings, refuge islands and directional signboards in various districts have been damaged, causing traffic congestion and chaos during rush hour. Some road facilities are still not in service. In this regard, will the Administration inform this Committee:

- (1) of the numbers of damaged and repaired traffic lights respectively as of today and the manpower and expenditure involved;
- (2) of the areas of roads damaged and repaired respectively as of today and the manpower and expenditure involved; and
- (3) whether the Government has allocated additional resources and manpower to repair the road facilities, e.g. forming a dedicated team to reinstate relevant facilities, proactively inspect and repair road facilities in various districts, including traffic lights, paving blocks, railings, refuge islands, directional signboards, etc. If so, what are the estimated manpower and expenditure involved?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 18)

Reply:

From June 2019 to February 2020, a total of 740 sets of traffic lights were vandalised across the territory. All the vandalised traffic lights by and large resumed operation as at end February 2020. The repair works cost about \$40 million and was overseen by existing staff of the Transport Department and the Electrical and Mechanical Services Department. There is no separate breakdown for the manpower deployed for the above repair works.

Apart from traffic lights, a total of 1 463 traffic bollards and 87 traffic signs were damaged during the same period. Also, some 55 kilometres of railings and some 22 000 square metres of paving blocks of footpaths were removed.

All traffic bollards and traffic signs were repaired by end February 2020. Regarding the railings, having discussed with other relevant departments, the Highways Department (HyD) has temporarily put up plastic chains to alert road users at locations where the railings have been removed. HyD has been gradually reinstating the railings with reinforced and enhanced design. As for paving blocks of footpaths, HyD has rectified the damages.

As the repair works are still in progress, the final cost of HyD's repair works has yet been concluded but is estimated to be about \$28 million. HyD has deployed existing staff to oversee the repair works during the above period. There is no separate breakdown for the manpower deployed. Additional manpower comprising two Engineers, eight Inspector of Works and 16 Works Supervisors will be allocated to HyD on a time-limited basis to supervise the repairs of road facilities (starting from 1 June 2020).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)025**

**(Question Serial No. 1404)**

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:

During the protests over the past six months or so, quite a lot of pedestrian signals, traffic lights and fences on both sides of the road were damaged or dismantled. These damaged road facilities might lead to more accidents and catastrophic consequences. In this regard, will the Administration inform this Committee of the following:

- (a) the respective numbers of item damaged and the restoration progress;
- (b) the locations of fences on both sides of the road yet to be restored and the completion schedule for relevant restoration works; and
- (c) the additional staff establishment and expenditure involved in relevant restoration works.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 35)

Reply:

From June 2019 to February 2020, a total of 740 sets of traffic lights were vandalised across the territory. All the vandalised traffic lights by and large resumed operation as at end February 2020. The repair works cost about \$40 million and were overseen by existing staff of the Transport Department and the Electrical and Mechanical Services Department. There is no separate breakdown for the manpower deployed for the above repair works.

Apart from traffic lights, a total of 1 463 traffic bollards and 87 traffic signs were damaged during the same period. Also, some 55 kilometres of railings and some 22 000 square metres of paving blocks of footpaths were removed.

All traffic bollards and traffic signs were repaired by end February 2020. Regarding the railings, having discussed with other relevant departments, the Highways Department (HyD) has temporarily put up plastic chains to alert road users at locations where the railings have been removed. HyD has been gradually reinstating the railings with

reinforced and enhanced design. As for paving blocks of footpaths, HyD has rectified the damages.

As the repair works are still in progress, the final cost of HyD's repair works has yet been concluded but is estimated to be about \$28 million. HyD has deployed existing staff to oversee the repair works during the above period. There is no separate breakdown for the manpower deployed. Additional manpower comprising two Engineers, eight Inspector of Works and 16 Works Supervisors will be allocated to HyD on a time-limited basis to supervise the repairs of road facilities (starting from 1 June 2020).

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)026**

**(Question Serial No. 2059)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (3) Railway Development in the 2020-21 Budget, the Government mentioned that it will continue to take forward the railway schemes recommended under the Railway Development Strategy 2014 (RDS-2014) in an orderly manner, including carrying on with the detailed planning for the Tuen Mun South Extension, the Northern Link (and Kwu Tung Station), the East Kowloon Line (EKL), the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line. Will the Government advise this Committee of the following:

- (1) What is the specific timetable for commencing the detailed planning for the EKL? What is the anticipated time for commencement of the consultation exercise?
- (2) What are the expenditures and staff establishment involved, as well as their duties?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 34)

Reply:

Upon the invitation of the Transport and Housing Bureau, the MTR Corporation Limited (MTRCL) had submitted a proposal for the implementation of EKL under RDS-2014 to the Government. Upon receipt of MTRCL's proposal, relevant bureaux/departments have evaluated the proposal and requested MTRCL to provide additional information and supplement details. MTRCL is considering the comments and exploring feasible options for the design improvement for this project.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public, including the Legislative Council and the relevant District Councils, in line with established procedures.

The above work is undertaken by existing staff of the Highways Department.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)027**

**(Question Serial No. 0007)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In "Matters Requiring Special Attention in 2020-21", the Administration states that it will continue to take forward the provision of barrier-free access facilities for existing footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme. Please provide the manpower and resources allocated to execute the above policy as well as the number of jobs that will be created as well as the number of citizens that are going to be benefited from this Programme.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 7)

Reply:

The Government is pressing ahead with the various phases of the UA Programme. As at 29 February 2020, 153 items were completed, 54 items were under construction and 172 items were under investigation and detailed design.

The Government announced in 2019 Policy Address that the ambit of the UA Programme would be expanded by launching a "Special Scheme" for retrofitting lifts at footbridges, subways and elevated walkways in or connecting to the common areas of three types of housing estates, i.e. estates under the Tenants Purchase Scheme and the Buy or Rent Option Scheme, and public rental housing estates with properties divested under the Hong Kong Housing Authority. We will proceed to consult DCs starting from Q2 2020 on the lift retrofitting items for the Special Scheme and the priorities for implementation.

The total expenditure of the UA Programme, which covers the costs for investigation, design and construction, is about \$4.657 billion for the period from 2011-12 to 2019-20. The estimated expenditure of the UA Programme for 2020-21 is \$614.7 million. Existing resources of the Highways Department will be deployed for the implementation of the UA Programme. The works under the UA Programme will create about 1 100 jobs in 2020-21.

In total, the various phases of the UA Programme would provide barrier-free access facilities at over 370 walkways in all 18 districts in the territory to facilitate the access of the public.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)028**

**(Question Serial No. 1359)**

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 the expenditure on highways maintenance, the estimated expenditure for 2020 is \$1.5445 billion, which is 35% higher than the actual expenditure in 2019. What are the reasons?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 36)

Reply:

The estimated increase in expenditure on highways maintenance in 2020-21 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 such as the Liangtang/Heung Yuen Wai Highway, Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2 and Universal Accessibility Programme. Moreover, some road maintenance works, which could not be carried out in 2019-20 as planned due to repeated occurrence of public order events and outbreak of the Novel Coronavirus, are planned to be resumed in 2020-21.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)029**

**(Question Serial No. 2434)**

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

Question:

It is mentioned in paragraph 146 of the Budget speech that the Government will progressively implement the new railway projects recommended under the Railway Development Strategy 2014 (RDS-2014). It has been three years since the MTR Corporation Limited (MTRCL) submitted the proposal for the East Kowloon Line (EKL) railway project to the Government. What are the progress of the assessment and planning of the EKL railway project undertaken by the Government? When will the concrete proposal, alignment options and implementation programme be announced to the public? What are the staff establishment and expenditure set aside to handle the relevant tasks in the new financial year?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 5)

Reply:

Upon the invitation of the Transport and Housing Bureau, the MTR Corporation Limited (MTRCL) had submitted a proposal for the implementation of EKL under RDS-2014 to the Government. Upon receipt of MTRCL's proposal, relevant bureaux/departments have evaluated the proposal and requested MTRCL to provide additional information and supplement details. MTRCL is considering the comments and exploring feasible options for the design improvement for this project.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public, including the Legislative Council and the relevant District Councils, in line with established procedures.

The above work is undertaken by existing staff of the Highways Department.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)030****(Question Serial No. 0925)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding hillside escalator links and elevator systems (HEL) projects, will the Administration inform this Committee of the latest progress and expenditure of each project?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 46)

Reply:

Four HEL projects were open for public use over the past three years. In addition, three are under construction and ten are at various stages of investigation and design.

Details of the four projects open for public use over the past three years are as follows –

<b>Proposal</b>	<b>Approved Project Estimates (in money-of-the-day prices) (\$ million)</b>
● Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital (Opened in January 2017)	13.5
● Pedestrian Link at Tsz Wan Shan (Opened in October 2017)	608.0
● Lift and Pedestrian Walkway System at Waterloo Hill (Opened in November 2019)	116.7
● Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi (Opened in February 2020)	222.7

The three proposals under construction and their cost estimates are as follows –

<b>Proposal</b>	<b>Approved Project Estimates (in money-of-the-day prices) (\$ million)</b>
● Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	239.4
● Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street	249.4
● Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	584.4

The ten proposals under investigation and design stages are as follows –

<b>Proposal</b>	<b>Estimated Cost for Investigation and Design</b>
<ul style="list-style-type: none"> <li>● Braemar Hill Pedestrian Link</li> <li>● Escalator Link and Pedestrian Walkway System at Pound Lane</li> <li>● Escalator Link System between Hong Sing Garden and Po Hong Road</li> <li>● Lift and Pedestrian Walkway System at Luen On Street</li> <li>● Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road</li> <li>● Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road</li> <li>● Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road</li> <li>● Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road</li> <li>● Escalator Link System between Sui Wo Court, Sha Tin and MTR Fo Tan Station</li> <li>● Pedestrian Link near Chuk Yuen North Estate</li> </ul>	<p>As at February 2020, the total expenditure for the design and study of these proposals is about \$25 million.</p>

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)031****(Question Serial No. 2415)**

Head: (100) Marine Department

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

Programme: (2) Port Services

Controlling Officer: Director of Marine (Agnes WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration advised that a proposed legislative amendment for the abolition of the embarkation fee for cross-boundary ferry passengers would be submitted this year. Please advise on:

1. the timetable for the legislative amendment, and the expected implementation date of the measure of abolishing the embarkation fee for cross-boundary ferry passengers; and
2. the annual revenue of the Government coming from collection of the embarkation fee for cross-boundary ferry passengers in the past five years, and the number of passengers concerned.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 45)

Reply:

1. The Marine Department has been assisting the Transport and Housing Bureau in taking forward the legislative amendment exercise to abolish the embarkation fee for cross-boundary ferry passengers. The target is to submit the relevant amendment regulation to the Legislative Council for negative vetting in Q2 of 2020 for implementation within the same year.
2. The annual revenue of the Government generated from collection of the embarkation fee for cross-boundary ferry passengers and the number of passengers concerned in the past five years (2015 to 2019) are tabulated below -

<b>Year</b>	<b>Embarkation Fee Collected (\$ million)</b>	<b>Number of Passengers (million)</b>
2015	156.6	14.2
2016	149.5	13.6
2017	152.5	13.9
2018	141.9	12.9
2019	79.6	7.2

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)032**

**(Question Serial No. 0663)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Local Services  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the improvement measures for typhoon shelters, please advise on the following:

- (a) What is the current berthing situation in the Kwun Tong Typhoon Shelter (KTTS)?
- (b) The Government has introduced a trial measure by designating an area in the KTTS for exclusive mooring of a certain class of vessels to prevent conflicts between different classes of vessels and to better utilise berthing space. How effective is this trial measure so far as assessed by the Government? If the results are unsatisfactory, will the Government consider amending the legislation to improve the use of berthing space?
- (c) Please advise on law enforcement by the Marine Department (MD) in the past three years regarding vessels being solicited for rewards when berthing in typhoon shelters. Apart from law enforcement actions, does MD have any other measures to maintain the safety and order in typhoon shelters? What are the manpower and expenditure involved?
- (d) What is the progress of the private mooring area in the Hei Ling Chau Typhoon Shelter (HLCTS) established by the Government? How many private moorings are there in that area at present? What are the figures on usage and other related details?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 2)

Reply:

- (a)&(b) MD has, on a trial basis, designated through administrative means a specific area within the KTTS for the exclusive mooring of non-pleasure vessels with a view to achieving better mooring management. Since the implementation of such measure in August 2017, a total of about 15 hectares of mooring space in KTTS has become available for the exclusive mooring of non-pleasure vessels. MD has been monitoring the situation closely. Our observation is that more water



area is now available for use by non-pleasure vessels thus achieving the objective of the trial. This being the case, we do not consider legislative amendment necessary. MD will continue to monitor the situation and conduct regular patrols at KTTS to ensure the safe and orderly berthing of vessels.

- (c) The Hong Kong Police Force (HKPF) and MD have stepped up efforts in patrolling KTTS and have conducted a total of 12 joint operations to curb any illegal activities within the typhoon shelter since November 2018. MD will continue to maintain close liaison with HKPF, and will continue to undertake patrols and operations as appropriate to ensure the safe and orderly berthing of vessels within typhoon shelters. If irregularities are found, MD will take necessary follow up actions.

The implementation of the above measures forms part of the normal duties of MD officers and are undertaken with existing resources. There is no separate breakdown on the manpower and expenditure involved.

- (d) MD has set up a new private mooring area in HLCTS. As at March 2020, 103 applications have been approved and 18 private moorings have been laid.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)033**

**(Question Serial No. 0676)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Services to Ships  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the implementation of new measures and amendment of legislation by the Marine Department (MD), please advise on:

- (a) the current staffing establishment and division of work of the Local Vessels Safety Section; and
- (b) the policies, in addition to the organisation of regional talks and distribution of information leaflets or guidelines, to improve the situation as reflected by fishermen that they are unable to learn about MD's latest changes in policies online or through receiving letters, and whether MD updates the fishermen's correspondence information on a regular basis.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 82)

Reply:

- (a) A new Quality Management Section, headed by a Senior Surveyor and with a total establishment of five staff members, has been set up since June 2019 to handle issues relating to the implementation of new policies/measures, as well as legislative amendments relating to local vessels. With the establishment of this new section, the Local Vessels Safety Section, with an establishment of 26 staff members, now focuses on plan approval, survey and certification of local vessels as well as enforcement of legislation relating to local vessels.
- (b) Before the introduction of new policies or legislative amendments which affect local vessels including fishing vessels, MD will consult the trade through a number of channels. Discussion papers deliberated at meetings of the Local Vessels Advisory Committee and related Sub-committees, as well as the minutes of these meetings are uploaded onto MD's website for public information. Briefing sessions for fishermen associations will also be arranged to ensure that fishermen fully understand the new policies or amended legislation. In addition, MD

proactively participates in seminars organised by major fishery associations in different districts. Information leaflets and guidelines on policies and measures introduced will be distributed at these seminars to facilitate the understanding of the fishermen. As regards correspondence information of fishermen, MD will update the record when the fishermen renew the annual operating licences of their vessels. MD will also update the record upon receipt of a notification of address change from the fishermen.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)034**

**(Question Serial No. 0678)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Services to Ships  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the survey of ships, please advise on:

- (a) the quotas which the Marine Department (MD) allots to fishermen each time by district for application for inspection of locally-licensed and river trade vessels respectively in the past three years (2017-18 to 2019-20) and the respective schedules;
- (b) the time required from documents vetting to the issue of a certificate of survey if a vessel has been inspected by an authorised surveyor; and
- (c) the number of staff and expenditure involved for flexibly deploying manpower as MD has promised to deploy its staff flexibly to conduct surveys of ships in various districts having regard to the industry's demand, since there have been views from some fishermen that the surveys and issue of licences take considerable time; and also the criteria for determining whether additional manpower is required.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 84)

Reply:

- (a) In the past three years, MD's schedule and quotas for the survey of locally-licensed vessels (including river trade vessels) at designated survey locations are as follows:

<b>Designated Survey Location</b>	<b>Schedule (Except Public Holidays)</b>	<b>Quota for Locally-Licensed Vessels</b>
New Yau Ma Tei Typhoon Shelter	Monday to Friday	No quota is set
Aberdeen Typhoon Shelter	Every Tuesday and Thursday	20

<b>Designated Survey Location</b>	<b>Schedule (Except Public Holidays)</b>	<b>Quota for Locally-Licensed Vessels</b>
Shau Kei Wan Typhoon Shelter	First and third Tuesday of every month	10
Cheung Chau Typhoon Shelter	Second and fourth Tuesday of every month	10
Sai Kung (off Sai Kung Hoi Pong Street)	First and third Wednesday of every month	10
Tai Po (off Sam Mun Tsai Marine Office)	Second Wednesday of every month	10
Tuen Mun Kadoorie Pier	Second and fourth Friday of every month	10
Sha Tau Kok Pier at Yim Liu Ha	Third Friday of every three months	20 (Additional quota is available according to actual situations)
Tsing Yi (North) (opened in December 2019 for enhancement of service)	Monday to Friday	No quota is set.

- (b) Upon completion of an inspection, an authorised surveyor is required to submit the declaration of survey and relevant supporting document to MD within 14 days for verification. For existing vessels, if the documents submitted are in order, MD will normally complete the verification process and issue the Certificate of Survey within three working days. For a newly constructed vessel, given the need to conduct detailed document checking and input data into the computer system, MD will normally take ten working days to complete the verification process and issue the Certificate of Survey upon receipt of all the required documents from the authorised surveyor.
- (c) MD has been flexibly deploying staff to conduct surveys of ships in various districts having regard to the industry's demand. For example, when there is an increase in demand for surveys, we will deploy additional staff to process the applications or set a special re-inspection period to conduct re-inspections for vessels which have failed an earlier inspection. We will continue to suitably deploy our manpower resources to cope with the demand.

Inspections of locally-licensed vessels (including river trade vessels) are performed by 20 ship surveyors and ship inspectors of the Local Vessels Safety Section. There is no separate breakdown of the expenditure involved in the above flexible staff deployment.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)035****(Question Serial No. 0685)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Agnes WONG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding fishing vessels and industry-related vessels, please advise on:

- (a) the respective numbers of fish carriers, fishing vessels, fishing sampans (C7), outboard open sampans (P4), as well as other fishing vessels and industry-related vessels in the past three years (2017-18 to 2019-20); and
- (b) the respective numbers of locally-licensed vessels that were less than 10 metres and between 10 to 15 metres in length in the past three years (2017-18 to 2019-20), and the number of fishing vessels among them.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 24)Reply:

- (a) Vessels licensed as Class III vessel (i.e. fishing vessel) under the Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation are divided into four types. The numbers of each type of vessels in the past three years are set out as follows:

Vessels	2017	2018	2019
Fish carrier	30	26	29
Fishing sampan (known as C7)	1 942	1 961	1 892
Fishing vessel	1 949	1 899	1 874
Outboard open sampan (known as P4)	2 581	2 619	2 599
<b>Total</b>	<b>6 502</b>	<b>6 505</b>	<b>6 394</b>

The Marine Department does not have further breakdown on different types of fishing vessels.

(b)

(i) The number of local licensed vessels with overall length less than 10 metres in the past three years are set out as follows:

<b>Vessels</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Local Vessel	12 027	12 238	12 288
Class III Vessels (Fishing vessels) therein	4 433	4 486	4 383

(ii) The numbers of local licensed vessels with overall length between 10 and 15 metres in the past three years are set out as follows:

<b>Vessels</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Local Vessel	2 084	2 123	2 105
Class III Vessels (Fishing vessels) therein	354	350	355

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)036**

**(Question Serial No. 0688)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Local Services  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the berthing and sheltered spaces for local vessels, please advise on:

- (a) the size of the 14 typhoon shelters and sheltered anchorages in Hong Kong and the area of typhoon shelters with permitted length overall of 30.4 metres (m), 50m and 75m respectively over the past three years (2017-18 to 2019-20);
- (b) the respective numbers of fishing vessels, pleasure vessels, cargo vessels, dwelling vessels and vessels of other categories berthing at the 14 typhoon shelters and sheltered anchorages in Hong Kong over the past three years (2017-18 to 2019-20);
- (c) the average occupancy, the highest and lowest occupancy or relevant data of typhoon shelters (please provide information on each individual typhoon shelter and typhoon shelters with permitted length overall of 30.4m, 50m and 75m) and sheltered anchorages for each month over the past three years (2017-18 to 2019-20);
- (d) the expenditure on, staffing for and progress of the relevant work conducted by the Government on the berthing and sheltered spaces for local vessels over the past three years (2017-18 to 2019-20);
- (e) the respective numbers of “overlength endorsement” applications approved by the Government for the 14 typhoon shelters in Hong Kong for each month over the past three years (2017-18 to 2019-20); and
- (f) whether there are any entry restrictions for any types of fishing vessels in various typhoon shelters regarding the berthing and sheltered spaces for local vessels in Hong Kong.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 27)

Reply:



- (a) In the past three years (i.e. 2017-18 to 2019-20), the total area of the 14 gazetted typhoon shelters remained unchanged, i.e. 419 hectares (ha). The areas of typhoon shelters with vessels' permitted length overall of 30.4m, 50m and 75m also remained unchanged in the past three years, at 109.5 ha, 232.9 ha and 76.6 ha respectively. As for sheltered anchorages, the total area remained unchanged at 178.8 ha.
- (b) All local vessels, other than certain exceptions such as vessels carrying dangerous goods and vessels exceeding the permitted length of respective typhoon shelters, may enter and remain in any typhoon shelters at any time. In 2017, 2018 and 2019, the number of dwelling vessels moored at the Causeway Bay Typhoon Shelter remained at four. The Marine Department (MD) does not keep track of the numbers or types of local vessels moored in each typhoon shelter and sheltered anchorage.
- (c) MD does not maintain records of occupancy of typhoon shelters and sheltered anchorages in normal days, but keeps track of the highest occupancy of each typhoon shelter during typhoons to ensure that vessels' demand for sheltered spaces during inclement weather could be met. The highest occupancy of typhoon shelters by class of vessels during typhoons is at **Annex A**.
- (d) With a view to enhancing the utilisation of the existing sheltered spaces, MD is taking forward relevant work on the berthing and sheltered spaces for local vessels. Specifically, MD has set up a new private mooring area in Hei Ling Chau Typhoon Shelter (HLCTS). As at March 2020, we have approved a total of 103 applications for laying private mooring in HLCTS, with 18 private moorings already laid. In addition, through administrative means, MD has designated an area of about 15 ha within the Kwun Tong Typhoon Shelter (KTTS) for the exclusive mooring of non-pleasure vessels. MD will continue to monitor the situation and conduct regular patrols at KTTS to ensure the safe and orderly berthing of vessels.

Relevant work forms part of the normal duties of the staff concerned and is undertaken with existing resources. There is no separate breakdown on the manpower and expenditure involved.

- (e) The number of Permits issued by MD for over-length vessels to enter the 14 typhoon shelters in 2017, 2018 and 2019 are set out at **Annex B**.
- (f) The operating licences of outboard open sampans provide for certain restrictions, including the prohibition to enter typhoon shelters other than the Cheung Chau Typhoon Shelter and the Shuen Wan Typhoon Shelter. In addition, a Glass Reinforced Plastic fishing sampan fitted with petrol outboard engine is confined to entering a typhoon shelter of its home port.

**Table I – Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2017**  
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	<u>Class I</u>			<u>Class II</u>						<u>Class III</u>		<u>Class IV</u> Pleasure Vessel	River Trade Vessel	Gov't Launch	<b>Total</b>	<b>%*</b>
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# <sub>1</sub>	13	47	55	1	35	2	0	88	103	753	0	690	0	12	1799	82%
Causeway Bay TS <sub>1</sub>	0	32	0	0	0	0	0	3	9	45	10	102	0	0	201	45%
Cheung Chau TS <sub>2</sub>	4	4	5	0	6	0	4	6	12	107	55	34	0	4	241	45%
Hei Ling Chau TS <sub>3</sub>	1	3	0	15	0	2	0	0	3	0	0	0	93	3	120	20%
Kwun Tong TS <sub>2</sub>	3	4	0	5	0	1	0	0	10	4	0	25	56	5	113	65%
New Yau Ma Tei TS <sub>2</sub>	22	36	38	106	31	42	0	1	51	27	0	41	51	3	449	95%
Rambler Channel TS <sub>2</sub>	0	6	0	25	4	3	0	0	5	10	0	15	57	2	127	100%
Sam Ka Tsuen TS <sub>1</sub>	0	3	0	0	0	0	0	2	1	6	50	12	0	0	74	40%
Shaukeiwan TS <sub>1</sub>	3	16	0	0	3	0	0	28	12	110	130	40	0	0	342	80%
Shuen Wan TS <sub>1</sub>	0	8	0	0	5	0	0	0	4	30	55	58	0	9	169	56%
To Kwa Wan TS <sub>2</sub>	7	10	0	66	0	25	0	0	12	0	0	8	0	0	128	85%
Tuen Mun TS <sub>2</sub>	0	42	0	140	10	36	6	4	50	233	20	35	19	6	601	100%
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	0	0	7	0	2	9	8%

Note: \* The % refers to the highest percentage of occupancy of each typhoon shelter

# Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: <sub>1</sub> – 30.4 metres, <sub>2</sub> – 50 metres, <sub>3</sub> – 75 metres

**Table II –Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2018**  
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	Class I			Class II						Class III		Class IV Pleasure Vessel	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# <sub>1</sub>	10	63	76	4	71	6	0	87	172	607	0	621	0	20	1737	80%
Causeway Bay TS <sub>1</sub>	2	20	0	2	0	0	0	3	23	102	0	173	0	0	325	50%
Cheung Chau TS <sub>2</sub>	2	4	4	0	3	3	0	6	22	180	40	57	0	5	326	78%
Hei Ling Chau TS <sub>3</sub>	0	2	0	20	0	6	0	0	0	0	0	2	115	1	146	50%
Kwun Tong TS <sub>2</sub>	0	4	0	15	0	0	0	0	17	37	0	101	12	1	187	75%
New Yau Ma Tei TS <sub>2</sub>	18	26	0	189	25	18	0	1	35	58	0	38	42	5	455	96%
Rambler Channel TS <sub>2</sub>	0	5	0	20	9	3	0	0	0	15	0	10	60	1	123	100%
Sam Ka Tsuen TS <sub>1</sub>	0	3	2	0	0	0	0	2	13	75	0	32	0	0	127	90%
Shaukeiwan TS <sub>1</sub>	6	10	0	0	10	2	0	24	25	270	0	222	0	0	569	95%
Shuen Wan TS <sub>1</sub>	0	9	0	0	2	0	0	0	4	14	64	92	0	5	190	55%
To Kwa Wan TS <sub>2</sub>	2	12	0	103	0	3	0	0	24	0	0	4	0	2	150	100%
Tuen Mun TS <sub>2</sub>	0	46	0	140	12	35	2	4	67	220	0	36	20	7	589	100%
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	0	0	6	0	2	8	10%

Note: \* The % refers to the highest percentage of occupancy of each typhoon shelter  
# Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter  
Permitted Length: <sub>1</sub> – 30.4 metres, <sub>2</sub> – 50 metres, <sub>3</sub> – 75 metres

**Table III –Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2019**  
(The figures in the table refer to the highest occupancy of each typhoon shelter)

	Class I			Class II						Class III		Class IV Pleasure Vessel	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS# <sub>1</sub>	5	34	34	2	27	0	0	88	38	448	0	648	0	7	1331	60%
Causeway Bay TS <sub>1</sub>	7	20	0	0	0	0	0	3	5	80	0	201	0	0	316	49%
Cheung Chau TS <sub>2</sub>	5	15	10	0	9	3	2	6	30	110	60	47	0	3	300	45%
Hei Ling Chau TS <sub>3</sub>	4	3	0	14	0	1	0	0	4	0	0	8	0	1	35	10%
Kwun Tong TS <sub>2</sub>	0	3	0	28	0	2	0	0	23	3	0	212	0	2	273	78%
New Yau Ma Tei TS <sub>2</sub>	16	32	0	132	28	38	0	1	20	32	0	106	31	4	440	90%
Rambler Channel TS <sub>2</sub>	0	2	0	14	1	3	0	0	3	12	0	15	33	2	85	67%
Sam Ka Tsuen TS <sub>1</sub>	0	5	0	0	0	0	0	2	8	37	0	17	0	0	69	42%
Shaukeiwan TS <sub>1</sub>	6	12	0	0	1	3	0	24	34	282	0	200	0	0	562	94%
Shuen Wan TS <sub>1</sub>	0	10	0	0	0	0	0	0	4	51	19	52	0	4	140	43%
To Kwa Wan TS <sub>2</sub>	2	9	0	69	0	13	0	0	4	0	0	17	0	3	117	98%
Tuen Mun TS <sub>2</sub>	0	33	0	141	3	33	5	4	24	227	50	37	32	12	601	100%
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	0	0	8	0	2	10	10%

Note: \* The % refers to the highest percentage of occupancy of each typhoon shelter  
# Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter  
Permitted Length: <sub>1</sub> – 30.4 metres, <sub>2</sub> – 50 metres, <sub>3</sub> – 75 metres

**Number of Permits issued for over-length vessels to enter 14 typhoon shelters from 2017 to 2019**

Year	Number of Permits issued for Over-length Vessels											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2017	125	47	66	65	107	75	49	49	49	54	59	70
2018	53	116	56	58	115	63	53	58	52	49	48	60
2019	100	56	53	56	97	65	53	42	45	47	35	45

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)037**

**(Question Serial No. 0704)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Services to Ship  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the initial and periodical safety inspections of locally-licensed and river trade vessels, please advise on:

- (a) the annual numbers of initial and periodical safety inspections required to be carried out (please list out the respective numbers for the four classes of vessels or other types of vessels) in the past three years (2017-18 to 2019-20);
- (b) the annual numbers of initial and periodical safety inspections entrusted to the Government (please list out the respective numbers for the four classes of vessels or other types of vessels) in the past three years (2017-18 to 2019-20);
- (c) the staffing involved in conducting the above safety inspections and the average number of cases handled by each officer annually in the past three years (2017-18 to 2019-20).

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 44)

Reply:

Safety inspections for Class I vessels (i.e. passenger-carrying vessels) and Class II vessels which carry dangerous goods are required to be conducted by either Marine Department (MD) officers or authorised classification societies, while safety inspections of other vessels can be conducted by either MD officers, authorised classification societies or authorised surveyors in the private sector.

- (a)
  - (i) The number of locally-licensed vessels (including river trade vessels) requiring initial safety inspections in the past three years are as follows -

	<b>2017</b>	<b>2018</b>	<b>2019</b>
Class I Vessels	5	3	18
Class II Vessels	124	68	66
Class III Vessels	64	55	73
Class IV Vessels	7	7	4
<b>Total</b>	<b>200</b>	<b>133</b>	<b>161</b>

- (ii) The number of locally-licensed vessels (including river trade vessels) requiring periodical safety inspections in the past three years are as follows -

	<b>2017</b>	<b>2018</b>	<b>2019</b>
Class I Vessels	351	361	351
Class II Vessels	1 589	1 635	1 670
Class III Vessels	1 884	1 382	1 763
Class IV Vessels	68	73	78
<b>Total</b>	<b>3 892</b>	<b>3 451</b>	<b>3 862</b>

(b)

- (i) The number of locally-licensed vessels (including river trade vessels) whose initial safety inspections were conducted by MD in the past three years are as follows -

	<b>2017</b>	<b>2018</b>	<b>2019</b>
Class I Vessels	5	3	16
Class II Vessels	12	9	14
Class III Vessels	8	6	8
Class IV Vessels	7	7	4
<b>Total</b>	<b>32</b>	<b>25</b>	<b>42</b>

- (ii) The number of locally-licensed vessels (including river trade vessels) whose periodical safety inspections were conducted by MD in the past three years are as follows -

	<b>2017</b>	<b>2018</b>	<b>2019</b>
Class I Vessels	351	361	351
Class II Vessels	730	634	573
Class III Vessels	675	365	535
Class IV Vessels	68	73	78
<b>Total</b>	<b>1 824</b>	<b>1 433</b>	<b>1 537</b>

- (c) Safety inspections detailed in the tables in (b) above are conducted by 20 ship surveyors and ship inspectors of the Local Vessels Safety Section of MD. The average number of cases handled by each officer annually is 93 in 2017, 73 in 2018, and 79 in 2019.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)038****(Question Serial No. 0708)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Agnes WONG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the bunkering of fishing vessels under the Merchant Shipping (Local Vessels) (General) Regulation, please advise on:

- (a) the respective numbers of floating marine bunkering points and mobile oil barges in Hong Kong in the past three years (2017-18 to 2019-20);
- (b) the respective changes, if any, of the designated bunkering areas in the past three years (2017-18 to 2019-20); and
- (c) the Government's plan, if any, to establish new designated bunkering areas in the future.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 48)Reply:

(a) &amp; (b)

The respective number of designated bunkering areas within Hong Kong waters and licensed oil carriers in the past three years are set out as follows:

Year (as at year end)	Number of Designated Bunkering Areas	Number of Licensed Oil Carriers
2017	8	161
2018		170
2019		167

(c)

There are currently eight designated bunkering areas within Hong Kong waters for oil carriers to supply bunker to vessels, which are located near the major berthing places for local vessels (including fishing vessels) to suit their needs. The Government has no plan to establish new designated bunkering areas in the near future.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)039**

**(Question Serial No. 0902)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Local Services  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

The passage of Super Typhoon Mangkhut two years ago revealed the problem of insufficient berthing spaces at typhoon shelters and their poor management. Therefore, the maritime industry has requested the Government to increase the number of typhoon shelters to ensure that trading vessels will have sufficient berthing spaces during the passage of typhoons, and to strengthen the management of typhoon shelters and improve typhoon shelter facilities. In 2020-21, the Marine Department (MD) will continue to follow up the recommendations of the review on berthing and sheltered space for local vessels in Hong Kong. Please advise this Committee on the latest progress of the follow-up of the sheltered space review. Before the coming of the summer typhoon season this year, what are the work plan and expenditure involved in enhancing typhoon shelter facilities?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 20)

Reply:

To follow up on the recommendations of the Review on Berthing and Sheltered Spaces for Local Vessels in Hong Kong, MD has set up a new private mooring area in Hei Ling Chau Typhoon Shelter (HLCTS). As at March 2020, we have approved a total of 103 applications for laying private mooring in HLCTS, with 18 private moorings already laid. In addition, through administrative means, MD has designated an area of about 15 hectares within the Kwun Tong Typhoon Shelter for the exclusive mooring of non-pleasure vessels.

The implementation of the above measures forms part of the normal duties of the staff concerned and is undertaken with existing resources. There is no separate breakdown on the manpower and expenditure involved.

With regard to typhoon shelter facilities, MD will reflect the needs of local vessels' trades to relevant works department for consideration.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)040**

**(Question Serial No. 0909)**

Head: (100) Marine Department

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

Programme: (2) Port Services

Controlling Officer: Director of Marine (Agnes WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding cross-boundary ferry passengers, please advise this Committee on the following:

1. Passenger volume of each ferry route for each cross-boundary ferry terminal in the past three years (2017, 2018 and 2019);
2. Since the commissioning of the Hong Kong-Zhuhai-Macao Bridge, the demand for cross-boundary ferry services has dropped. Does the Government have any measures to facilitate the continued development of cross-boundary ferry services;
3. In 2020-21, the Marine Department (MD) will assist the Transport and Housing Bureau (THB) in taking forward the legislative amendments to abolish the embarkation fee for cross-boundary ferry passengers. What are the work progress, expected implementation date and expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 27)

Reply:

1. The yearly passenger throughputs at the three cross-boundary ferry terminals (i.e. Hong Kong - Macau Ferry Terminal, China Ferry Terminal and Tuen Mun Ferry Terminal) for each ferry route in the past three years (2017, 2018 and 2019) are at **Annex**.
2. The Chief Executive announced in her 2019 Policy Address Supplement that the Government would abolish the embarkation fee for cross-boundary ferry passengers as a means to facilitate the continued development of cross-boundary ferry services. Meanwhile, a support measure was announced by the Financial Secretary in August 2019 to waive port facilities and light dues payable by cross-boundary high speed ferries for 12 months from 1 October 2019 to 30 September 2020, providing relief to support operators concerned to counter the current challenging economic environment.

3. MD has been assisting THB in taking forward the legislative amendment exercise to abolish the embarkation fee for cross-boundary ferry passengers. Our target is to submit the relevant amendment regulation to the Legislative Council for negative vetting in Q2 of 2020 for implementation within the same year. The legislative drafting exercise is in progress. The related work forms part of the normal duties of the staff concerned and is undertaken with existing resources.

**Yearly passenger throughputs of the three cross-boundary ferry terminals  
(2017-2019)**

Terminals	Routes	Passenger Throughputs		
		2017	2018	2019
<b>Hong Kong-Macau Ferry Terminal (MFT)</b> <sup>(Note 1)</sup>	MFT – Macau	16 000 548	14 907 412	9 526 034
	MFT – Zhuhai	985 497	1 066 700	438 301
	MFT – Zhongshan	1 275 <sup>(Note 2)</sup>	-	-
	MFT – Shekou	213 307	214 673	161 371
<b>China Ferry Terminal (CFT)</b>	CFT – Macau	4 090 990	3 830 562	2 006 618
	CFT – Zhuhai	823 938	911 287	417 126
	CFT – Zhongshan	997 706	1 045 267	747 636
	CFT – Nansha	186 515	204 216	137 934
	CFT – Shunde	541 640	550 837	266 244
	CFT – Jiangmen	61 030	17 935	35 181
	CFT – Lianhuashan	241 789	206 243	74 148
	CFT – Heshan	40 994	21 303	27 785
	CFT – Doumen	22 956	5 783	8 955
	CFT – Gaoming	34 036	14 306	22 112
<b>Tuen Mun Ferry Terminal (TMFT)</b>	TMFT – Macau	688 221	726 362	517 419
	TMFT – Zhuhai	3 926	5 144	687 <sup>(Note 3)</sup>
	TMFT – Shenzhen Airport	27 <sup>(Note 4)</sup>	-	-

Note 1: Charter service is also available from MFT to Shenzhen Airport although there was no request for such service in the past three years

Note 2: Service suspended since September 2017

Note 3: Service suspended since April 2019

Note 4: Service suspended since July 2017

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)041****(Question Serial No. 0910)**

Head: (100) Marine Department

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

Programme: (2) Port Services

Controlling Officer: Director of Marine (Agnes WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to pilotage service, please advise on:

1. the number of pilots in Hong Kong by age in the past three years (2017, 2018 and 2019);
2. the number of vessels requiring pilotage service in the past three years (2017, 2018 and 2019) with a breakdown by length of vessels; and
3. the estimates involved in the regulation of pilotage service in 2020-21.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 29)

Reply:

1. The number of pilots in Hong Kong breakdown by age in the past three years is as follows -

<b>Age group</b>	<b>as at 31 December 2017</b>	<b>as at 31 December 2018</b>	<b>as at 31 December 2019</b>
≥ 65 to < 68	5	8	11
≥ 55 to < 65	65	66	65
≥ 45 to < 55	23	18	13
≥ 35 to < 45	12	12	14
≥ 25 to < 35	2	2	7
<b>Total</b>	<b>107</b>	<b>106</b>	<b>110</b>

2. The number of vessel-trips requiring pilotage service in the past three years breakdown by length of vessels is as follows -

<b>Length of vessels (m)</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
>350	2 667	2 839	2 426
>300 to ≤ 350	4 551	3 791	3 130
>250 to ≤ 300	9 370	9 264	9 186
>210 to ≤ 250	4 683	4 790	4 616
>180 to ≤ 210	6 855	6 281	6 093
>160 to ≤ 180	9 013	9 373	9 608
≤ 160	11 673	11 207	9 805
<b>Total</b>	<b>48 812</b>	<b>47 545</b>	<b>44 864</b>

3. Regulation of pilotage service forms part of the normal duties of the staff concerned and is undertaken with existing resources. There is no separate breakdown on the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)042**

**(Question Serial No. 2238)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Local Services  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Public Cargo Working Areas (PCWAs) have all along been an integral part of Hong Kong Port (HKP) and the logistics trades, which provide essential support to HKP and maintain its competitiveness. To promote a sustainable development of the cargo handling industry, will the government consider extending the tenancy period of PCWAs' berths to ten years; using cargo throughput of HKP / cargo throughput of PCWAs as indicators of rent adjustment; and relaxing restrictions on the length of vessels berthed and the use of machinery in PCWAs? If yes, what are the details; if no, what are the reasons? What are the estimates for the management work of PCWAs in 2020-21?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 28)

Reply:

To ensure navigation safety inside typhoon shelters, the Merchant Shipping (Local Vessels) (Typhoon Shelters) Regulation (Cap. 548E) stipulates that the permitted length overall of a vessel entering and remaining in the Tuen Mun, New Yaumatei and Rambler Channel typhoon shelters should not be more than 50 metres. Since PCWAs in Tuen Mun, New Yaumatei and Rambler Channel are respectively situated inside the above typhoon shelters, the same length restriction is applicable to vessels berthed in the three PCWAs. For the PCWAs in Chai Wan, Western District and Stonecutters Island, there is no restriction on the length of vessel berthing therein so long as the vessel does not exceed the specified berth length as stated in its berth licence agreement (BLA).

As regards the use of large and heavy machinery in PCWAs, the Marine Department (MD) will consider applications from the operators on a case-by-case basis taking into account safety requirements in operating the relevant machinery such as the floor loading on the ground of the working apron, available space to operate the machinery in the working area, other safety measures proposed to be introduced by the operators, etc.

The existing BLAs of all PCWAs will expire in end July 2021. To prepare for the tender exercise for the next cycle of BLAs, MD will review and consult stakeholders on arrangements related to PCWA operation, including the tenancy period and the rent adjustment criteria.

Management of PCWAs forms part of the normal duties of the staff concerned and is undertaken with existing resources. There is no separate breakdown on the manpower and expenditure involved.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)043**

**(Question Serial No. 1708)**

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:

Under the Matters Requiring Special Attention in 2020-21, the Administration states that it will examine the feasibility of establishing a new department specifically tasked to handle and supervise railway planning and delivery matters. In this connection, please advise this Committee on:

- (1) the manpower and estimated expenditures to be involved in the relevant study project;
- (2) the details of the relevant study project and the expected date for completion; and
- (3) whether the Administration will report to this Committee after completing the study; if so, the details; if not, the reasons.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 21)

Reply:

At the moment, the Railway Development Office of the Highways Department (HyD) provides support to the Transport and Housing Bureau (THB) in the planning and delivery of new railway projects, with the involvement of a number of other departments at different stages. To strengthen the Government's capability in supervising and monitoring the planning and delivery of new railway projects, we are examining the feasibility of establishing a new department specifically tasked to handle these matters. The roles, responsibilities and structure of the new department will be studied in depth. The study will be conducted using existing resources of THB.

In addition to the said in-house study, HyD 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. We will further consider the composition and staffing strength of the new department with reference to the consultancy's recommendations.

If the study confirms the need to establish a new department, we will consult the Legislative Council on the proposal and seek its funding approval, if any, in accordance with established procedures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)044**

**(Question Serial No. 1709)**

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:

Regarding continuing to take forward the detailed planning work for the railway projects, including the Tung Chung Line Extension, the Tuen Mun South Extension and the Northern Link, recommended under the Railway Development Strategy 2014 (RDS-2014), would the Administration advise this Committee on the following:

- (1) What are the expenditures and staffing provision to be involved for the above routes this year?
- (2) What are the timetables for the detailed planning and design of the above routes?
- (3) What is the schedule for launching a public consultation on the above routes? If so, what are the details? If not, what are the reasons?
- (4) Given that the Administration will conduct the Strategic Studies on Railways and Major Roads beyond 2030, what is the expected time for completing all the projects recommended under the RDS-2014? If so, what are the details? If not, what are the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 22)

Reply:

The Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014). MTRCL had submitted proposals for the five railway projects of Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension and North Island Line to the Government. Upon receipt of MTRCL's proposals, relevant bureaux/departments have evaluated the proposals and requested MTRCL to provide additional information and supplement details.

Having examined the proposals submitted by MTRCL and considered the urgency of and the land development potential that may be brought about by these projects, the Government would invite MTRCL to commence the detailed planning and design for the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link in the coming year, so that work on these three railway projects can commence as early as possible. The detailed planning and design of a railway project normally takes three to five years to complete.

Regarding the East Kowloon Line and North Island Line, the Government has offered comments on the proposals submitted by MTRCL and asked MTRCL to improve the technical design of the proposals. MTRCL is considering our comments and exploring feasible options for the design improvement for these two projects. Besides, in response to the Government's invitation in mid-2019 for MTRCL to submit proposals for Hung Shui Kiu Station and the South Island Line (West), MTRCL has commissioned consultancies for carrying out feasibility study of these two projects. Relevant work is still in progress. We expect that MTRCL will submit preliminary proposals for the Government's consideration later this year.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public, including the Legislative Council and the relevant District Councils, in line with established procedures.

The above work is undertaken by the Transport Branch of THB using existing resources.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)045**

**(Question Serial No. 1735)**

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:

Regarding the patronage of the MTR East Rail Line (ERL), would the Government inform this Committee of the following information in the past three years:

- a. the number of times of service disruptions each year and the time of occurrence;
- b. the respective numbers of incidents caused by equipment fault and human factors, and the relevant details;
- c. the number of incidents involving persons falling onto railway each year and the relevant details;
- d. the average frequency of train service during peak and non-peak hours; frequency of through train service;
- e. the design capacity and the actual loading of the ERL;
- f. the design capacity and the actual loading of the various ERL station platforms; and
- g. as a follow-up to the above question, whether there is any plan to expand the platforms and provide more exits? If so, what are the details?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 48)

Reply:

a & b) The number of incidents caused by factors under MTR Corporation Limited (MTRCL)'s control (including equipment failure and human factors) which led to service disruption of eight minutes or above on the East Rail Line (ERL) from 2017 to 2019:

Year	Cause	Number of incidents
2017	Equipment failure	16
	Human factors	2
2018	Equipment failure	18
	Human factors	0
2019	Equipment failure	20
	Human factors	3

c) The numbers of passenger-on-track cases at ERL from 2017 to 2019 are as follows:

Year	Number of passenger-on-track cases
2017	33
2018	47
2019	46

d) The average train frequency<sup>1</sup> of ERL from 2017 to 2019:

Year	Time	Average Train Frequency: East Rail Line# (in minutes)	Average Train Frequency: Through Trains (Runs)
2017 & 2018	Peak hours <sup>^</sup>	2.6 – 12	Run 13 train pairs daily with average headway of around 1~1.5 hours.
	Non-peak hours	3.5 – 14	
2019	Peak hours <sup>^</sup>	2.5 – 12	Run 10 train pairs daily with average headway of around 1.5~2 hours.
	Non-peak hours	3.5 - 14	

1 Similar to that in the past years, this reflects the train frequencies that were operated as scheduled under normal circumstances (discounting cases where train services were disrupted or suspended due to causes outside of MTRCL's control).

<sup>^</sup> Peak hours include the morning and evening peak hours on weekdays and Saturdays.

# Figures for the East Rail Line include frequencies of the different sections of this railway line.

e) Statistics on the carrying capacity and loading of the ERL (per hour per direction during morning peak hours for critical links) from 2017 to 2019 are as follows:

		East Rail Line			
		2017	2018	2019 (Note 1)	
				1 <sup>st</sup> half	2 <sup>nd</sup> half
1	Design capacity (6 ppsm)(a)	101 000	101 000	101 000	101 000
2	Maximum carrying capacity when train frequency is maximised (6 ppsm) (b)	90 000	90 000	90 000	90 000
3	Existing carrying capacity (6 ppsm)(c)	86 200	86 200	86 200	71 200
4	Difference between (a) and (b) (Note 2)	11 000	11 000	11 000	11 000
5	Difference between (b) and (c) (Note 3)	3 800	3 800	3 800	18 800
6	Current patronage (d)	57 800	54 800	53 700	34 500
7	Current loading (1) (6 ppsm) [(d)/(c)] { } critical link	67% { Tai Wai to Kowloon Tong }	64% { Tai Wai to Kowloon Tong }	62% { Tai Wai to Kowloon Tong }	48% { Tai Wai to Kowloon Tong }
8	Current loading (2) (4 ppsm) [(d)/(c)÷71.2% (Note 4) (For the critical links mentioned in item (7))	94%	89%	87%	68%

Note 1 According to information provided by MTRCL, heavy rail service in the second half of 2019 (in particular Q4) were seriously affected by public order events and the vandalism on railway facilities. Passenger throughputs for all lines of heavy rail system in 2019 were lower than that in 2018 which led to decreased loadings. Two sets of data, one set for the first half of 2019 and the other set for the second half of 2019, are presented to give a full picture of the service and loading situation for 2019.

Note 2 Reasons accounting for the difference include: (a) shared tracks on the East Rail Line between local train services and cross-boundary services; and (b) train turnaround times for the East Rail Line and the West Rail Line have lengthened after extension of the West Rail Line to Hung Hom Station in 2009.

Note 3 This is because the service frequency has not yet been increased to the maximum level the signalling system permits.

Note 4 For a typical heavy rail train operating in the urban area, there are 340 seats and 2160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1440, adding up to a total carrying capacity of about 1780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm (the respective percentage for Airport Express is 85%).

f) Overall speaking, the design capacity of station platform relates closely to the carrying capacity of railway lines, which is one of the indicators commonly used for measuring the levels of railway services. In view of the variations of train frequencies and travel patterns of passengers among different stations at different service hours, as well as the dynamic passenger flows at station platforms which may vary from time to time, it is difficult to provide an objective indicator for measuring the actual loading of individual station platform that can truly reflect the actual situation. The information on the carrying capacity and loading of ERL provided in part (e) above is a more useful reference in assessing the overall performance of the Line.

g) MTRCL is committed to providing a comfortable travelling environment to passengers and has continued to invest in station facility enhancements. To enhance passenger flow, MTRCL has decided to provide a new entrance and widen a staircase at the Hung Hom-bound platform at Sheung Shui Station on EAL. The improvement works will be completed by phases. According to the latest estimation, the new staircase in the first phase is anticipated to be completed in the first quarter of 2021 while the rest of the works are expected to be finished in the first half of 2022

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)046**

**(Question Serial No. 2410)**

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:

Would the Administration advise on the progress of delivering railway projects recommended under the Railway Development Strategy 2014 (RDS-2014)? Please list the name of each railway project, the up-to-date progress, the expected completion dates, the construction costs and the relevant consultancy fees.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 38)

Reply:

The Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014), namely (1) Tuen Mun South Extension, (2) Northern Link (and Kwu Tung Station), (3) East Kowloon Line, (4) Tung Chung Line Extension, (5) North Island Line, (6) Hung Shui Kiu Station and (7) South Island Line (West). MTRCL had submitted proposals for the five railway projects of Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension and North Island Line to the Government. Upon receipt of MTRCL's proposals, relevant bureaux/departments have evaluated the proposals and requested MTRCL to provide additional information and supplement details.

Having examined the proposals submitted by MTRCL and considered the urgency of and the land development potential that may be brought about by these projects, the Government would invite MTRCL to commence the detailed planning and design for the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link in the coming year, so that work on these three railway projects can commence as early as possible.

Regarding the East Kowloon Line and North Island Line, the Government has offered comments on the proposals submitted by MTRCL and asked MTRCL to improve the technical design of the proposals. MTRCL is considering our comments and exploring feasible options for the design improvement for these two projects. Besides, in response to the Government's invitation in mid-2019 for MTRCL to submit proposals for Hung Shui Kiu Station and the South Island Line (West), MTRCL has commissioned consultancies for carrying out feasibility study of these two projects. Relevant work is still in progress. We expect that MTRCL will submit preliminary proposals for the Government's consideration later this year.

When the details of a proposed railway scheme, such as the alignment, location of station(s), implementation timetable and construction cost, are available, the Government will consult the public, including the Legislative Council and the relevant District Councils, in line with established procedures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)047**

**(Question Serial No. 2411)**

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:

Regarding the patronage of various MTR railway routes, would the Government inform this Committee of the following information in the past five years:

1. Please set out in tabular form the average frequencies of various train services during peak and non-peak hours; and
2. Please set out in tabular form the carrying capacities and actual loadings of various railway routes per direction in the busiest one hour during the morning peak hours.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 39)

Reply:

Please refer to the tables at the **Annex**.

Average train frequency<sup>1</sup> of the MTR between 2015 and 2019

Year		Kwun Tong Line #	Tsuen Wan Line	Island Line	South Island Line	Tseung Kwan O Line #	Tung Chung Line #	Disney-land Resort Line	Airport Express	East Rail Line #	Ma On Shan Line	West Rail Line	Light Rail*
(in minutes)													
2015	Peak hours <sup>^</sup>	2.1 – 2.5	2 – 2.5	1.9 – 3	N.A.	2.2 – 6.7	4 – 10	4.5 – 5	10	3 – 12	3 – 4	2.9 – 4	3 – 18
	Non-peak hours	2.8 – 5.9	3.1 – 5.5	3.6 – 6	N.A.	4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	4.5 – 8	5 – 7	5 – 23
2016	Peak hours <sup>^</sup>	2.1 – 5 <sup>##</sup>	2 – 2.5	1.9 – 3	3.3 – 4.5 <sup>**</sup>	2.2 – 6.7	4 – 10	4.5 – 5	10	2.6 – 12	3 – 4	2.9 – 4	3 – 18
	Non-peak hours	2.8 – 6.2	3.1 – 5.5	3.6 – 6	4.5 – 6	4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	4.5 – 8	5 – 7	5 – 23
2017	Peak hours <sup>^</sup>	2.1 – 5	2 – 2.5	1.9 – 3	3.3 – 4.5	2.2 – 6.7	4 – 10	4.5 – 5	10	2.6 – 12	3 – 4	2.9 – 4	3 – 18
	Non-peak hours	2.8 – 6.2	2.8 – 5.5	3.1 – 6	4.5 – 6	4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	4.5 – 8	5 – 7	5 – 23
2018	Peak hours <sup>^</sup>	2.1 – 5	2 – 2.5	1.9 – 3	3.3 – 4.5	2.2 – 6.7	3.6 – 10	4.5 – 5	10	2.6 – 12	3 – 4	2.9 – 4	3 – 18
	Non-peak hours	2.8 – 6.2	2.5 – 5.5	3.1 – 6	4.5 – 6	4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	4.5 – 8	5 – 7	5 – 23
2019	Peak hours <sup>^</sup>	2.1 – 5	2 – 2.5	1.9 – 3	3.3 – 4.5	2.2 – 6.7	3.6 – 10	4.5 – 5	10	2.5 – 12	3 – 4	2.9 – 4	4 – 25
	Non-peak hours	2.5 – 6.2	2.5 – 5.5	2.8 – 6	4.5 – 6	4 – 13.8	6 – 12	10	10 – 12	3.5 – 14	4.5 – 8	5 – 7	4 – 25

<sup>1</sup> Similar to that in the past years, this reflects the train frequencies that were operated as scheduled under normal circumstances (discounting cases where train services were disrupted or suspended due to causes outside of MTRCL's control).

- ^ Peak hours include the morning and evening peak hours on weekdays and Saturdays.
- # Figures for the Kwun Tong Line, the Tseung Kwan O Line, the Tung Chung Line and the East Rail Line include frequencies of the different sections of these railway lines. Take the Kwun Tong Line as an example, the train frequencies for the “Tiu Keng Leng to Ho Man Tin” and “Ho Man Tin to Whampoa” sections are different, with “Tiu Keng Leng to Ho Man Tin” section during peak hours in 2016 being 2.1 to 2.5 minutes and the “Ho Man Tin to Whampoa” section being 4.2 to 5 minutes respectively. Therefore, the frequency for the Kwun Tong Line during peak hours in 2016 was 2.1 to 5 minutes as shown in the above table.
- \* The Light Rail comprises 12 routes. The above figures include the average frequencies of the different routes.
- \*\* The South Island Line has opened on 28 December 2016.
- ## The Kwun Tong Line Extension has opened on 23 October 2016.

**Carrying capacities and loading of various railway routes  
per direction in the busiest one hour during the morning peak hours in 2015-2019**

		<b>East Rail Line</b>	<b>West Rail Line</b>	<b>Ma On Shan Line</b>	<b>Tseung Kwan O Line</b>	<b>Island Line</b>	<b>South Island Line</b>	<b>Kwun Tong Line</b>	<b>Tsuen Wan Line</b>	<b>Disney-land Resort Line</b>	<b>Tung Chung Line</b>	<b>Airport Express</b>
2015	Carrying capacity #	86 200	49 200	26 800	67 500	80 000	N/A	71 400	75 000	9 600	37 500	4 800
	Loading*	93%	104%	80%	97%	96%	N/A	92%	102%	32%	85%	47%
2016	Carrying capacity #	86 200	52 200	26 800	67 500	80 000	16 800	71 400	75 000	9 600	37 500	4 800
	Loading*	93%	99%	81%	97%	97%	28%	94%	103%	29%	86%	49%
2017	Carrying capacity #	86 200	56 200	50 900	67 600	80 000	16 800	71 400	75 000	9 600	37 500	4 800
	Loading*	94%	101%	44%	99%	101%	71%	102%	113%	37%	106%	46%
2018	Carrying capacity #	86 200	56 200	53 600	67 600	80 000	16 800	71 400	75 000	9 600	42 500	4 800
	Loading*	89%	101%	41%	100%	101%	77%	101%	113%	38%	95%	48%
2019 <sup>^</sup>	Carrying capacity #	86 200	56 200	53 600	67 600	80 000	16 800	71 400	75 000	9 600	42 500	4 800
	Loading* (1 <sup>st</sup> half of 2019)	87%	99%	41%	98%	98%	75%	97%	107%	38%	94%	46%
	Loading* (2 <sup>nd</sup> half of 2019)	68%	65%	33%	78%	74%	64%	76%	87%	19%	79%	44%

# Carrying capacity is calculated based on 6 ppsm.

\* Loading is calculated based on 4 ppsm.

<sup>^</sup> According to information provided by MTRCL, heavy rail service in the second half of 2019 (in particular Q4) had been seriously affected by public order events and the vandalism on railway facilities. Passenger throughputs for all lines of Heavy Rail system in 2019 were lower than that in 2018 which led to decreased loadings. Two sets of data, one set for the first half of 2019 and the other set for the second half of 2019, are presented to give a full picture of the service and loading situation for 2019.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)048****(Question Serial No. 2413)**

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:

Regarding service disruptions occurred on the MTR lines, please advise on:

1. the number of service disruptions of 31 minutes or above occurred in each of the past five years in tabular form; and
2. the amount of fines in each of the past five years in tabular form.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 41)

Reply:

The relevant information is tabulated in the table below:

<b>Year</b>	<b>Total number of incidents with service disruptions of 31 minutes or above caused by factors under the MTR Corporation Limited (MTRCL)'s control</b>	<b>Total amount of fines (in \$ million)</b>
2019	10	86.5
2018	12	20
2017	10	22.5
2016	8	14.5
2015	8	11

Note: The Service Performance Arrangement was introduced after the review of the Fare Adjustment Mechanism (FAM) in 2013, and was refined after the review of FAM in 2017. MTRCL is required to set aside an amount, ranging from \$1 million to \$15 million (from 2012 to 2017) / \$25 million (from 2017 onwards), for each incident caused by factors under MTRCL's control which lead to railway service disruption of 31 minutes or above. The amount set aside will be returned to passengers through fare concessions.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)049**

**(Question Serial No. 2418)**

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:

The Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) was commissioned on 23 September 2018. Please advise on the following:

1. What are the respective total patronage of short-haul destinations and long-haul destinations in each month since commissioning, and the patronage of the MTR's inter-city railways?
2. What is the ratio of Hong Kong residents and non-Hong Kong residents among the patronage mentioned above?
3. What are the actual income received by the Government since the commissioning of the Hong Kong Section of XRL, and the difference between the actual income and the projected income? Please list the detailed situation in each month.
4. Regarding the difference between the actual income and the projected income, has the Administration conducted a review on the situation and introduced initiatives to narrow the disparities? If so, what are the initiatives?
5. Will the Administration increase the number of destinations? If so, what is the relevant plan?
6. What are respective percentages of passengers purchasing tickets online through MTR's ticketing website, the 12306 website, at the stations and by other means?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 48)

Reply:



(1)

According to the figures provided by the MTR Corporation Limited (MTRCL), the monthly number of tickets sold for all short-haul and long-haul destinations for XRL (for the period since its commissioning up to February 2020) is set out in the table below –

<b>Month and Year</b>	<b>Short-haul</b>	<b>Long-haul</b>
<b>2018</b>		
September 2018	293 700	75 400
October 2018	1 315 200	313 800
November 2018	1 169 100	308 200
December 2018	1 465 700	361 100
<b>2019</b>		
January 2019	1 406 300	307 000
February 2019	1 385 900	353 900
March 2019	1 267 400	289 800
April 2019	1 414 400	355 800
May 2019	1 385 800	290 800
June 2019	1 229 700	264 100
July 2019	1 246 200	379 400
August 2019	837 600	306 000
September 2019	719 800	216 300
October 2019	822 400	244 300
November 2019	842 600	216 500
December 2019	883 100	257 900
<b>2020</b>		
January 2020*	776 900	275 000
February 2020*	0	0

The monthly patronage of Intercity Through Train is as follows:

<b>Intercity Through Train</b>	<b>Patronage</b>
<b>2018</b>	
September 2018	275 000
October 2018	231 000
November 2018	211 000
December 2018	228 000
<b>2019</b>	
January 2019	237 000
February 2019	204 000
March 2019	195 000
April 2019	245 000
May 2019	186 000
June 2019	168 000
July 2019	172 000
August 2019	133 000
September 2019	109 000

October 2019	99 000
November 2019	41 000
December 2019	92 000
<b>2020</b>	
January 2020 *	103 000
February 2020 *	0

\* In view of the measures announced by the Government to contain the COVID-19 outbreak and following discussion with mainland railway authorities, services of XRL (Hong Kong section) and Intercity Through Train have been suspended since 30 January 2020.

(2)

According to figures of the Immigration Department, the monthly numbers and percentages of the total inbound and outbound passengers using the West Kowloon Station of XRL (for the period since the commissioning of XRL up to February 2020) is as follows:

Year/month		Hong Kong residents <sup>Note 1</sup>	Visitors <sup>Note 1</sup>	Total <sup>Note 1</sup>
2018	Sept	126 241 (33.6%)	249 896 (66.4%)	376 137 (100%)
	Oct	438 606 (27.2%)	1 171 134 (72.8%)	1 609 740 (100%)
	Nov	474 582 (32.3%)	993 128 (67.7%)	1 467 710 (100%)
	Dec	608 497 (33.5%)	1 208 005 (66.5%)	1 816 502 (100%)
2019	Jan	415 041 (24.7%)	1 267 233 (75.3%)	1 682 274 (100%)
	Feb	520 373 (29.5%)	1 241 066 (70.5%)	1 761 439 (100%)
	Mar	486 696 (31.7%)	1 046 802 (68.3%)	1 533 498 (100%)
	Apr	717 973 (40.9%)	1 039 551 (59.1%)	1 757 524 (100%)
	May	478 014 (28.8%)	1 179 143 (71.2%)	1 657 157 (100%)
	Jun	492 136 (33.4%)	981 813 (66.6%)	1 473 949 (100%)
	Jul	532 977 (34%)	1 035 855 (66%)	1 568 832 (100%)
	Aug	572 410 (49.1%)	593 913 (50.9%)	1 166 323 (100%)
	Sept	468 986 (51.1%)	448 783 (48.9%)	917 769 (100%)
	Oct	499 894 (48.2%)	538 138 (51.8%)	1 038 032 (100%)
	Nov	641 698 (61.4%)	402 673 (38.6%)	1 044 371 (100%)

	Dec	657 455 (58.1%)	473 805 (41.9%)	1 131 260 (100%)
2020 <sup>Note 2</sup>	Jan	492 662 (50.5%)	483 235 (49.5%)	975 897 (100%)
	Feb	0	0	0

Note 1: The numbers in brackets are the percentages of the respective types of passengers to the total numbers of passengers.

Note 2: Passenger clearance services have been suspended since 30 January 2020.

Note 3: The number of tickets sold for XRL may be different from the total number of inbound and outbound passengers as recorded by the Immigration Department. There are different reasons, including: some passengers who bought tickets in advance cancelled or did not complete the journey, but did not seek for refunds. The number of tickets sold may thus be greater than the number of inbound and outbound passengers. Moreover, passengers can take XRL with a child under the age of 18, who is less than 120 cm tall and does not occupy a seat for free. The number of inbound and outbound passengers may thus be greater than the number of tickets sold.

(3) and (4)

According to the Service Concession Agreement, the concession payment by MTRCL to KCRC is based on the calculation of income of the entire KCRC railway network. i.e., the East Rail Line (which serves Lo Wu and Lok Ma Chau as “cross-border services”), Ma On Shan Line, West Rail Line, Light Rail and connected buses, the Intercity Through Trains and XRL. The total concession payment received by KCRC in 2018 (around \$2.96 billion) increased by about 10% compared with 2017 (about \$2.68 billion). Please note that while the number of passengers of cross-border services and intercity trains has decreased since the commissioning of XRL, the patronage of the overall cross-boundary services (i.e. XRL included) increases, which has an overall positive effect on the concession payment received by KCRC.

However, frequent violent demonstrations have occurred in Hong Kong in the second half of 2019, posing a serious threat to the safety of passengers, MTR staff and the railways. In many cases, MTRCL could not operate its railway services. Moreover, due to the drastic decrease in the overall number of tourists, the number of passengers of XRL has fallen sharply since the second half of 2019. We thus expect that the concession payment received by KCRC in 2019 will decrease as compared with 2018.

(5)

With effect from 10 July 2019, there are 14 additional Mainland destinations with direct train services connected by XRL. The total number of all destinations has increased from 44 (i.e. 6 short-haul and 38 long-haul destinations) during initial commissioning to 58 (i.e. 6 short-haul and 52 long-haul destinations). The additional long-haul destinations, including Chongqing, Nanning, Tianjin, Zhaoqing, Shantou, Foshan, etc., are tourist hotspots welcomed by Hong Kong people. MTRCL will closely monitor the patronage of XRL to understand the needs of passengers and continue to enhance its services. The Government will continue its efforts to liaise with the Mainland authorities to further increase the number of long-haul destinations.

(6)

The respective percentage of passengers purchasing tickets online through the 12306 website, at the station and other channels (e.g. through travel agencies) are as below -

Mainland ticketing system (i.e. www.12306.cn)	MTR	
	West Kowloon Station	Other channels
77%	15%	8%

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)050**

**(Question Serial No. 0975)**

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:

The Government will continue to take forward the detailed planning work for the railway projects recommended under the Railway Development Strategy 2014. In the coming year, the Government will invite the Mass Transit Railway Corporation Limited to commence detailed planning and design for the Tung Chung Line Extension, the Tuen Mun South Extension and the Northern Link, but excluding the South Island Line (West). In this connection, would the Government advise this Committee on its schedule for commencing the planning and design work for the South Island Line (West)?

Asked by: Hon CHAN Kin-por (LegCo internal reference no.: 31)

Reply:

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the Railway Development Strategy 2014 (RDS-2014) have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

In response to the Government's invitation in mid-2019 for the MTR Corporation Limited (MTRCL) to submit a proposal for the South Island Line (West), MTRCL has commissioned a consultancy for carrying out feasibility study of this project. Relevant work is still in progress. We expect that MTRCL will submit a preliminary proposal for the Government's consideration later this year. Upon receipt of the proposal, relevant bureaux/departments will evaluate the proposal and may request MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposal is practically feasible and can bring maximum benefits to the community. A railway project will only be able to proceed to the detailed planning and design stage after resolving the issues identified in the said evaluation process.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)051****(Question Serial No. 2577)**

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:

1. Please provide information on the operation of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) since its commissioning on 23 September 2018 up to 29 February 2020 in the following table:

Destination	Number of tickets sold (average per day)			The highest number of tickets sold		The lowest number of tickets sold	
	Mondays to Thursdays	Fridays to Sundays (including peak periods)	Daily average	Date (Day/ Month/ Year)	Number of tickets sold	Date (Day/ Month/ Year)	Number of tickets sold
Futian							
Shenzhen North							
Guangmingcheng							
Humen							
Qingsheng							
Guangzhou South							
All short-haul destinations							
All long-haul destinations							
Total							

Please provide the patronage figures for the cross-boundary service (i.e. the East Rail Line operating to/from Lo Wu and Lok Ma Chau) and the Intercity Through Train (ITT) before and after the commissioning of XRL for comparison purpose.

	Daily average patronage between January 2018 and August 2018	Daily average patronage between September 2018 and December 2019	Daily average patronage between January 2020 and February 2020
XRL			
Cross boundary service			
ITT			
Total			

Please provide information on the income and expenditure of the transport operations of XRL.

	September 2018 to September 2019	September 2019 to December 2019	January 2020 to February 2020
Income of transport operations			
Expenditure of transport operations			

Please provide the number of enforcement actions taken regarding the West Kowloon Station of XRL.

	September 2018 to September 2019	September 2019 to December 2019	January 2020 to February 2020
Number of cases reported related to the Mainland Port Area			
Number of persons arrested within the Mainland Port Area			
Number of cases reported related to the Hong Kong Port Area			
Number of persons arrested within the Hong Kong Port Area			



Please provide the accident and incident figures of XRL.

	September 2018 to September 2019	September 2019 to December 2019	January 2020 to February 2020
Incidents involving passengers using the lifts or escalators			
Passengers feeling unwell			
Passengers jostling each other			
Accidents involving passengers getting on or off the train compartments			
Incidents involving errors made by MTR staff or outsourced contractors' staff			
Trespassing onto the tracks			

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 22)

Reply:

The number of tickets sold since the commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) on 23 Sep 2018 and up to February 2020\* is as follows:

Destinations	Number of tickets sold (average per day)			The highest number of tickets sold		The lowest number of tickets sold	
	Mondays to Thursdays	Fridays to Sundays (including peak period#)	Daily average	No of tickets sold	Date	No of tickets sold	Date
<b>All short-haul destinations</b>	29 600	41 500	35 200	83 500	7 Feb 2019	10 800	20 Oct 2019
<b>All long-haul destinations</b>	8 200	10 200	9 200	18 000	7 Feb 2019	5 000	20 Oct 2019
<b>Total</b>	37 800	51 700	44 300	101 600	7 Feb 2019	15 800	20 Oct 2019

\*Note: In view of the measures announced by the Government to contain the COVID-19 outbreak and following discussion with mainland railway authorities, services of XRL (Hong Kong Section) and Intercity Through Train have been suspended since 30 January 2020.

# Peak period refers to the days with expected high demand that trains are running on weekend timetable, such as public holidays and the days before and after public holidays.

The patronage figures for the cross-border service (i.e. the East Rail Line operating to/from Lo Wu and Lok Ma Chau) and the Intercity Through Train before and after the commissioning of XRL is as follows:

	<b>Daily average patronage between Jan and August 2018</b>	<b>Daily average patronage between Sep 2018 and December 2019</b>	<b>Daily average patronage between Jan and Feb 2020 Note</b>
<b>XRL</b>	Not Applicable	47 800	17 500
<b>East Rail Line Cross-border Services</b>	325 000	292 900	120 700
<b>Intercity Through Train Services</b>	11 000	5 600	1 700
<b>Total</b>	336 000	346 300	139 900

Note: In view of the measures announced by the Government to contain the COVID-19 outbreak and following discussion with mainland railway authorities, services of XRL (Hong Kong Section) and Intercity Through Train have been suspended since 30 January 2020.

According to the MTR Corporation Limited (MTRCL), the revenue of the transport operations of XRL for 2019 was approximately \$2,098 million. In terms of operating expenses, MTRCL did not break down the figures of various operating expenses. As a listed company, MTRCL discloses the Corporation's financial position in accordance with regulations. For details, please refer to the Corporation's annual report.

The number of enforcement actions taken regarding the West Kowloon Station of XRL is as follows:

	<b>September 2018 to August 2019</b>	<b>September 2019 to December 2019</b>	<b>January 2020 to February 2020</b>
<b>Number of cases reported related to the Mainland Port Area</b> <sup>Note 1</sup>	63	11	3
<b>Number of persons arrested within the Mainland Port Area</b> <sup>Note 2</sup>	Not Applicable	Not Applicable	Not Applicable
<b>Number of cases reported related to the Hong Kong Port Area</b>	537	135	47
<b>Number of persons arrested within the Hong Kong Port Area</b>	74	30	11

Note 1 Only include the reported cases received by the Police Force.

Note 2 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.

The accident/incident figures of XRL is as follows:

	<b>Between Sep 2018 and Aug 2019</b>	<b>Between Sep and Dec 2019</b>	<b>Between Jan and Feb 2020</b>
<b>Accidents for passenger when using lifts/ escalators/ moving walkway</b>	24	0	1
<b>Accidents involving passenger on and off train</b>	1	0	0
<b>Others passenger cases</b>	4	1	0
<b>Passenger trespasser case</b>	0	1	0
<b>Accidents involved railway equipment</b>	0	1	0

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)052****(Question Serial No. 2578)**

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:

1. Please provide information on the utilisation rate of the Hong Kong-Zhuhai-Macao Bridge (HZMB):

Vehicle type	October 2018 to October 2019 (average daily number of vehicles)	October 2019 to December 2019 (average daily number of vehicles)	January 2020 to February 2020 (average daily number of vehicles)
Small passenger vehicle (private car, hire car)			
Large passenger vehicle (cross-boundary coach)			
Shuttle bus			
Container truck			
Ordinary goods vehicle			

2. Please provide information on the operating revenue and cost of the HZMB:

	October 2018 to October 2019	October 2019 to December 2019	January 2020 to February 2020
Operating revenue			
Operating cost			

3. If the operating revenue of the HZMB is not sufficient to cover its cost, how will the governments of Hong Kong, Macao and the Mainland apportion the losses?

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 23)

Reply:

(1)

According to the Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority, the average daily vehicular flow of the HZMB entering / leaving Hong Kong (two ways) since the commissioning of the HZMB is as follows:

Vehicular Type	Average Daily Vehicular Trips		
	October 2018 to October 2019 (Note 1)	October 2019 to December 2019	January 2020 to February 2020 (Note 4)
Private Car <sup>(Note 2)</sup>	2 030	2 470	1 630
Shuttle Bus	1 300	830	480
Cross-boundary Coach	540	360	260
Goods Vehicle <sup>(Note 3)</sup>	220	260	200

**Note:**

(1) The HZMB was commissioned on 24 October 2018.

(2) Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.

(3) Goods vehicles include container trucks.

(4) The figures were affected by the Government's measures to reduce the cross-boundary passenger flow with a view to containing the spread of COVID-19 since end January 2020..

(2) and (3)

The HZMB Main Bridge is situated in Mainland waters. The HZMB Authority was established pursuant to the Mainland laws as a non-profit-making public institution legal person to be responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB Main Bridge as well as collecting tolls from vehicles using the HZMB Main Bridge.

The HZMB Authority operates on a self-financing basis. The income of the Main Bridge (including the tolls) is used by the HZMB Authority to repay the bank loan and meet the expenses of the daily operation and maintenance of the HZMB. The toll income is not received by the Hong Kong Government. It is not appropriate for us to disclose information relating to the income and expenditure of the HZMB unilaterally. The governments of the three places will pay close attention to the operation of the HZMB and viable enhancement proposals, including launching measures to increase the vehicular flow of the HZMB with a view to better utilising the HZMB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)053**

**(Question Serial No. 2607)**

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:

In 2020-21, will the Government comprehensively review the strategy of “according priority to railways” to determine the need for continuous expansion of the railway system? If yes, what are the details and estimated expenditure involved?

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 53)

Reply:

With a dense population and limited road space in Hong Kong, it is a challenge to provide fast and reliable public transport services for millions of passenger trips every day. In 2019, our railway network carries over five million passenger trips every day, accounting for over 40% of the total number of public transport passenger trips. Development of railway network can significantly speed up passenger flows, which cannot be easily achieved by other public transport modes. Other densely populated cities, such as Singapore, Tokyo, Seoul, London and New York, also heavily rely on railways as their mass transit systems.

The development of rail transport can help reduce reliance on road-based transport system, alleviate road traffic congestion and reduce roadside air pollution caused by vehicle emissions. It can also release the development potential of the areas along the railways, conducive to the housing and economic development. The Government will continue to pursue the policy of using railways as the backbone of our passenger transport system on the one hand, and will strive to develop a multi-modal public transport system on the other. In this connection, the Transport Department will continue to closely monitor the provision of public transport services across the territory and work with the public transport operators on improvements whenever necessary to cater for passenger demand. There is no plan to review such policy at this stage.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)054**

**(Question Serial No. 0151)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please list the estimated annual salary expenditures (including non-accountable entertainment allowances) for the Secretary for Transport and Housing, the Under Secretary for Transport and Housing and the Political Assistant to the Secretary for Transport and Housing in 2020-21.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 11)

Reply:

For budgetary purpose, the salary provisions in respect of the positions of the Secretary for Transport and Housing, the Under Secretary for Transport and Housing, and the Political Assistant to Secretary for Transport and Housing in 2020-21 are \$4.18 million, \$3.13 million and \$1.04 million respectively.

There is no estimated expenditure on regularly-paid allowances, job-related allowances and non-accountable entertainment allowance for the above positions in 2020-21.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)055**

**(Question Serial No. 0812)**

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:

Given that the Franchised Taxi Services Bill has yet to be passed, what performance indicators does the Transport and Housing Bureau currently have to assess the effectiveness of the Committee on Taxi Service Quality?

Please list the number of complaints and the reasons for complaints regarding services of taxi drivers received by the Transport Complaints Unit of the Transport Advisory Committee over the past three years.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 45)

Reply:

Established in January 2018, the Committee on Taxi Service Quality (CTSQ) serves as a multi-party platform for discussing strategies and measures to drive change to enhance the service quality of the existing taxi fleet. It advises the Government on various initiatives to enhance the taxi service quality under the existing regulatory regime.

In consultation with CTSQ, the Transport Department (TD) has taken forward a series of measures –

- (i) published and updated the “Hong Kong Taxi Service Standard” and the “Hong Kong Taxi Service Guidelines”, which set out the conduct and performance expected of taxi drivers;
- (ii) launched a series of online training courses for in-service taxi drivers, and an enhanced “Taxi Service Commendation Scheme” to recognise taxi drivers whom provide outstanding service and taxi service management teams so as to enhance the professional image of taxi operators;



- (iii) enhanced its mechanism for handling complaints relating to taxi service, with a view to taking actions against drivers who are the subjects of repeated complaints and assisting the taxi trade in setting up a system for self-monitoring and regulation; and
- (iv) encouraged the trade to leverage on technology to enhance the operational efficiency and service quality, such as setting up or integrating the taxi hailing application platforms.

The Government proposes to introduce franchised taxis under a trial scheme to meet the new demand in the community for personalised and point-to-point public transport services of higher quality with online hailing features. Franchised taxis will be operated through a franchise model. The Government will be able to clearly prescribe the service levels and set service standards of franchised taxis through the franchise terms, which can enable the Government to monitor the operators' performance. If an operator (and its drivers) fails to meet the service levels or standards prescribed under the franchise, the Government will be able to impose penalties on the operator or even revoke the franchise. The Franchised Taxi Services Bill was introduced to Legislative Council in May 2019, which is now under scrutiny by the relevant Bills Committee.

The numbers and nature of complaints and suggestions on taxi services received by the Transport Complaints Unit under the Transport Advisory Committee in the past three years are as follows:

<b>Nature of Complaint/Suggestion</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>(I) Taxi driver malpractice</b>			
(a) Conduct and performance of drivers			
(i) Behaving other than in a civil and orderly manner	1 982	1 798	1 619
(ii) Refusing hire	2 650	2 730	2 346
(iii) Soliciting passengers	7	14	38
(iv) Refusing to drive to destination	445	491	424
(v) Failure to display driver identity plate	58	31	54
(vi) Failure to display driver identity plate properly	3	8	7
(b) Improper driving behaviour	1 651	1 893	3 053
(c) Overcharging	1 754	1 690	4 550
(d) Taximeter irregularities	260	229	179
(e) Failure to take the most direct route	1 656	1 849	1 796
<b>(II) Others</b>			
(a) Taxi obstruction	151	175	138
(b) Miscellaneous <sup>1</sup>	142	92	114
<b>Total</b>	<b>10 759</b>	<b>11 000</b>	<b>10 318</b>

<sup>1</sup> These are mainly related to cleanliness and condition of vehicle and compartment.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)056**

**(Question Serial No. 1835)**

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:

The Transport and Housing Bureau is considering the proposals submitted by the MTR Corporation Limited regarding the Railway Development Strategy 2014. The THB will also examine the feasibility of establishing a new department specifically tasked to handle and supervise railway planning and delivery matters. In view of the numerous flaws in the Shatin to Central Link project of the MTRCL, what factors will be accorded priority when the THB evaluates the feasibility of the Northern Link (and Kwu Tung Station), the Tuen Mun South Extension, the East Kowloon Line, the Tung Chung West Extension (and Tung Chung East Station) and the North Island Line?

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 43)

Reply:

The Transport and Housing Bureau had invited MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014). MTRCL submitted proposals for five of the projects, viz Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension and North Island Line to the Government. Upon receipt of MTRCL's proposals, relevant bureaux/departments have evaluated the proposals and requested MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals in this light.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different

degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)057**

**(Question Serial No. 0581)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

To encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme this year with an injection of \$345 million. Please advise on the following:

1. What are the criteria to be met by eligible third party logistics service providers?
2. What is the scope of the logistics applied technology projects for the relevant small and medium enterprises to make their applications? What are the details of the form of subsidy and the details of the scheme?
3. Each company will receive subsidies to implement up to four projects, subject to a cumulative subsidy ceiling of \$1 million, i.e. only a maximum subsidy of \$250,000 per project. It is learnt that the subsidy scheme is not very attractive to the industry and it cannot help much in facilitating the industry to restructure business operations. Will the Administration proactively consider making adjustments to the subsidy requirements, e.g. reducing the number of projects while increasing the amount of subsidies, or increasing the total amount of subsidy?
4. Has the Administration conducted any macro study on enhancing the content and level of applied technology of the logistics industry in Hong Kong? If so, what are the conclusions and recommendations? What is the expenditure on the relevant study? If not, will the Administration plan to do so in the future?
5. The logistics industry has gradually shifted towards the handling of high-value goods and provision of high value-added services in recent years. Will the Administration proactively study how to further attract more overseas enterprises to set up logistics distribution centres in Hong Kong having regard to market development trends? If so,

what is the specific progress? What is the expenditure on the relevant study? If not, will the Administration conduct the relevant study in the future?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 2)

Reply:

1. to 3. To encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme for third party logistics service providers (the pilot subsidy scheme) this year with an injection of \$345 million.

Each eligible third party logistics service provider will receive subsidies to implement up to four projects which will help enhance their productivity and operation efficiency through adoption of technology, subject to a cumulative subsidy ceiling of \$1 million on a 1:1 matching basis. Examples of projects that may be funded under the pilot subsidy scheme include the adoption of applications, the use of robotics, automation, Artificial Intelligence, or Internet of Things, etc. in supply chain management.

All non-listed enterprises registered in Hong Kong under the Business Registration Ordinance (Cap 310) with substantive business operations in providing third party logistics services in Hong Kong at the time of application are eligible to apply for the scheme. Third party logistics services refer to value-added services provided during the supply chain, such as tracking and tracing, monitoring, inventory management, just-in-time delivery, pick and pack, labelling and so forth.

We are working out the implementation details of the pilot subsidy scheme in consultation with the logistics industry, including, among other things, arrangements of funding allocation, staffing provision, and the appropriate measures to review the effectiveness of the pilot subsidy scheme.

4. & 5. The Government attaches great importance to the continuing development of the logistics industry, in particular, the high value-added third party logistics service. To strengthen Hong Kong's role as the preferred logistics hub in Asia, the Government, as a market facilitator and enabler, is committed to enhancing the content and level of applied technology of the logistics industry in Hong Kong by for example, introducing the pilot subsidy scheme, as well as further attracting more overseas enterprises to set up logistics distribution centres in Hong Kong by providing infrastructure and port enhancement facilities in a timely manner. The Government will give due consideration to any proposed measures that could benefit the development of the logistics industry.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)058**

**(Question Serial No. 0627)**

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:

Under Programme (2), the provision for 2020-21 has seen an increase of 14.1% when compared to the provision for 2019-20. Please advise on the following:

1. The progress of the proposed railway projects under the Railway Development Strategy 2014 (RDS-2014) is slow and the detailed timetables for some railway extensions (e.g. Tung Chung Line Extension) have not been finalised, will the Government allocate additional resources to expedite the progress of study?
2. Currently, the North Lantau Highway is the only connection between Tung Chung and urban areas. Major accidents will lead to serious obstruction. Will the Government utilise resources and commence an assessment to see whether the SkyPier can be opened for public use?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 26)

Reply:

1. The Transport and Housing Bureau (THB) had invited MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014). MTRCL had submitted proposals for the five railway projects of Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension and North Island Line to the Government. Upon receipt of MTRCL's proposals, relevant bureaux/departments have evaluated the proposals and requested MTRCL to provide additional information and supplement details.

Having examined the proposals submitted by MTRCL and considered the urgency of and the land development potential that may be brought about by these projects, the Government would invite MTRCL to commence the detailed planning and design for the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link in the coming year, so that work on these three railway projects can commence as early as possible.

Regarding the East Kowloon Line and North Island Line, the Government has offered comments on the proposals submitted by MTRCL and asked MTRCL to improve the technical design of the proposals. MTRCL is considering our comments and exploring feasible options for the design improvement for these two projects. Besides, in response to the Government's invitation in mid-2019 for MTRCL to submit proposals for Hung Shui Kiu Station and the South Island Line (West), MTRCL has commissioned consultancies for carrying out feasibility study of these two projects. Relevant work is still in progress. We expect that MTRCL will submit preliminary proposals for the Government's consideration later this year.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public, including the Legislative Council and the relevant District Councils, in line with established procedures.

In the last two financial years (2018-20), the Highways Department created 21 professional grade posts and 1 general grade post to strengthen the manpower for implementation of the RDS-2014 projects. We will review the resource requirements as we proceed further with the implementation of these projects, with a view to strengthening the Government's capability in supervising and monitoring the planning and delivery of new railway projects.

2.

Located at the Restricted Area of the airport, the SkyPier provides convenient and speedy ferry services for air-to-sea/sea-to-air transit passengers travelling between Hong Kong and the Pearl River Delta, and demonstrates the Hong Kong International Airport's role as a gateway between the Greater Bay Area and the world. The Airport Authority Hong Kong shall operate the SkyPier in accordance with the Deed of Security signed with the Government and meet the security requirements for transit passengers and baggage. Currently, the SkyPier is not open for use by non-transit passengers, as the SkyPier's capacity is limited and there are already a number of existing public transport services plying between the airport and various districts across the territory.

In case of traffic or railway service disruption in the northern part of Lantau, under the Transport Department (TD), there is a set of contingency plans to cater for the scenarios. In case of serious obstructions on the North Lantau Highway or Lantau Link, MTRCL will strengthen train services on the Airport Express and Tung Chung Line so as to address the passenger demand. In the event that both road links and the railway lines are obstructed, TD will request ferry operators to endeavour to enhance the existing ferry services subject to actual circumstances. Under this circumstance, where necessary and practicable, the Government will also consider using the SkyPier for providing additional emergency ferry services plying between Central Pier and SkyPier as well as between Tuen Mun Ferry Pier and SkyPier.

Moreover, while the North Lantau Highway and the Lantau Link currently form the only land-based route between Tung Chung and the urban areas, upon the commissioning of Tuen Mun – Chek Lap Kok Link Northern Connection in end 2020 at the earliest, the new road will provide an alternative route to the Hong Kong International Airport.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)059**

**(Question Serial No. 2484)**

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:

Regarding the relevant issues of cross-boundary railways, would the Government inform this Committee of the following:

- a. the average monthly patronage and loading of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) since its commissioning and the comparison with its loading of the same period of the previous year;
- b. the average monthly patronage and loading of MTR's cross-boundary service (i.e. the East Rail Line operating to/from Lo Wu and Lok Ma Chau) and the Intercity Through Train (ITT) since the commissioning of the Hong Kong Section of XRL, and the comparison with its loading of the same period of the previous year;
- c. whether the Government will adjust the service frequencies of other cross-boundary train services in the light of the commissioning of the Hong Kong Section of XRL; if not, the reasons; and
- d. the government departments, staffing provision and additional expenditure involved for overseeing the operations of the cross-boundary railways?

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 9)

Reply:

(a)

The West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) was officially commissioned on 23 September 2018. As at the end of February 2020, the monthly total numbers of inbound and outbound passenger at this control point are tabulated as follows:

<b>Year/month</b>		<b>No. of passenger</b>
<b>2018</b>	Sept	376 137
	Oct	1 609 740
	Nov	1 467 710
	Dec	1 816 502
<b>2019</b>	Jan	1 682 274
	Feb	1 761 439
	Mar	1 533 498
	Apr	1 757 524
	May	1 657 157
	Jun	1 473 949
	Jul	1 568 832
	Aug	1 166 323
	Sept	917 769
	Oct	1 038 032
	Nov	1 044 371
	Dec	1 131 260
<b>2020</b> <sup>Note</sup>	Jan	975 897
	Feb	0

Note: In view of the measures announced by the Government to contain the COVID-19 outbreak and following discussion with mainland railway authorities, services of XRL (Hong Kong Section) and Intercity Through Train have been suspended since 30 January 2020.

As regards the loading of trains, for cross-boundary services, particularly long-haul journeys, the loading of trains is difficult to determine and not very meaningful, since passengers may get on and off trains at different intermediate stations. As such, the MTR Corporation Limited (MTRCL) does not keep track of the loading of the trains. On the other hand, the Government and MTRCL will keep track of the patronage change of cross-boundary services to monitor their performance.

(b)

According to information of MTRCL, the monthly patronage of East Rail Line Cross-border Services and ITT services and year-on-year percentage changes is set out in the table below:

<b>Month and year</b>	<b>East Rail Line Cross-border Services (i.e. Lo Wu and Lok Ma Chau Stations)</b>		<b>Intercity Through Train Services</b>	
	<b>Patronage (in '000)</b>	<b>Year-on-year % changes</b>	<b>Patronage (in '000)</b>	<b>Year-on-year % changes</b>
September 2018	9 236	1%	275	-10%
October 2018	9 731	0%	231	-29%

November 2018	9 224	-1%	211	-32%
December 2018	10 283	-3%	228	-34%
January 2019	10 409	6%	237	-29%
February 2019	8 377	-8%	204	-35%
March 2019	9 682	-2%	195	-41%
April 2019	9 931	-3%	245	-34%
May 2019	9 889	3%	186	-41%
June 2019	9 340	0%	168	-44%
July 2019	9 166	-11%	172	-52%
August 2019	7 982	-25%	133	-64%
September 2019	8 012	-13%	109	-61%
October 2019	7 182	-26%	99	-57%
November 2019	5 892	-36%	41	-80%
December 2019	8 318	-19%	92	-60%
*January 2020	7 053	-32%	103	-76%
*February 2020	189	-98%	0	-100%

\*Note: In view of the measures announced by the Government to contain the COVID-19 outbreak and following discussion with mainland railway authorities, services of XRL (Hong Kong Section) and ITT have been suspended since 30 January 2020. Lo Wu Station also serves a small number of local residents, hence the patronage in February 2020 as reported above.

(c)

Since the commissioning of XRL (Hong Kong Section) in September 2018, overall speaking, the number of passengers using various cross-boundary railway services has increased. Some passengers of East Rail Line (EAL) Cross-border services and ITT services have switched to XRL, thus resulting in a decrease in patronage of the relevant services as shown in the table above. Taking into account the forecast of passenger demand, ITT services has been adjusted since 10 July 2019, from 12 pairs (i.e. a total of 24 trains) of ITT services between Hung Hom and Guangzhou East Station to 9 pairs (i.e. a total of 18 trains). With the adjustment of ITT services, MTRCL has also enhanced the EAL services accordingly, resulting in more evenly distributed headway. As XRL and ITT serve different destination, each catering to different passenger needs, it is still necessary to retain ITT services at this stage. In any event, the Government and MTRCL will continue to closely monitor the passenger demands of the respective cross-boundary railway services and make adjustment as appropriate.

(d)

In 2020-21, the Transport Branch of the Transport and Housing Bureau (THB) continues to oversee the operation and management of XRL by MTRCL. The above on-going work will be absorbed by the existing staff resources of the THB.

For the day-to-day monitoring of the operation and service performance of XRL, the Transport Department had created three permanent civil service posts, including one Chief Transport Officer, one Senior Transport Officer and one Transport Officer II. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is \$3.1 million in 2020-21.

With respect to the regulation of railway safety for XRL, the Electrical and Mechanical Services Department had created four permanent civil service posts including one Senior

Electrical and Mechanical Engineer, two Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer, and one Electronics Engineer/Assistant Electronics Engineer. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is \$4.0 million in 2020-21.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)060**

**(Question Serial No. 3067)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in paragraph 96, page 27 of the 2020-21 Budget Speech that the Airport Authority Hong Kong established the Hong Kong International Aviation Academy (HKIAA) in 2016 which has since then provided professional training programmes for over 68 000 participants. In this connection, would the Administration advise this Committee on:

- a. the respective professional fields, durations of study and fees of the relevant professional training programmes;
- b. the types of work, starting salaries and career prospects for the graduates of the relevant professional training programmes; and
- c. whether HKIAA has offered any professional training programmes for pilots; if not, the reasons for not offering the relevant programmes?

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 48)

Reply:

To strengthen Hong Kong's leading position as a major aviation hub in the region, the Airport Authority Hong Kong (AA) established the Hong Kong International Aviation Academy (HKIAA) in 2016 to nurture local and regional air transport management talents. To date, HKIAA has delivered aviation training to over 68 000 persons from Hong Kong, the Mainland and the Asia Pacific region.

- (a) HKIAA currently provides a wide spectrum of about 90 professional courses to support practitioners' skills and knowledge development needs in specific aviation

disciplines. These courses cover airport management and operations, aviation safety and security, air traffic management, aviation services and maintenance engineering. The duration of professional courses ranges from 1 day to 10 days and the course fees vary from approximately \$1,200 to \$21,760 depending on the topics, intensity, duration and academic level. Details of the professional courses can be found on pages 16 to 45 of HKIAA's online course list at [https://aviationacademy.blob.core.windows.net/pdf/HKIAA\\_B5\\_Course\\_List\\_Bilingual\\_All\\_FINAL%20EBOOK.pdf](https://aviationacademy.blob.core.windows.net/pdf/HKIAA_B5_Course_List_Bilingual_All_FINAL%20EBOOK.pdf).

(b) The professional courses offered by HKIAA aim to upskill aviation industry's practitioners and keep them abreast of the latest developments in their respective professional areas. It applies to various aviation job sectors including aircraft engineering, security, customer services, ground handling, aviation catering, ramp and flight operations, cargo & air freight, etc.. As the professional courses are designed for in-service practitioners, most of the participants are existing airport employees and their salary range depends on the employee position, job nature, experience and skill set requirements, etc..

(c) One of the objectives of HKIAA is to coordinate and consolidate efforts among local training institutes and fill the gaps in civil aviation training, yet not compete with existing training institutions. Currently, a few home-base carriers and the Government Flying Services are providing pilot training in Hong Kong, and have been successful in nurturing local civil aviation pilots. Therefore, HKIAA has no plan to provide pilot training for the time being.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)061**

**(Question Serial No. 1617)**

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:

The Hong Kong-Zhuhai-Macao Bridge (HZMB), which was delivered at a cost of \$100 billion, has been commissioned for over a year. However, the vehicular flow of the HZMB is far below the then estimation. It is only around 50% of the Government's lowest estimation. It was anticipated that the vehicular flow upon the commissioning of the HZMB would be lower than the then forecast. Would the Administration advise this Committee of the following:

1. What is the average vehicular flow of each vehicle type in each month since the commissioning of the HZMB? Please set out the details in tabular form.
2. What are the number of parking spaces provided by car parks and their locations in the boundary crossing facilities of the HZMB of the three sides? Please provide the details by type of parking space.
3. In order to increase the vehicular flow, the Administration has increased the number of cross-boundary vehicle quota for travelling between Hong Kong and Macao. The Guangdong Municipal Government has also announced "A 3-year Action Plan for Building the Guangdong-Hong Kong-Macao Greater Bay Area (2018-2020)", which mentions the study on formulating a full open policy for private cars of Hong Kong and Macao entering and leaving the Mainland via the Zhuhai Port of the HZMB. What is the progress of the relevant plan at this stage?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 34)

Reply:

(1)

According to the Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority, the monthly vehicular flow of the HZMB entering / leaving Hong Kong (two-way) by vehicle type since the commissioning of the HZMB is as follows:

Year	Month (Note 1)	Private Car (Note 2)	Shuttle Bus	Coach	Goods Vehicle (Note 3)	Total Monthly Vehicular Flow
2018	Nov	32 597	43 871	24 588	3 371	104 427
	Dec	45 073	45 485	23 142	5 302	119 002
2019	Jan	44 863	36 981	16 803	7 020	105 667
	Feb	55 117	38 763	17 435	3 429	114 744
	Mar	60 954	43 272	16 200	8 407	128 833
	Apr	68 921	48 026	17 515	7 831	142 293
	May	79 217	46 355	15 562	7 412	148 546
	Jun	72 448	41 423	14 580	7 362	135 813
	Jul	75 220	43 213	14 426	8 271	141 130
	Aug	72 701	36 844	14 609	8 081	132 235
	Sep	65 838	26 149	12 014	7 918	111 919
	Oct	78 290	26 426	10 855	7 740	123 311
	Nov	71 447	23 081	9 505	7 648	111 681
	Dec	77 530	26 973	12 379	8 060	124 942
2020	Jan	72 441	21 850	12 396	6 897	113 584
	Feb (Note 4)	25 152	7 098	3 260	5 278	40 788

**Note:**

- (1) The HZMB was commissioned on 24 October 2018. Since the vehicular flow figures for October 2018 only cover eight days (i.e. 24-31 October), such figures are not included in the above table.
- (2) Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.
- (3) Goods vehicles include container trucks.
- (4) The figures were affected by the Government's measures to reduce the cross-boundary passenger flow with a view to containing the spread of COVID-19 since end January 2020.

(2)

The governments of Hong Kong, Mainland and Macao are responsible for the design and construction of their respective Ports of the HZMB. In planning the transport facilities at the Hong Kong Port, the Government expected and indeed encouraged most travellers of the HZMB to use public transport (including franchised bus, green minibus, taxi and non-franchised bus) to travel to the Hong Kong Port. As regards the use of private vehicles, there are five public car parks located in the non-closed area adjacent to the passenger clearance building for local use. The car parks provide a total of 733 parking spaces, including 661 parking spaces for private cars, 12 parking spaces for the disabled, 25 parking spaces for motorcycles, 14 parking spaces for light goods vehicles and 21 parking spaces for out-of-service taxis.

According to the available information, there are local car parks at the Zhuhai Port and Macao Port of the HZMB. The local car park at the Zhuhai Port provides about 1 400 parking spaces for private cars, whilst the local car park at the Macao Port offers a total of 5 143 parking spaces, including 3 089 parking spaces for private cars and 2 054 parking



spaces for heavy and light motorcycles. There is also an inbound car park at the Macao Port providing about 3 000 parking spaces for Hong Kong cross-boundary private cars.

(3)

The governments of Hong Kong, Guangdong and Macao would take into account the capacity of the control points concerned and respective connecting roads, and continue to work closely to press ahead various new cross-boundary transport measures for better utilising the HZMB with a view to further promoting the development of the Greater Bay Area.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)062**

**(Question Serial No. 2851)**

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:

The Government originally planned to consult the public on the details, such as detailed alignment, locations of stations, cost estimate of the Tuen Mun South Extension and the Northern Link in 2018, but nothing has been mentioned about these matters in this year's Budget. To facilitate the next stage of railway development, the Government should take forward the new railway projects under the Railway Development Strategy 2014 in an orderly manner. In this connection, would the Government inform this Committee of the following:

1. What is the latest progress of the detailed planning work for the Tuen Mun South Extension of the West Rail Line? Is the progress of the planning work on schedule? When will a public consultation be conducted?
2. When will the location of the terminus of the Tuen Mun South Extension be announced?
3. In addition, what is the progress of the detailed planning work for the Northern Link? Is the progress of the planning work on schedule? Can the project be completed and commissioned as scheduled?
4. Will the MTR Corporation Limited (MTRCL) consider providing free Wi-Fi service on all trains in Hong Kong in the future to enable the public to use the free Wi-Fi service provided by MTRCL when travelling on trains?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 32)

Reply:

(1) to (3)

The Transport and Housing Bureau had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014). MTRCL submitted proposals for five of the projects, viz Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension and North Island Line to the Government. Upon receipt of MTRCL's proposals, relevant bureaux/departments have evaluated the proposals and requested MTRCL to provide additional information and supplement details.

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. The new railway projects proposed in the RDS-2014 have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects set out in the Strategy will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects. Therefore, the indicative implementation windows recommended in the RDS-2014 may be adjusted having regard to any change in circumstances.

Having examined the proposals submitted by MTRCL and considered the urgency of and the land development potential that may be brought about by these projects, the Government would invite MTRCL to commence the detailed planning and design for the Tuen Mun South Extension and the Northern Link in the coming year, so that work on these two railway projects can commence as early as possible.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public, including the Legislative Council and the relevant District Councils, in line with established procedures.

(4)

MTRCL is committed to providing various value-added services to passengers. Free Wi-Fi hotspots are currently provided at 93 MTR heavy rail stations. Passengers can also enjoy free Wi-Fi services at Hong Kong West Kowloon Station, and in-train along the Vibrant Express of High Speed Rail and the Airport Express. MTRCL will keep monitoring the usage of the services and review the service provision from time to time.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)063**

**(Question Serial No. 2852)**

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:

Over the past nine-odd months, all of the MTR stations have become the hotspots for rioters' vandalism. Apart from vandalism, someone even advocated the "unco-operative movement" to disrupt the train operation through various means. Recently, suspected explosives were still repeatedly left inside the areas of MTR stations, seriously affecting the safety of passengers and interrupting the operation of MTR. In this connection, would the Government advise this Committee on the following:

1. What are the total expenditure and manpower to be involved in the restoration works of the MTR Corporation Limited (MTRCL)?
2. Does MTRCL have any counter-measures to avoid any one of the MTR stations being seriously vandalised by black-clad rioters again in the future?
3. Has MTRCL communicated with the Police in a timely manner in the face of the rioters' storming in order to assist the Police in formulating suitable strategies to tackle the rioters' acts of vandalism?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 33)

Reply:

The continuous large-scale public order events (POEs) taking place since June last year have had an unprecedented impact on the services of the MTR. Since August last year, with violent confrontations escalating, the MTR network, including various railway lines and many station facilities were heavily vandalised, causing significant damage to MTR property and posing serious threat to the safety of MTR passengers, staff and the railways.

According to the estimation as at December 2019, MTRCL shall incur an expenditure of about \$600 million for recovering vandalised facilities<sup>1</sup>.

In respect of MTRCL manpower, as many facilities have been repeatedly vandalised, the maintenance team of MTRCL has to carry out overnight repair work. Contractors are engaged while maintenance workers are also redeployed from other departments of MTRCL through flexible arrangement to assist in the repair work in order to expedite the progress. The frontline station staff and maintenance staff have been overstretched owing to numerous acts of vandalism and nuisance. Besides, MTRCL was concerned about the violent incidents and the rampant fare evasion inside MTR stations. Hence, a Special By-laws Enforcement Team was set up in end 2019 to help enforce the MTR By-Laws. More professional security personnel, from initially 100 to currently around 1 000, have also been arranged to provide additional support at MTR stations to ensure the safety of the passengers and the staff. In the light of public order events last year, MTRCL has strengthened its manpower inside stations and platforms to, inter alia, manage passenger flow, maintain station order and assist in station operations. MTRCL will deploy relevant staff as appropriate upon risk assessment and the actual operational needs.

In addition to engaging additional station security staff and related manpower, in response to the requests of the Government, MTRCL has put in place a series of measures to cope with possible scenarios, including conducting risk assessment on railway stations, facilities and operations, reviewing the current station design and contingency plan and arrangements, making improvement and carrying out drills as necessary. This is to minimise the possible impact of POEs on railway safety.

The primary role and responsibility of MTRCL is to provide safe and proper railway services for passengers. That said, in order for MTRCL to provide railway services, the railway itself should first and foremost be able to operate safely. MTRCL and relevant government departments (including the Transport and Housing Bureau, the Transport Department and the Police) will continue to maintain close liaison, closely monitoring the situation and conducting risk assessment in order to adopt suitable operational arrangement and safety measures, to protect the safety of passengers, staff and the railway.

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<sup>1</sup> Not yet taking into account the repairing cost for serious destruction and damage of University Station at East Rail Line, exit A1 of Tsim Sha Tsui Station as well as two seriously burned trains.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)064**

**(Question Serial No. 0359)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

To encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme this year with an injection of \$345 million. Each eligible third party logistics service provider will receive subsidies to implement up to four projects, subject to a cumulative subsidy ceiling of \$1 million. The scheme is expected to benefit about 300 companies. Would the Government advise on the following:

- 1) What are the specific content of the pilot scheme and the applicants' eligibility?
- 2) Are there any specific measures for evaluating value for money to ensure the proper use of subsidies?
- 3) Is there any plan to put in place a mechanism for regular review?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 1)

Reply:

- 1) To encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme for third party logistics service providers (the pilot subsidy scheme) this year with an injection of \$345 million.

Each eligible third party logistics service provider will receive subsidies to implement up to four projects which will help enhance their productivity and operation efficiency through adoption of technology, subject to a cumulative subsidy ceiling of \$1 million on a 1:1 matching basis. Examples of projects that may be funded under the pilot subsidy scheme include the adoption of

applications, the use of robotics, automation, Artificial Intelligence, or Internet of Things, etc. in supply chain management.

All non-listed enterprises registered in Hong Kong under the Business Registration Ordinance (Cap 310) with substantive business operations in providing third party logistics services in Hong Kong at the time of application are eligible to apply for the scheme. Third party logistics services refer to value-added services provided during the supply chain, such as tracking and tracing, monitoring, inventory management, just-in-time delivery, pick and pack, labelling and so forth.

- 2) & 3) We are working out the implementation details of the pilot subsidy scheme in consultation with the logistics industry. Consideration will be given to appropriate measures to ensure the proper use of subsidies, such as the requirement to complete the project within a specified period, as well as the mechanism to review the effectiveness of the pilot subsidy scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)065**

**(Question Serial No. 0360)**

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:

During 2020-21, the Transport Branch (TB) will examine the feasibility of establishing a new department specifically tasked to handle and supervise railway planning and delivery matters. Would the Administration advise on the following:

- 1) What are the specific plans for the aforesaid "feasibility" study? What is the financial commitment of the study?
- 2) What is Administration's blueprint for the proposed new department? Is there any timetable?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 2)

Reply:

At the moment, the Railway Development Office of the Highways Department provides support to the Transport and Housing Bureau (THB) in the planning and delivery of new railway projects, with the involvement of a number of other departments at different stages. To strengthen the Government's capability in supervising and monitoring the planning and delivery of new railway projects, we are examining the feasibility of establishing a new department specifically tasked to handle these matters. The roles, responsibilities and structure of the new department will be studied in depth. The study will be conducted using existing resources of THB.

In addition to the said in-house study, 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. We will further consider the composition and staffing strength of the new department with reference to the consultancy's recommendations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)066**

**(Question Serial No. 0387)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

To encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme this year with an injection of \$345 million. Would the Administration advise this Committee on the following:

- What are the details of this scheme (including the specific arrangements for allocation of funding, the staffing provision, the way to define eligible third party logistics service providers, etc.)?
- What is the subsidy ceiling for the projects to be approved?
- Are there any performance indicators set for the scheme to review whether the expected objectives have been achieved with the subsidies? If so, what are the details? If not, what are the reasons?
- Is there any mechanism put in place to objectively measure the effectiveness brought about by the funding?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 42)

Reply:

To encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme for third party logistics service providers (the pilot subsidy scheme) this year with an injection of \$345 million.

Each eligible third party logistics service provider will receive subsidies to implement up to four projects which will help enhance their productivity and operation efficiency through adoption of technology, subject to a cumulative subsidy ceiling of \$1 million on a 1:1 matching basis. Examples of projects that may be funded under the pilot subsidy scheme

include the adoption of applications, the use of robotics, automation, Artificial Intelligence, or Internet of Things, etc. in supply chain management.

All non-listed enterprises registered in Hong Kong under the Business Registration Ordinance (Cap 310) with substantive business operations in providing third party logistics services in Hong Kong at the time of application are eligible to apply for the scheme. Third party logistics services refer to value-added services provided during the supply chain, such as tracking and tracing, monitoring, inventory management, just-in-time delivery, pick and pack, labelling and so forth.

We are working out the implementation details of the pilot subsidy scheme in consultation with the logistics industry, including, among other things, arrangements of funding allocation, staffing provision, and appropriate measures to review the effectiveness of the pilot subsidy scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)067**

**(Question Serial No. 3128)**

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:

The Transport Department (TD) has been actively promoting the policy of using “railways as backbone”. In this connection, will TD inform this Committee of:

1. the loading of each of the heavy rail lines during peak hours in the past five years; and
2. the loading of each of the light rail routes during peak hours in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 24)

Reply:

- (1) The loading of each of the heavy rail lines during peak hours in the past five years is tabulated in the table at **Annex**.
- (2) The loading of each of the light rail routes during peak hours in the past five years is tabulated in the table below:

Light Rail route	Passenger loading of the busiest section in the morning in			
	2018	2017	2016	2015
505	84%	78%	74%	94%
507	79%	89%	83%	93%
610	91%	69%	85%	88%
614 (Note)	81%	67%	69%	80%
614P				
615(Note)	90%	87%	80%	85%
615P				
705	73%	78%	87%	69%
706	74%	78%	91%	75%
751	81%	92%	96%	74%
751P	68%	83%	78%	77%
761P	81%	76%	81%	83%
<b>Average loading</b>	<b>81%</b>	<b>80%</b>	<b>82%</b>	<b>82%</b>

Note: The figures show the average loading of Route 614/614P and Route 615/615P. The MTR Corporation Limited (MTRCL) indicated that the alignments of Routes 614 and 614P and Routes 615 and 615P overlap completely in Tuen Mun District, but Routes 614P and 615P only operate between Tuen Mun Ferry Pier and Siu Hong Station, while Routes 614 and 615 provide cross-district services to Yuen Long after observing Siu Hong Station (yet, the busiest sections of these two routes are normally located along the sections overlapping with 614P and 615P in Tuen Mun District). For passengers travelling within Tuen Mun District, it makes no difference to take Route 614 or 614P or to take Route 615 or 615P, and they can choose any one of the two routes for access to their destinations. Therefore, using average loading of the above four Light Rail routes can more accurately reflect the actual situation.

Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. Instead, MTRCL assesses the loading of Light Rail Vehicles by on-site observation and surveys. Conventionally, MTRCL conducted such on-site observation and surveys in November every year, a typical month with full working days with no public holidays except Sundays, hence better reflecting commuters' travel pattern. As light rail service in the second half of 2019 (in particular Q4) were seriously affected by public order events, the vandalism on railway facilities and Light Rail Vehicles, MTRCL was unable to conduct on-site observation and surveys and obtain the loading data of individual Light Rail routes that could be compared with those from the surveys in the previous years.

**Loading of the Heavy Rail System (per hour per direction during morning peak hours for critical links) for 2015-2019**  
**(per hour per direction during morning peak hours for critical links / calculated based of a density level of 4ppsm)**

	East Rail Line	West Rail Line	Ma On Shan Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tung Chung Line	Airport Express
2015	93% {Tai Wai to Kowloon Tong}	104% {Kam Sheung Road to Tsuen Wan West}	80% {Che Kung Temple to Tai Wai}	97% {Yau Tong to Quarry Bay}	96% {Tin Hau to Causeway Bay}	--	92% {Shek Kip Mei to Prince Edward}	102% {Tsim Sha Tsui to Admiralty}	32% {Sunny Bay to Disneyland}	85% {Olympic to Kowloon}	47% {Tsing Yi to Airport}
2016	93% {Tai Wai to Kowloon Tong}	99% {Kam Sheung Road to Tsuen Wan West}	81% {Che Kung Temple to Tai Wai}	97% {Yau Tong to Quarry Bay}	97% {Tin Hau to Causeway Bay}	28% {Ocean Park to Admiralty}	94% {Shek Kip Mei to Prince Edward}	103% {Tsim Sha Tsui to Admiralty}	29% {Sunny Bay to Disneyland}	86% {Olympic to Kowloon}	49% {Tsing Yi to Airport}
2017	94% {Tai Wai to Kowloon Tong}	101% {Kam Sheung Road to Tsuen Wan West}	44% {Che Kung Temple to Tai Wai}	99% {Yau Tong to Quarry Bay}	101% {Tin Hau to Causeway Bay}	71% {Ocean Park to Admiralty}	102% {Shek Kip Mei to Prince Edward}	113% {Yau Ma Tei to Jordon}	37% {Sunny Bay to Disneyland}	106% {Olympic to Kowloon}	46% {Tsing Yi to Airport}
2018	89% {Tai Wai to Kowloon Tong}	101% {Kam Sheung Road to Tsuen Wan West}	41% {Che Kung Temple to Tai Wai}	100% {Yau Tong to Quarry Bay}	101% {Tin Hau to Causeway Bay}	77% {Ocean Park to Admiralty}	101% {Shek Kip Mei to Prince Edward}	113% {Yau Ma Tei to Jordon}	38% {Sunny Bay to Disneyland}	95% {Olympic to Kowloon}	48% {Tsing Yi to Airport}

2019#											
1 <sup>st</sup> half of 2019	87% {Tai Wai to Kowloon Tong}	99% {Kam Sheung Road to Tsuen Wan West}	41% {Che Kung Temple to Tai Wai}	98% {Yau Tong to Quarry Bay}	98% {Tin Hau to Causeway Bay}	75% {Ocean Park to Admiralty}	97% {Shek Kip Mei to Prince Edward}	107% {Yau Ma Tei to Jordan}	38% {Sunny Bay to Disneyland}	94% {Kowloon to Hong Kong}	46% {Tsing Yi to Airport}
2 <sup>nd</sup> half of 2019	68%	65%	33%	78%	74%	64%	76%	87%	19%	79% {Olympic to Kowloon}	44%

#Remarks:

According to information provided by MTRCL, heavy rail service in the second half of 2019 (in particular Q4) were seriously affected by public order events and the vandalism on railway facilities. Passenger throughputs for all lines of Heavy Rail system in 2019 (Item 6) were lower than that in 2018 which led to decreased loadings (Item 7 and 8). Two sets of data, one set for the first half of 2019 and the other set for the second half of 2019, are presented to give a full picture of the service and loading situation for 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)068**

**(Question Serial No. 3140)**

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:

Following the commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), would the Administration advise this Committee on:

(A) The final total construction cost of the Hong Kong Section of XRL, the amount payable by the Hong Kong Government, the amount and percentage of overrun compared to the original estimate;

(B) the monthly breakdowns of:

- (1) the average passenger traffic, the highest passenger traffic and the lowest passenger traffic;
- (2) the average daily patronage on weekdays;
- (3) the average daily patronage on holidays;
- (4) the estimated average daily patronage on weekdays in 2009;
- (5) the estimated average daily patronage on holidays in 2009;
- (6) the estimated average daily patronage on weekdays in 2015;
- (7) the estimated average daily patronage on holidays in 2015;
- (8) the estimated average daily patronage on weekdays in 2018;
- (9) the estimated average daily patronage on holidays in 2018;

(C) the percentage deviation of the actual patronage from the estimated patronage of the Hong Kong Section of XRL; the ratios of bearing the risk or sharing the return between the Government, the Kowloon-Canton Railway Corporation (KCRC) and the MTR Corporation Limited (MTRCL) based on the current estimated patronage and in accordance with the Supplemental Service Concession Agreement; and

(D) the reasons for deviation of the actual patronage from the estimated patronage; and



(E) the measures the Administration has in place to boost patronage of the Hong Kong Section of of XRL.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 36)

Reply:

(A)

The subhead, project titles, increase in approved project estimates (APE) in 2016, and revised APE in 2016 of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project are tabulated below:

<b>Subhead</b>	<b>Project Title</b>	<b>Increase in APE in 2016 (\$ million)</b>	<b>Revised APE in 2016 (\$ million)</b>
6053TR	XRL – construction of railway works	15,387.5 (approved by the Finance Committee on 11 March 2016)	70,405 (in MOD prices)
6057TR	XRL – construction of non-railway works	4,215 (approved by the Finance Committee on 11 March 2016)	16,015 (in MOD prices)

As at end December 2019, the total expenditure of XRL project under the two public works project items (i.e. 6053TR and 6057TR) is about \$82.5 billion, which is lower than the revised APE of \$86.42 billion.

(B) (1) – (3)

The West Kowloon Station of XRL was officially commissioned on 23 September 2018. As at the end of February 2020, the monthly total number of inbound and outbound passenger at this control point are tabulated as follows:

<b>Year/month</b>	<b>No. of passenger</b>	
<b>2018</b>	<b>Sept</b>	376 137
	<b>Oct</b>	1 609 740
	<b>Nov</b>	1 467 710
	<b>Dec</b>	1 816 502
<b>2019</b>	<b>Jan</b>	1 682 274
	<b>Feb</b>	1 761 439
	<b>Mar</b>	1 533 498
	<b>Apr</b>	1 757 524
	<b>May</b>	1 657 157
	<b>Jun</b>	1 473 949
	<b>Jul</b>	1 568 832

	<b>Aug</b>	1 166 323
	<b>Sept</b>	917 769
	<b>Oct</b>	1 038 032
	<b>Nov</b>	1 044 371
	<b>Dec</b>	1 131 260
<b>2020</b> <sup>Note</sup>	<b>Jan</b>	975 897
	<b>Feb</b>	0

Note: In view of the measures announced by the Government to contain the COVID-19 outbreak and following discussion with mainland railway authorities, services of XRL (Hong Kong section) and Intercity Through Train have been suspended since 30 January 2020.

As at the end of February 2020, the daily average numbers of inbound and outbound passenger at the West Kowloon Station of XRL on weekday (Monday to Friday) and weekend and public holiday (Saturday to Sunday and public holiday) are tabulated as follows:

<b>Year/month</b>		<b>Daily average of No. of passenger</b>	
		<b>Weekday</b>	<b>Weekend and Public Holiday</b>
<b>2018</b>	Sept	40 256	53 781
	Oct	46 812	62 673
	Nov	42 336	67 052
	Dec	49 551	72 922
<b>2019</b>	Jan	47 623	70 510
	Feb	52 721	78 656
	Mar	41 998	65 157
	Apr	49 353	74 534
	May	46 193	68 715
	Jun	40 696	63 708
	Jul	46 868	59 754
	Aug	36 405	40 606
	Sept	29 690	32 701
	Oct	33 140	34 211
	Nov	35 084	34 181
	Dec	34 720	39 716
<b>2020</b> <sup>Note</sup>	Jan	35 893	29 985
	Feb	0	0

Note: In view of the measures announced by the Government to contain the COVID-19 outbreak and following discussion with mainland railway authorities, services of XRL (Hong Kong section) and Intercity Through Train have been suspended since 30 January 2020.

(B) (4) – (9)

In 2009, the Government estimated that the average daily patronage forecast in the first year of operation would be 99 000 (comprising 84 000 short-haul patrons and 15 000 long-haul patrons); in 2015, the estimated average daily patronage forecast was updated to 109 200 (90 600 short-haul and 18 600 long-haul patrons). In 2018, the Government further updated the estimated average daily patronage forecast as follows, with breakdowns on weekdays and weekends as well as peak periods, as follows –

Train Services	Daily Patronage Forecast			
	Mondays to Thursdays	Fridays, Saturdays and Sundays	Peak Periods	Average
<b>Short-haul</b>	<b>60 100</b>	<b>64 700</b>	<b>74 700</b>	<b>66 400</b>
Futian	35 100	37 700	43 600	38 700
Shenzhen North	7 400	8 000	9 200	8 200
Humen	3 100	3 400	3 900	3 500
Guangzhou South	14 500	15 600	18 000	16 000
<b>Long-haul</b>	<b>12 400</b>	<b>13 400</b>	<b>15 400</b>	<b>13 700</b>
<b>Total</b>	<b>72 500</b>	<b>78 100</b>	<b>90 100</b>	<b>80 100</b>

Note: The average daily patronage forecast has taken into account the different train schedules on weekdays, weekends and peak periods.

The Government conducted forecast on the above estimated daily patronage following the same transport model, with inputs of the latest available demographic and socio-economic data (such as growth in population and gross domestic product in Guangdong Province and Hong Kong) and considering the latest planning data and development of Hong Kong (including road and railway network data and public transport data) in 2009, 2015 and 2018. In particular, as XRL train frequency and fare level was not confirmed back in 2009 and 2015, the forecast conducted back then were subject to the then assumptions in the early planning stages. In 2018, the patronage forecast was updated based on the actual train frequency as agreed with the China State Railway Group.

(C) to (E)

As explained above, there were constraints in making the estimated patronage, particularly in the earlier years in 2009 and 2015. In any event, the patronage of XRL has been increasing progressively since its commencement of operation (except in the second half of 2019 where patronage was affected by the dominance of public order events in Hong Kong), bringing in stable fare revenues to MTRCL. As explained in detail when the operating arrangements for XRL was announced on 23 August 2018, since XRL is a brand new cross-boundary transport mode, for the purpose of ensuring the financial stability of the operation of XRL, the Government, KCRC and MTRCL have adopted a more prudent daily patronage forecast for XRL in the business case (including the “Patronage Cap-and-Collar Mechanism”, under which KCRC and MTRCL would share the risk and return when the actual patronage for a year deviates from the projected patronage for more than 15%) for the Supplemental Service Concession Agreement than the Government’s earlier forecast (i.e. the aforesaid average daily patronage of 80 100 at the initial commissioning stage). In

2018 and 2019, the patronage never touched the lower limit under the “Patronage Cap-and-Collar Mechanism”, therefore neither the Government nor KCRC have had to make any payment to MTRCL in this regard. As KCRC and MTRCL operate on commercial principles, we are unable to further release the more prudent patronage forecast adopted in the “Patronage Cap-and-Collar Mechanism”.

With effect from 10 July 2019, there are 14 additional Mainland destinations with direct train services connected by XRL. The total number of all destinations has increased from 44 (i.e. 6 short-haul and 38 long-haul destinations) during initial commissioning to 58 (i.e. 6 short-haul and 52 long-haul destinations). The additional long-haul destinations, including Chongqing, Nanning, Tianjin, Zhaoqing, Shantou, Foshan, etc., are tourist hotspots welcomed by Hong Kong people. MTRCL will closely monitor the patronage of XRL to understand the needs of passengers and continue to enhance its services. The Government will continue its efforts to liaise with the Mainland authorities to further increase number of long-haul destinations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)069**

**(Question Serial No. 3141)**

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:

Following the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), would the Administration advise this Committee on:

- (A) the final total construction cost of the HZMB, the amount payable by the Hong Kong Government, the amount and percentage of overrun compared to the original estimate;
- (B) the monthly income breakdown of the HZMB, and the percentage difference compared to the income estimated during construction;
- (C) the monthly breakdown of the number of days on which the toll of the HZMB was not required to be paid, the vehicular flow under the toll-free arrangement, and the amount of toll forgone;
- (D) the breakdowns of the following by (a) private car, (b) bus, (c) goods vehicle and (d) total number of vehicular trips:
  - (1) the inward and outward passenger flow;
  - (2) the average daily peak hour traffic volume;
  - (3) the average daily peak hour traffic volume/capacity (v/c) ratio;
  - (4) the average daily non-peak hour traffic volume;
  - (5) the estimated daily peak hour traffic volume during construction;
  - (6) the estimated daily peak hour v/c ratio during construction;
  - (7) the estimated daily non-peak hour traffic volume during construction;
  - (8) the estimated daily non-peak hour v/c ratio during construction;
- (E) the expected time for the HZMB to break even based on the current estimation on vehicular flow, and the difference in year/month compared to the original schedule for a break-even;

- (F) the reasons for deviation of the actual vehicular flow from the estimation; and
- (G) the current loss incurred by the HZMB; and
- (H) the measures the Administration has put in place to boost the vehicular flow of the HZMB?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 37)

Reply:

(A)

In accordance with the approval of the Ministry of Transport, the latest approved project estimate of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge is about RMB 48.068 billion, that is, the cost overrun of the Main Bridge is about RMB 9.95 billion. At the time when the HZMB Main Bridge was approved for implementation, the three sides agreed that the construction cost would be financed by funding support from the three sides and by borrowing from the banks by the HZMB Authority. In accordance with this latest project estimate approved by the Ministry of Transport, the three sides would have to contribute a capital cost of about RMB 4.6 billion, with the balance of RMB 5.35 billion to be financed by bank loan. As for the contribution from Hong Kong, it is about RMB 2.0 billion. However, the final expenditure will only be available upon finalisation of the accounts of all the works contracts.

(B), (E) and (G)

The HZMB Authority was established pursuant to the Mainland laws as a non-profit-making public institution legal person to be responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB Main Bridge as well as collecting tolls from vehicles using the HZMB Main Bridge. The HZMB Main Bridge is located within the Mainland waters and the Toll Plaza is also situated in the Mainland. According to the territoriality principle and the agreement of the governments of Hong Kong, Guangdong and Macao, the HZMB Authority collects tolls from vehicles using the HZMB Main Bridge in accordance with the laws of the Mainland to repay the bank loan and meet the expenses of the daily operation and maintenance of the HZMB. The toll income is not received by the Hong Kong Government. It is not appropriate for us to disclose relevant information relating to the income and expenditure, as well as profit and loss of the HZMB unilaterally.

(C)

In accordance with the territoriality principle, the HZMB Authority has been implementing the Mainland's nationwide toll-free policy for small passenger vehicles<sup>(Note 1)</sup> using tolled highways (the Toll-free Policy) during the Mainland's major holidays. According to the information provided by the HZMB Authority, the number of days that were subject to the Toll-free Policy in 2019 and 2020 (up to March 2020) and the number of vehicles that were exempted from payment of the corresponding tolls during the periods concerned are given in the table below:

Year	Month	Number of days subject to Toll-free Policy	Implementation period	Number of vehicles exempted
2019	February	7	From 4 to 10 February (Lunar New Year)	18 157
	April	3	From 5 to 7 April (Ching Ming Festival)	8 971
	May	4	From 1 to 4 May (Labour Day)	14 512
	October	7	From 1 to 7 October (National Day)	22 587
2020	January	8	From 24 January to 8 February (Lunar New Year)	13 262
	February	8		12 006
		13	From 17 February up to 4 March (Combat of COVID-19) (Note 2)	23 388 <sup>(Note 3)</sup>
	March	4		

**Note:**

- (1) For the HZMB, small passenger vehicles cover cross-boundary private cars (including hire cars) for the toll-free implementation periods of 2019 and the Lunar New Year 2020 (till 8 February 2020). In addition, during the period of prevention and control of COVID-19, i.e. the period from 17 February to 4 March 2020 as shown in the table above, cross-boundary vehicles of all types, including private cars, hire cars, shuttle buses, coaches and goods vehicles, were exempted from toll payment in order to ensure smooth transport of goods and necessities during the period of combating COVID-19.
- (2) Toll-free arrangement remains in force until further notice.
- (3) The number of small passenger vehicles, shuttle buses, coaches and goods vehicles were 12 562, 5 195, 1 327 and 4 304 respectively.

The amount of toll foregone during the periods concerned is about RMB 17.5 million.

**(D), (F) and (H)**

According to the HZMB Authority, the monthly vehicular flow of the HZMB entering / leaving Hong Kong by vehicle type since the commissioning of the HZMB is as follows:

Year	Month (Note 1)	Private Car (Note 2)		Shuttle Bus		Coach		Goods Vehicle (Note 3)		Total Monthly Vehicular Flow		
		Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Two-way
2018	Nov	15 804	16 793	21 970	21 901	12 285	12 303	1 401	1 970	51 460	52 967	104 427
	Dec	22 263	22 810	22 757	22 728	11 568	11 574	2 493	2 809	59 081	59 921	119 002
2019	Jan	22 172	22 691	18 497	18 484	84 14	8 389	3 240	3 780	52 323	53 344	105 667
	Feb	27 307	27 810	19 378	19 385	87 30	8 705	1 655	1 774	57 070	57 674	114 744
	Mar	30 265	30 689	21 651	21 621	81 25	8 075	3 844	4 563	63 885	64 948	128 833
	Apr	33 937	34 984	24 021	24 005	87 73	8 742	3 702	4 129	70 433	71 860	142 293
	May	39 115	40 102	23 204	23 151	78 09	7 753	3 579	3 833	73 707	74 839	148 546
	Jun	35 346	37 102	20 722	20 701	73 19	7 261	3 685	3 677	67 072	68 741	135 813
	Jul	37 535	37 685	21 620	21 593	7 256	7 170	4 138	4 133	70 549	70 581	141 130
	Aug	36 031	36 670	18 423	18 421	7 341	7 268	3 982	4 099	65 777	66 458	132 235

	Sep	32 706	33 132	13 072	13 077	6 036	5 978	3 881	4 037	55 695	56 224	111 919
	Oct	38 864	39 426	13 215	13 211	5 449	5 406	3 745	3 995	61 273	62 038	123 311
	Nov	35 337	36 110	11 548	11 533	4 760	4 745	3 672	3 976	55 317	56 364	111 681
	Dec	38 618	38 912	13 486	13 487	6 199	6 180	3 928	4 132	62 231	62 711	124 942
2020	Jan	36 276	36 165	10 917	10 933	6 218	6 178	3 307	3 590	56 718	56 866	113 584
	Feb (Note 4)	12 473	12 679	3 553	3 545	1 634	1 626	2 570	2 708	20 230	20 558	40 788

**Note:**

- (1) The HZMB was commissioned on 24 October 2018. Since the vehicular flow figures for October 2018 only cover eight days (i.e. 24-31 October), such figures are not included in the above table.
- (2) Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.
- (3) Goods vehicles include container trucks.
- (4) The figures were affected by the Government's measures to reduce the cross-boundary passenger flow with a view to containing the spread of COVID-19 since end January 2020.

The HZMB Authority has not categorised vehicular flow information into peak and non-peak hours.

According to the Immigration Department, the number of monthly cross-boundary passengers via the Hong Kong Port of the HZMB is as follows:

Year	Month (Note 1)	Number of Passengers (Note 2)	
		Arrival	Departure
2018	Nov	1 024 233	1 190 252
	Dec	963 082	1 254 773
2019	Jan	740 143	905 556
	Feb	976 469	1 101 895
	Mar	850 716	1 101 630
	Apr	950 688	1 225 994
	May	826 791	1 030 813
	Jun	732 915	923 457
	Jul	830 929	995 176
	Aug	667 112	786 489
	Sep	509 065	537 350
	Oct	567 990	617 071
	Nov	540 527	613 983
	Dec	665 277	725 260
2020	Jan	526 548	532 432
	Feb (Note 3)	103 946	101 354

**Note:**

- (1) The HZMB was commissioned on 24 October 2018. Since the passengers figures for October 2018 only cover eight days (i.e. 24-31 October), such figures are not included in the above table.
- (2) Figures in this table refer to all passengers passing through the control point excluding drivers and refused landing passengers.
- (3) The figures were affected by the Government's measures to reduce the cross-boundary passenger flow with a view to containing the spread of COVID-19 since end January 2020.

The governments of Hong Kong, Guangdong and Macao will continue to work closely to press ahead various new cross-boundary transport measures for better utilising the HZMB, taking into account the capacity of the respective ports and connecting roads.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)070****(Question Serial No. 1577)**

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:

What are the progress of various railway schemes proposed under the Railway Development Strategy 2014 (RDS-2014)? Please set out in tabular form.

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 26)

Reply:

The progress of the railway projects recommended in the Railway Development Strategy 2014 (RDS-2014) is tabulated below -

<b>Railway Projects</b>	<b>Progress</b>
Tung Chung Line Extension	Having examined the proposals submitted by the MTR Corporation Limited (MTRCL) and considered the urgency of and the land development potential that may be brought about by these projects, the Government would invite MTRCL to commence the detailed planning and design in the coming year, so that work on these three railway projects can commence as early as possible.
Tuen Mun South Extension	
Northern Link (and Kwu Tung Station)	
East Kowloon Line	The Government has offered comments on the proposals submitted by MTRCL and asked MTRCL to improve the technical design of the proposals. MTRCL is considering our comments and exploring feasible options for the design improvement for these two projects.
North Island Line	
Hung Shui Kiu Station	In response to the Government's invitation in mid-2019 for MTRCL to submit proposals for these two projects, MTRCL has commissioned consultancies for carrying out feasibility study. Relevant work is still in progress. We expect that MTRCL will submit preliminary proposals for the Government's consideration later this year.
South Island Line (West)	

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public, including the Legislative Council and the relevant District Councils, in line with established procedures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)071**

**(Question Serial No. 1578)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

What are the respective estimated expenditures on salaries and allowances for the Secretary for Transport and Housing, the Under Secretary for Transport and Housing and the Political Assistant to the Secretary for Transport and Housing in 2020-21 financial year?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 27)

Reply:

For budgetary purpose, the salary provisions in respect of the positions of the Secretary for Transport and Housing, the Under Secretary for Transport and Housing, and the Political Assistant to Secretary for Transport and Housing in 2020-21 are \$4.18 million, \$3.13 million and \$1.04 million respectively.

There is no estimated expenditure on regularly-paid allowances, job-related allowances and non-accountable entertainment allowance for the above positions in 2020-21.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)072**

**(Question Serial No. 2024)**

Head: (158) Transport and Housing Bureau

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport & Housing (Mr Joseph LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the preparation for re-commissioning the “Central-Hung Hom” ferry route and launching a pilot “water taxi” service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, as well as injecting commercial elements into the Hung Hom (South) Ferry Pier? When are the services expected to be launched? What is the Administration’s assessments on the passenger flows? What are the proposed fare levels?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 45)

Reply:

The Transport Department (TD) invited tenders for operation of the “Central – Hung Hom” ferry route and “water taxi” licensed ferry service on 13 December 2019 and completed the tender assessment in mid-March 2020. An operator has been selected and has started gearing up for the services. It is expected the “Central – Hung Hom” ferry route and “water taxi” licensed ferry service will commence operation in the second quarter of 2020 and the fourth quarter of 2020 respectively.

TD does not have an estimate on the patronage of the two ferry services. The operating details, including fares and timetables, will be announced before the commencement of service.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)073****(Question Serial No. 2025)**

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:

What are respective numbers of Hong Kong residents, passengers from the Mainland China and foreign visitors taking the Hong Kong Section (HKS) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) per month since the commissioning of XRL? Given that the services of the HKS of XRL has been suspended due to the current novel coronavirus outbreak, does the Government need to make compensation or provide subsidies to the MTR Corporation Limited? If so, what is the amount?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 47)

Reply:

The West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) was officially commissioned on 23 September 2018. As at the end of February 2020, the numbers of inbound and outbound passenger at this control point are tabulated as follows:

Year/month		Hong Kong residents	Mainland visitors	Visitors from other countries or regions	Total
2018	Sept	126 241	237 360	12 536	376 137
	Oct	438 606	1 087 464	83 670	1 609 740
	Nov	474 582	917 305	75 823	1 467 710
	Dec	608 497	1 131 893	76 112	1 816 502

2019	Jan	415 041	1 199 165	68 068	1 682 274
	Feb	520 373	1 193 548	47 518	1 761 439
	Mar	486 696	969 088	77 714	1 533 498
	Apr	717 973	940 837	98 714	1 757 524
	May	478 014	1 104 130	75 013	1 657 157
	Jun	492 136	913 131	68 682	1 473 949
	Jul	532 977	970 708	65 147	1 568 832
	Aug	572 410	543 078	50 835	1 166 323
	Sept	468 986	401 635	47 148	917 769
	Oct	499 894	471 478	66 660	1 038 032
	Nov	641 698	353 052	49 621	1 044 371
	Dec	657 455	429 283	44 522	1 131 260
2020 <sup>Note</sup>	Jan	492 662	444 086	39 149	975 897
	Feb	0	0	0	0

Note: In view of the measures announced by the Government to contain the COVID-19 outbreak and following discussion with mainland railway authorities, services of XRL (Hong Kong Section) and Intercity Through Train have been suspended since 30 January 2020.

The patronage of XRL has been increasing progressively since its commencement of operation, bringing in stable fare revenues to MTR Corporation Limited (MTRCL). As explained in detail when the operating arrangements for XRL was announced on 23 August 2018, since XRL is a brand new cross-boundary transport mode, for the purpose of ensuring the financial stability of the operation of XRL, the Government, KCRC and MTRCL have adopted a more prudent patronage forecast for XRL in the business case (including the “Patronage Cap-and-Collar Mechanism”, under which KCRC and MTRCL would share the risk and return when the actual patronage for a year deviates from the projected patronage for more than 15%) for the Supplemental Service Concession Agreement than the Government’s earlier forecast. In 2018 and 2019, the patronage of XRL never touched the lower limit under the “Patronage Cap-and-Collar Mechanism”. Therefore, neither the Government nor KCRC have had to make any payment to MTRCL in this regard

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)074**

**(Question Serial No. 1899)**

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:

Regarding the Matters Requiring Special Attention in 2020-21 under Programme (2), please advise on the following:

1. Given that the Government will continue to take forward the study and planning work for the remaining three railway projects (i.e. the East Kowloon Line, the North Island Line and the South Island Line (West)) recommended under the Railway Development Strategy 2014, what are the relevant timetables?
2. When will the preparation for the Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+ Studies) be commenced?
3. What is the Government's policy basis for whether the relevant railways should be developed? When calculating the internal rate of return, will the Government take into account the impact of the relevant developments on boosting the local economic development?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 27)

Reply:

(1)

The Transport and Housing Bureau had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014). MTRCL submitted proposals for five of the projects, viz Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension and North Island Line to the Government. Upon receipt of MTRCL's proposals, relevant bureaux/departments have

evaluated the proposals and requested MTRCL to provide additional information and supplement details.

Besides, in response to the Government's invitation in mid-2019 for MTRCL to submit a proposal for the South Island Line (West), MTRCL has commissioned a consultancy for carrying out feasibility study of this project. Relevant work is still in progress. We expect that MTRCL will submit a preliminary proposal for the Government's consideration later this year.

(2)

THB plans to take forward the Strategic Studies on Railways and Major Roads beyond 2030 (RMR2030+ Studies) on the basis of the conceptual spatial requirements to be firmed up under the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030" (Hong Kong 2030+) planning study, which is being conducted by the Development Bureau and the Planning Department. Based on the latest planning information, we will examine the demand for and supply of the transport infrastructure, including railways and major roads, in Hong Kong from 2031 to 2041 or later. Based on the final development strategy of the Hong Kong 2030+ planning study, we will conduct strategic studies, which include examining the layout of the proposed railway and major road infrastructure, in order to ensure that the planning of large-scale transport infrastructure can meet the needs for the overall long-term developments of Hong Kong. We will also examine the impact of the proposed transport infrastructure on the existing transport network in order to formulate the corresponding strategies. Since Hong Kong 2030+ planning study has not been completed, we will seek funding approval for the RMR2030+ Studies in due course, and commence the RMR2030+ Studies as soon as funding is secured.

(3)

Railway projects involve huge capital investment, and the Government has to plan in a prudent manner. New railway projects have different degrees of complexities. As clearly stated in the RDS-2014, the taking forward of individual proposed railway projects will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated demand assessment and availability of resources. Moreover, for railway projects which are mainly intended to complement new development areas and new housing developments, the implementation timetable for the development areas and new housing developments in question will be an important planning parameter for the railway projects.

In line with common international practice for infrastructure projects and established methodology, the economic return assessment is an indicator of the benefits that the expanded railway network will bring to the community. Conventionally, economic return is represented by the economic internal rate of return. The economic internal rate of return of a transport infrastructure project mainly reflects the savings in the travelling time of public transport users over the project life, as a measure of the overall cost-effectiveness of the project to the community. Since a railway expansion proposal may bring a range of other economic benefits, for a more comprehensive evaluation, a proposed railway scheme would also be considered in terms of the important and strategic benefits, such as to support land use proposals and development opportunities, to offer transport service of higher quality, to cultivate a greener environment, and to create job opportunities. All these factors would be taken in totality in the overall appraisal of a railway proposal as they are all



concerned with the sustainability of a community, such as the quality of life, mobility of the population, and competitiveness of the economy.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)075**

**(Question Serial No. 2139)**

Head: (158) Transport and Housing Bureau

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport & Housing (Mr Joseph LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

In the Budget's "Matters requiring Special Attention in 2020-21", the Transport Branch will continue monitoring the re-commissioning of the "Central – Hung Hom" ferry route and launching of the pilot "Water taxi" ferry service via Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and the introduction of commercial elements at the Hung Hom (South) Ferry Pier. In this connection, will the Government inform this Council:

1. In order to meet the needs of ferry service operations, the authorities coordinated the relevant public works departments to carry out basic maintenance works on these ferry piers, such as renovating the internal and external walls of the piers and performing waterproofing works on the rooftops, maintaining the lifting platforms of the piers, and providing additional breast feeding rooms at the piers. What were the breakdown expenditures for these facilities in the previous year;
2. What are the specific work contents and progress of the Government in preparing the tendering exercise for ferry services;
3. Will the Government support ferry companies in terms of supporting facilities? If so, what are the contents and related expenses? If not, why not?

Asked by: Hon Priscilla LEUNG Mei-fun (LegCo internal reference no.: 4)

Reply:

The Transport Department (TD) takes up the co-ordinating role in the maintenance and renovation works of ferry piers used by licensed ferry services, including Central Pier No. 8 (Western Berth) and Hung Hom (South) Ferry Pier, while the relevant works departments such as the Architectural Services Department, the Civil Engineering and Development Department and the Electrical and Mechanical Services Department are responsible for the repair and maintenance of those ferry piers. The routine repair and maintenance works, including inspection and repair of structural wall and columns, lift and ramp system and

fender, etc. are covered by the recurrent expenditure of the respective works departments.

TD invited tenders for operation of the “Central – Hung Hom” ferry route and “water taxi” licensed ferry service on 13 December 2019 and completed the tender assessment in mid-March 2020. An operator has been selected and has started gearing up for the services. It is expected the “Central – Hung Hom” ferry route and “water taxi” licensed ferry service will commence operation in the second quarter of 2020 and the fourth quarter of 2020 respectively. To meet operational needs of the ferry service, TD had coordinated with the works departments concerned to conduct basic maintenance works for the Central Pier No. 8 (Western Berth) and Hung Hom (South) Ferry Pier. Such works include renovation works for the interior and exterior walls of the piers, waterproofing works for their roofs, lift and ramp system maintenance works, and retrofitting for addition of breastfeeding rooms at the piers, etc.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)076**

**(Question Serial No. 2892)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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 paragraph 79 of the Budget Speech that to encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme with an injection of \$345 million. Each eligible third party logistics service provider will receive subsidies to implement up to four projects, subject to a cumulative subsidy ceiling of \$1 million. The scheme is expected to benefit about 300 companies.

Would the Transport and Housing Bureau advise on the subsidy details and the expected effectiveness of the pilot scheme, as well as the expenditures and manpower to be involved in the relevant work in 2020-21?

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 14)

Reply:

To encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme for third party logistics service providers (the pilot subsidy scheme) with an injection of \$345 million.

Each eligible third party logistics service provider will receive subsidies to implement up to four projects which will help enhance their productivity and operation efficiency through adoption of technology, subject to a cumulative subsidy ceiling of \$1 million on a 1:1 matching basis. Examples of projects that may be funded under the pilot subsidy scheme include the adoption of applications, the use of robotics, automation, Artificial Intelligence, or Internet of Things, etc. in supply chain management.

All non-listed enterprises registered in Hong Kong under the Business Registration Ordinance (Cap 310) with substantive business operations in providing third party logistics services in Hong Kong at the time of application are eligible to apply for the scheme. Third party logistics services refer to value-added services provided during the supply chain, such as tracking and tracing, monitoring, inventory management, just-in-time delivery, pick and pack, labelling and so forth.

We are working out the implementation details of the pilot subsidy scheme in consultation with the logistics industry, including, among other things, arrangements of funding allocation, staffing provision, and appropriate measures to review the effectiveness of the pilot subsidy scheme. We aim to launch the scheme within this year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)077**

**(Question Serial No. 0154)**

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:

Given that seven new railway projects have been identified in the Railway Development Strategy 2014 (RDS-2014), the Transport and Housing Bureau (THB) has indicated for two consecutive years that it “will continue to take forward the detailed planning work for the railway projects recommended under the RDS-2014”. In this connection, please advise on the following:

1. What were the major work carried out and the major progress made actually in this aspect over the past two years?
2. In view of the progressive completion of the remaining works of the Tuen Ma Line (TML) and the Shatin to Central Link (SCL), there is a pressing need to launch new railway projects. Apart from “inviting the Mass Transit Railway Corporation Limited (MTRCL) to commence detailed planning and design for the Tung Chung Line Extension, the Tuen Mun South Extension and the Northern Link in the coming year as well as consulting the public on these new railway schemes after they are finalised” mentioned in paragraph 146 of the Budget, will the Government consider allocating additional resources to expedite the launching of the specific planning and advance work for the remaining railway projects so that the relevant projects can be implemented in a timely and orderly manner? If so, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 14)

Reply:

The Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014). MTRCL had submitted proposals for the five railway projects of Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension and North Island Line to the Government. Upon receipt of MTRCL's proposals, relevant bureaux/departments have evaluated the proposals and requested MTRCL to provide additional information and supplement details.

Having examined the proposals submitted by MTRCL and considered the urgency of and the land development potential that may be brought about by these projects, the Government would invite MTRCL to commence the detailed planning and design for the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link in the coming year, so that work on these three railway projects can commence as early as possible.

Regarding the East Kowloon Line and North Island Line, the Government has offered comments on the proposals submitted by MTRCL and asked MTRCL to improve the technical design of the proposals. MTRCL is considering our comments and exploring feasible options for the design improvement for these two projects. Besides, in response to the Government's invitation in mid-2019 for MTRCL to submit proposals for Hung Shui Kiu Station and the South Island Line (West), MTRCL has commissioned consultancies for carrying out feasibility study of these two projects. Relevant work is still in progress. We expect that MTRCL will submit preliminary proposals for the Government's consideration later this year.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public, including the Legislative Council and the relevant District Councils, in line with established procedures.

In the last two financial years (2018-20), the Highways Department created 21 professional grade posts and 1 general grade post to strengthen the manpower for implementation of the RDS-2014 projects. We will review the resource requirements as we proceed further with the implementation of these projects, with a view to strengthening the Government's capability in supervising and monitoring the planning and delivery of new railway projects.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)078**

**(Question Serial No. 0200)**

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

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

Programme: (2) Land and Waterborne Transport  
(3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Taking into account the experiences of other bay areas, e.g. the San Francisco Bay Area has a Metropolitan Transportation Commission responsible for the planning, co-ordination and financing of the transportation for the nine counties of the San Francisco Bay Area; while in New York, inter-state agency i.e. the Port Authority of New York and New Jersey has been established for the New York Bay Area and the Metropolitan Transportation Authority is responsible for managing the public transport. In this connection, would the Government advise this Committee on the following:

1. whether a similar co-ordination mechanism will be proposed in the Guangdong-Hong Kong-Macao Greater Bay Area to co-ordinate the positioning and functions of transport facilities and the development of transport infrastructure of various cities in order to avoid over-lapping and mis-match of resources; if yes, the details; if not, the reasons;
2. whether there is any study on the integration and utilisation of resources for the existing ports, airports and bridges; if yes, the details; and
3. whether there is any study in collaboration with the governments of the Mainland and Macao on the existing technical problems in relation to the diversion of passenger and cargo flows of the ports and the airports?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 5)

Reply:



The Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area) comprises the two Special Administrative Regions of Hong Kong and Macao, and nine municipalities of Guangdong Province. There are three different jurisdictions with different laws and regulatory regime on traffic and transport matters. The three governments will take forward initiatives within their respective jurisdictions, with a view to, among other things, fostering the flow of people, goods, capital and information and improving the overall connectivity of the Greater Bay Area under the principle of “one country, two systems”.

For cross-boundary transport infrastructure projects undertaken in the past, we had set up liaison mechanisms with the relevant Mainland authorities based on the specific circumstances and needs of individual projects. For example, during the implementation of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), various platforms were set up with the Guangdong People’s Government as well as the China Railway Corporation to sort out the construction and operation arrangements of the project. In the case of the Hong Kong-Zhuhai-Macao Bridge (HZMB), the governments of Guangdong, Hong Kong Special Administrative Region and Macao Special Administrative Region have established the “Joint Works Committee of the Three Governments on the HZMB”. The HZMB Authority has also been set up as a non-profit-making public institution legal person to be responsible for the construction, operation, management and maintenance of HZMB. The Authority reports to the three governments, and regular meetings have been held among the three governments to monitor the operation of HZMB and the HZMB Authority. The Hong Kong Section of XRL and HZMB already came into operation in 2018. For any future cross-boundary transport infrastructure projects, similar project-based approach, which is proven to be pragmatic and effective, could be adopted to coordinate the work of all parties.

As far as ports are concerned, there has been differentiation in functions and rational division of labour among the major ports in the Greater Bay Area driven by their comparative advantages. For instance, Shenzhen and Nansha ports specialise in handling direct cargo given their proximity to the production base, while Hong Kong Port (HKP) specialises in transshipment with some 60% of our container throughput being transshipment cargo given our strong international connectivity. While container terminals in HKP are run by private operators and the port sector is market-driven, we will continue to encourage more collaboration between ports under the Greater Bay Area framework based on the principle of complementarity.

The Outline Development Plan for the Greater Bay Area defined Hong Kong’s role as the international aviation hub. To reinforce the Hong Kong International Airport’s leading status as an international aviation hub, we have been exploring various means of co-operation with the Mainland airports and enhancing the complementary interaction among airports within the region. The Airport Authority Hong Kong (AA) has been an active participant in the Greater Pearl River Delta (GPRD) A5 Chairmen’s Meeting, a forum for the five airports in the region to discuss development needs and concerns, as well as to share experiences and foster collaboration on issues of common interests, and promote sustainable growth in the air transport sector. AA will continue to explore means to foster closer co-operation with the GPRD airports with a view to capturing the opportunities brought about by the Greater Bay Area development.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)079**

**(Question Serial No. 0302)**

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:

Regarding the Pilot Scheme on Electronic Fixed Penalty Tickets (FPTs), would the Government advise this Committee on the following:

1. In which districts has the Scheme been implemented? What is the expected time for extending the coverage of the Scheme to the whole territory? What is the timetable for implementation?
2. How many electronic FPTs have been issued so far? What are the actual difficulties encountered during implementation? What measures are in place to cope with the difficulties?
3. Has the Administration started to consider amending the relevant legislation with a view to expanding the means of serving FPTs and permitting service by electronic FPTs? If so, what are the details?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 17)

Reply:

- (1) and (2) The Hong Kong Police Force (HKPF) launched a pilot scheme on Electronic Fixed Penalty Tickets in Wan Chai, Tseung Kwan O and Sham Shui Po police districts in mid-March 2020. Under the pilot scheme, frontline enforcement officers process data on illegally parked vehicles via their mobile devices on the spot of contraventions and instantly print out fixed penalty notices by portable printers. According to HKPF, the scheme will be extended to all police districts progressively.

As the pilot scheme is still at its initial stage of implementation, no related statistics are available. So far, no enforcement difficulties have been reported.

- (3) To enhance the efficiency of traffic enforcement, the Government is studying amendments to the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240) with a view to expanding the means for serving fixed penalty notices and allowing the serving of fixed penalty notices by electronic means. We plan to consult the relevant Panel of the Legislative Council on the legislative proposals in due course.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)080**

**(Question Serial No. 1401)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision for the Review of Land Requirement of the Modern Logistics, Port Backup and Vehicle Repairing Industries under Operating Account 700 General non-recurrent of the Transport Branch of the Transport and Housing Bureau, please advise this Committee on:

- a) the timetable for completing the relevant review, the direction of the review and the relevant content; and
- b) whether the Government has reserved any land for the development of the relevant industries; if so, the details.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 44)

Reply:

- (a)&(b) The Government commissioned a consultancy study last year to examine the land requirements of modern logistics, port back-up and vehicle maintenance industries to facilitate the formulation of appropriate measures in support of the sustainable development of these industries. The consultancy will review the existing supply of land for these industries in the territory, project their future land requirements and make recommendations for improving the land use efficiency. The study commenced in October 2019 and is expected to complete in two years.

We would make reference to the findings of this study in formulating policies in relation to the development of the three industries, and work with the relevant bureaux and departments to identify suitable sites for these industries.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)081**

**(Question Serial No. 1402)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding working with the maritime and aviation industries and relevant education institutions to implement various incentive and scholarship schemes as well as to enhance the existing schemes under the Maritime and Aviation Training Fund (MATF) to support manpower training and development initiatives, please advise this Committee on:

- a) whether the Administration will consider further enlarging the scale of MATF to assist the existing practitioners with their career transformation and attract new entrants; if so, the details; and
- b) whether the Administration will formulate any relevant industrial policy for the development of the logistics industry and, at the same time, strengthen the corresponding establishment to foster the overall development of the industry; if so, the details.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 43)

Reply:

- a) In May 2019, an additional \$200 million was injected into the Maritime and Aviation Training Fund (MATF) to sustain and enhance existing funding schemes and scholarships, as well for launching new initiatives for manpower development of the maritime and aviation sectors. For new initiatives, two schemes, namely Aviation Operations Training Incentive Scheme (AOTIS) and Local Vessel Competency Enhancement Scheme (LVCES), were launched after the funding injection. AOTIS aims to encourage young people to receive training on aviation operations with a view to developing their future careers in the aviation industry. As for LVCES, its purpose is to encourage in-service local Coxswain/Engine Operator Grade 3 Certificate of Competency holders to acquire higher professional qualifications in order to alleviate the manpower supply pressure of local vessel trade in Hong Kong. The Government

is considering to extend the scope of the existing Professional Training and Examination Refund Scheme (ProTERS) to cover practitioners-to-be as eligible applicants with a view to encouraging practitioners of other occupations to join the two industries after completion of pre-approved maritime- and aviation-related courses/examinations under ProTERS.

- b) With the endorsement of the Hong Kong Logistics and Development Council, the Government has been organising the Summer Internship Scheme on Supply Chain Management (the Scheme) since 2014-15. The Scheme seeks to encourage third party logistics service providers in offering summer internship opportunities for university students to enrich their understanding in modern supply chain management, including development prospects, manpower requirements, project planning, application of information technology in daily operation, etc., with a view to encouraging the younger generation to pursue a long term career in the logistics industry. We will continue to organise the Scheme in 2020-21.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)082**

**(Question Serial No. 1413)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Over the past ten years, the development of the logistics and maritime industries in Hong Kong has become difficult in the face of the rise of surrounding areas. The ranking of Hong Kong's container port has dropped to the seventh position. In this connection, will the Government allocate resources to explore supporting measures, for example, exploring whether to establish a statutory organisation to speed up the formulation and implementation of the relevant policies with a view to more proactively promoting the development of the local maritime industry? If so, what are the details? If not, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 42)

Reply:

The maritime and port industry is a highly competitive global business. Apart from facilitating the port sector to enhance its operational efficiency, the Government actively promotes the development of high value-added maritime services leveraging on Hong Kong's edges in professional services with a view to upholding our position as an international maritime centre.

For instance, having considered that ship leasing has great potential for further development among the various maritime services, we have been working closely with the maritime industry through a dedicated Task Force on Ship Leasing set up under the Hong Kong Maritime and Port Board (HKMPB) to study and devise a new tax regime for promoting ship leasing business in Hong Kong. Subsequently, the Inland Revenue (Amendment) (Ship Leasing Tax Concessions) Bill 2020 was introduced into the Legislative Council (LegCo) in March 2020. Subject to the LegCo's approval, we will implement the relevant tax concessionary measures. Another bill, the Inland Revenue

(Amendment) (Profits Tax Concessions for Insurance-related Businesses) Bill 2019, was also introduced into the LegCo in December 2019 to reduce profits tax rate by 50% (i.e. 8.25%) for specified insurance businesses, including eligible marine insurance businesses, in Hong Kong. In the coming year, the Task Force will further explore and develop tax measures to attract more commercial principals to use Hong Kong as their operating base of maritime business.

To raise Hong Kong's maritime profile, we had organised four Hong Kong Maritime and Port Board delegation visits in 2019 to Guangxi, Denmark and Norway, London and Shanghai respectively, taken part in the London International Shipping Week 2019 and set up a Hong Kong Pavilion in Marintec China 2019. The fourth Hong Kong Maritime Week was also organised in November 2019 in collaboration with various local and overseas industry organisations. With the concerted efforts of the industry, one of the most renowned maritime organisations, the International Chamber of Shipping, established its first-ever overseas office outside the London headquarters in late November 2019. The Baltic and International Maritime Council also announced in early December 2019 their decision to include Hong Kong as the fourth arbitration venue in the standard dispute resolution clause of its standard maritime contract.

While the Government maintains an open mind to the suggestion of establishing a statutory body in the long run for the continued development of the maritime and port industry, careful consideration has to be given on key issues such as the statutory functions and financial viability of the body. At this stage, we will continue to work in close collaboration with HKMPB in formulating and implementing policies and initiatives conducive to sustained development of the industry.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)083**

**(Question Serial No. 1414)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

One of the aims of the Transport Branch of the Transport and Housing Bureau is to maintain and further develop Hong Kong's position as a centre of international and regional aviation to meet the demands and high standard of civil aviation management. In the face of social turmoil and the raging epidemic, the maritime industry is facing unprecedented difficulties. In this connection, will the Administration advise this Committee whether supporting measures will be introduced in the estimate of the coming year to help the industry sail through the difficulties? If so, what are the details? What is the relevant timetable? If not, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 41)

Reply:

Since the novel coronavirus outbreak, the number of passengers at the Hong Kong International Airport (HKIA) has decreased significantly, causing impact of different extent to businesses operating at the airport. On top of the rental concessions and other relief measures rolled out in September 2019 to help the aviation sector weather the impacts of the public order events, the Airport Authority Hong Kong (AA) has launched a new round of relief and support measures with a view to alleviating pressure on business operations for the aviation industry. These measures include extending the rental concession measures to end May 2020, waiving the half-yearly rental adjustment for the offices, storage and passenger lounges for airlines at terminal building in 2019 and extending it to 2020, waiving the management fee for terminal accommodations including offices and lounges, reduction in rental and counter licence fee for terminal accommodations, reduction in airside vehicle parking permit fee, reduction in rental for aviation support services, etc..

Further to that, the Government, together with AA, announced on 23 March 2020 an additional \$1 billion package, comprising a government waiver of \$670 million of Air Traffic Control Services Charge in 2019/20 to AA, which will be passed on in full to the airport community, and \$330 million contributions from AA, in view of the sustained challenges the industry has to face due to the outbreak of COVID-19. The major portion of the support will be allocated to direct support measures to the aviation industry. Further rental concessions will also be provided to retail and restaurants tenants at HKIA. To demonstrate the care for the airport staff, a training incentive will be provided to frontline airport staff who takes on training while they are on unpaid leave. The total amount of these measures, together with those introduced by AA in September 2019 and February 2020, amount to about \$2.6 billion.

The Government and AA will continue to closely monitor the on-going economic and market situation, and will engage the industry when considering appropriate post-epidemic recovery measures with a view to helping the industry back on track.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)084**

**(Question Serial No. 0860)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in paragraph 79, page 23 of the 2020-21 Budget Speech that “to encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme this year with an injection of \$345 million. Each eligible third party logistics service provider will receive subsidies to implement up to four projects, subject to a cumulative subsidy ceiling of \$1 million. The scheme is expected to benefit about 300 companies.” In this connection, please advise this Committee on the following:

- (a) What are the application criteria to be met by third party logistics service providers?
- (b) What is the duration of the pilot scheme to be launched?
- (c) The scheme is estimated to benefit about 300 companies. What is basis of such estimation?
- (d) Will the Administration extend or increase the subsidy criteria when reviewing the effectiveness of the pilot scheme? If so, what are the details?

Asked by: Hon MAK Mei-kuen, Alice (LegCo internal reference no.: 34)

Reply:

- (a) to (d) To encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme for third party logistics service providers (the pilot subsidy scheme) this year with an injection of \$345 million. It is expected that with this amount, the scheme could run for about three years.

Each eligible third party logistics service provider will receive subsidies to implement up to four projects which will help enhance their productivity and operation efficiency through adoption of technology, subject to a cumulative subsidy ceiling of \$1 million on a 1:1 matching basis. Hence, around 300 companies are expected to benefit from the pilot subsidy scheme. Examples of projects that may be funded under the pilot subsidy scheme include the adoption of applications, the use of robotics, automation, Artificial Intelligence, or Internet of Things, etc. in supply chain management.

All non-listed enterprises registered in Hong Kong under the Business Registration Ordinance (Cap 310) with substantive business operations in providing third party logistics services in Hong Kong at the time of application are eligible to apply for the scheme. Third party logistics services refer to value-added services provided during the supply chain, such as tracking and tracing, monitoring, inventory management, just-in-time delivery, pick and pack, labelling and so forth.

We are now devising the implementation details of the pilot subsidy scheme in consultation with the logistics industry, including, among other things, arrangements of funding allocation, staffing provision, and appropriate measures to review the effectiveness of the pilot subsidy scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)085**

**(Question Serial No. 0280)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Since aircraft financing is a very promising global business, the Government has introduced tax concession to attract aircraft leasing companies to develop their business in Hong Kong, thereby creating job opportunities for both the financial and aviation industries. In this connection, what are the average annual promotional and operating expenditures expected to be incurred by the Government in the coming five years? Besides, according to government forecast for the coming five years, how many job positions will the aircraft leasing business create for the financial and aviation industries and how much will it contribute to gross domestic product in percentage terms?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 53)

Reply:

To develop Hong Kong's aircraft leasing business, the Government amended the Inland Revenue Ordinance (Cap. 112) in July 2017 to provide a dedicated tax regime for aircraft leasing activities in Hong Kong. With the dedicated tax regime in place, the Government has been working with stakeholders, including the aircraft leasing and aviation financing associations and professional groups, to promote our regime by means of attending key regional and international aircraft leasing and aviation financing conferences, and meeting with key aircraft leasing companies and financial institutions with a view to encouraging market players (including lessors, lessees and leasing managers) to tap the business potential using Hong Kong's leasing platform. With concerted efforts, the tax regime has been well-received by the global aircraft leasing industry. A number of major industry players from the Mainland of China and overseas have set up their subsidiaries/operating arm in Hong Kong since we introduced the tax regime in 2017, including three of the top ten aircraft leasing companies in the world. According to industry feedback, aircraft leasing deals of over 80 aircraft have been based on the Hong

Kong platform so far, involving lessors/lessees around the world (including the Mainland of China, Chile, Cambodia, Indonesia, Japan, South Korea, Malaysia, Qatar and Vietnam). The Transport and Housing Bureau and other relevant government agencies (such as Invest Hong Kong) will continue to deploy existing resources to take forward the work.

According to our earlier analysis<sup>1</sup>, the dedicated tax regime for aircraft leasing would enable Hong Kong to gradually capture up to about 18% of aircraft leasing business in the global aircraft leasing market in 20 years' time. This would bring about the following potential benefits by the 20<sup>th</sup> year:

- (a) financing for over 3 200 aircraft with an asset value of about \$707 billion;
- (b) direct employment of around 1 640 people and about \$2 billion in staff compensation;
- (c) profits tax paid by aircraft leasing companies of about \$1 billion in the 20<sup>th</sup> year and a total of more than \$10 billion over a twenty-year period;
- (d) a cumulative gross domestic product value added of more than \$430 billion over a twenty-year period; and
- (e) over 13 700 indirect jobs due to the linkage and multiplier effects.

<sup>1</sup> Report by the Focus Group on Promoting Aerospace Financing in Hong Kong under the Working Group on Transportation of the Economic Development Commission in 2014.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)086**

**(Question Serial No. 0282)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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 paragraph 78 of the Budget Speech that the Government will amend the relevant legislation to provide tax concessions for the ship leasing business and explore other tax measures to attract more global shipping business operators and commercial principals to set up business in Hong Kong with a view to developing Hong Kong as a ship leasing centre in the Asia-Pacific region. Would the Government advise on the estimated expenditure on the relevant study, the manpower involved and the expected completion time of the study?

Asked by: Hon NG Wing-ka, Jimmy (LegCo internal reference no.: 56)

Reply:

To uphold Hong Kong's position as an international maritime centre and develop Hong Kong as a ship leasing centre in the Asia-Pacific region, the Task Force on Ship Leasing was set up under the Hong Kong Maritime and Port Board in late 2018 to devise the details of tax measures to promote the development of ship leasing in Hong Kong. The Task Force is composed of tax, financial, legal and maritime experts as well as representatives from Transport and Housing Bureau, Tax Policy Unit under the Financial Secretary's Office and Inland Revenue Department. The Task Force completed its study on ship leasing tax measures in 2019, and relevant legislative amendments were introduced into the Legislative Council in March 2020. As a next step, the Task Force will undertake in 2020 a study on tax measures to attract more global shipping business operators and commercial principals to set up business in Hong Kong and the target is to complete the study in about a year's time. As the supporting work for the Task Force is undertaken by existing staff of the Government as part of their normal duties, there are no additional expenses involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)087**

**(Question Serial No. 3011)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

One of the Matters Requiring Special Attention in 2020-21 for the Transport and Housing Bureau (THB) is to “work with the Airport Authority Hong Kong (AA) on initiatives to enhance airport services”. To ensure the effective services of the Hong Kong International Airport (HKIA), it is imperative for the Administration to provide sufficient support to the staff of HKIA. In this connection, would the Administration advise on the following:

- What is the number of the approved routes of employees’ service operated by non-franchised buses to serve the Airport Island as at December 2019? Please provide information about the pick-up/drop-off points (with breakdown by District Council), operating schedules, passenger capacities, fares and employers involved for these routes? If the routes are jointly operated by different employers, please also give an account of the employers involved for these routes.
- Has there been any changes in the pick-up/drop-off points and frequencies for the above routes since January 2020? If so, what are the details?
- Does the Administration know whether AA has provided any supporting measures to the staff of HKIA in the light of the novel coronavirus outbreak since early 2020? If so, what are the details? If not, what are the reasons?

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 20)

Reply:



According to the Road Traffic Ordinance (Cap. 374), operators of non-franchised bus service (including employees' service (ES)) must be issued with a Passenger Service Licence (PSL) by the Transport Department (TD) in respect of the vehicle(s) concerned. Apart from approving PSL for ESs, TD also grants approval for ESs in the form of a Schedule of Service, which may cover one or more routes operated by the PSL holder for a specific employer or a group of employers. A summary of the approved ESs and multiple employers employees' services (MEES) as of 31 December 2019, together with information of the employer, service area by district, fare, maximum number of daily trips and maximum passenger carrying capacity for each Schedule of Service approved is set out at Annex 1 and the list of employers for each of the MEES is set out at Annex 2.

Since 1 January 2020, no application has been received by TD for changing the stopping points and number of trips of the approved ES and MEES as listed in Annex 1.

Regarding the support measures provided by AA in light of the novel coronavirus outbreak, AA has been working closely with the Port Health Division of Department of Health (DH) for the control measures to tackle the latest situation.

In accordance with the recommendations of DH, AA encourages airport staff to take body temperature at home before work. If experiencing a fever or flu like symptoms, they should refrain from work and seek medical advice promptly. AA keeps close monitoring and liaising with manufacturers to ensure the sufficient supply of surgical masks. Service contractors are requested to provide necessary protective gears and surgical masks to the frontline, especially cleaners. AA will also provide assistance when in need to ensure sufficient surgical masks are provided for frontline staff.

Cleaning and disinfection efforts in the terminal and passenger facilities have been stepped up. Alcohol hand sanitisers are provided at all major passageways in the terminal. Since 1 February 2020, all departing, arriving, transfer passengers and airport staff have to undergo body temperature check when entering the restricted area. With effect from 9 March 2020, the temperature check measure has been further extended, requiring all passengers, visitors and airport staff to be checked when entering the terminal.

Furthermore, to enhance the awareness of airport staff, AA also collaborates with Port Health in organising seminars for airport community providing health information and relevant preventive measures.

**Summary of the Approved Employees' Services  
serving the Hong Kong International Airport  
(as of 31 December 2019)**

No.	Employer(s)	Service area(s) (breakdown by District Council)	Maximum number of daily trips	Total passenger carrying capacity	Fare
1	Multiple employers represented by Cathay Pacific Airways Limited	<b>Hong Kong Island</b> (Central & Western, Eastern, Southern and Wan Chai)	102	8 686	\$18 - \$35
2	Hong Kong Aircraft Engineering Company Limited	<b>Kowloon</b> (Kowloon City, Kwun Tong, Wong Tai Sin, Sham Shui Po and Yau Tsim Mong) <b>New Territories</b> (Kwai Tsing, Northern, Sai Kung, Sha Tin, Tai Po, Tsuen Wan, Tuen Mun and Yuen Long)	102	2 600	No fare charged
3	Multiple employers represented by Hong Kong Airport Services Limited	<b>Hong Kong Island</b> (Central & Western and Wan Chai) <b>Kowloon</b> (Kwun Tong, Sham Shui Po, Wong Tai Sin and Yau Tsim Mong) <b>New Territories</b> (Islands, Kwai Tsing, Northern, Sai Kung, Sha Tin, Tai Po, Tsuen Wan, Tuen Mun and Yuen Long) and within the Airport Island	According to the flight schedule	1 173	
4	LSG Lufthansa Service Hong Kong Limited	<b>Kowloon</b> (Kowloon City and Yau Tsim Mong) <b>New Territories</b> (Tsuen Wan)	4	130	
5	Hong Kong Air Cargo Terminals Limited	<b>Kowloon</b> (Kwun Tong, Sham Shui Po, Wong Tai Sin and Yau Tsim Mong)	4	260	
6		<b>New Territories</b> (Islands, Kwai Tsing, Tsuen Wan, Tuen Mun and Yuen Long)	2	130	

No.	Employer(s)	Service area(s) (breakdown by District Council)	Maximum number of daily trips	Total passenger carrying capacity	Fare
7	Jardine Air Terminal Services Limited	<b>Kowloon</b> (Sham Shui Po and Yau Tsim Mong) <b>New Territories</b> (Kwai Tsing and Tsuen Wan)	1	65	No fare charged
8	Cathay Pacific Airways Limited	<b>Kowloon</b> (Sham Shui Po and Yau Tsim Mong) <b>New Territories</b> (Islands and Tsuen Wan)	1	65	
9	Hong Kong Air Cargo Terminals Limited	<b>Kowloon</b> (Sham Shui Po and Yau Tsim Mong) <b>New Territories</b> (Islands, Kwai Tsing and Tsuen Wan)	5	210	
10	DHL Aviation (Hong Kong) Limited	<b>Kowloon</b> (Yau Tsim Mong) <b>New Territories</b> (Islands, Tsuen Wan, Tuen Mun and Yuen Long)	77	155	
11	Austrian Airlines AG	<b>Hong Kong Island</b> (Wai Chai) <b>within the Airport Island</b>	2	82	
12	British Airways		5	123	
13	Emirates Airline		6	164	
14	Singapore Airlines Limited		6	145	
15	China National Aviation Corporation (Group) Limited	<b>Hong Kong Island</b> (Eastern)	2	28	
16	Hong Kong Airlines Limited	<b>Hong Kong Island</b> (Central & Western, Eastern and Wan Chai)	2	65	
17	Hong Kong Airlines Limited	<b>Kowloon</b> (Kwun Tong)	2	65	\$15
18	Air France	<b>Kowloon</b> (Yau Tsim Mong) <b>within the Airport Island</b>	2	82	No fare charged
19	Air Mauritius Limited		2	82	
20	Lufthansa German Airlines		6	205	

No.	Employer(s)	Service area(s) (breakdown by District Council)	Maximum number of daily trips	Total passenger carrying capacity	Fare
21	United Parcel Service Company	<b>Kowloon</b> (Yau Tsim Mong) <b>within the Airport Island</b>	According to the flight schedule	90	No fare charged
22	Cathay Pacific Airways Limited	<b>New Territories</b> (Tsuen Wan, Tuen Mun and Yuen Long) <b>within the Airport Island</b>	3	688	\$18 - \$21
23	Cathay Pacific Catering Services (Hong Kong) Limited	<b>New Territories</b> (Islands) <b>within the Airport Island</b>	4	65	No fare charged
24	China Aircraft Services Limited		2	82	
25	Cathay Pacific Airways Limited		4	65	
26	Hong Kong Aircraft Engineering Company Limited		12	260	
27	Hong Kong Airlines Limited		17	65	
28	Multiple employers represented by ZHEC-CCCC-CDC Joint Venture		27	29	
29	Hong Kong Air Cargo Terminals Limited		<b>New Territories</b> (Islands)	14	
30		12		28	
31	Multiple employers represented by Kai Shing Management Services Limited – AFFC	<b>New Territories</b> (Islands)	54	29	\$3
32	Hong Kong Airlines Limited	<b>New Territories</b> (Islands, Kwai Tsing and Tsuen Wan)	2	65	\$9
33	Hong Kong Airlines Limited	<b>New Territories</b> (Northern, Sha Tin and Tai Po)	2	65	\$12
34	Hong Kong Airlines Limited	<b>New Territories</b> (Islands, Tuen Mun and Yuen Long)	2	65	\$12
35	Waihong Environmental Services Limited	<b>New Territories</b> (Islands, Tuen Mun and Yuen Long)	1	61	No fare charged
36	Bachy Soletanche-Sambo Joint Venture	<b>New Territories</b> (Islands)	9	28	

No.	Employer(s)	Service area(s) (breakdown by District Council)	Maximum number of daily trips	Total passenger carrying capacity	Fare
37	ISS Facility Services Limited	<b>New Territories</b> (Tuen Mun and Yuen Long)	4	65	No fare charged
38	Multiple employers represented by China State Construction Engineering (Hong Kong) Limited	<b>Within the Airport Island</b>	13	61	
39	Multiple employers represented by Hong Kong Airport Services Limited		17	130	
40	Airport Authority Hong Kong		4	120	

**Employers Involved in Multiple Employers Employees' Services  
serving the Hong Kong International Airport**

No. in Annex 1	Representative of the Employers	Employers Involved in the Multiple Employers Employees' Service
1	Cathay Pacific Airways Limited	<ol style="list-style-type: none"> <li>1. Cathay Pacific Airways Limited</li> <li>2. Cathay Pacific Services Limited</li> <li>3. Cathay Pacific Catering Services (H.K.) Limited</li> <li>4. Cathay Holidays Limited</li> <li>5. Hong Kong Airport Services Limited</li> <li>6. Hong Kong Dragon Airlines Limited</li> <li>7. Vogue Laundry Service Limited</li> <li>8. AHK Air Hong Kong Limited</li> <li>9. Hong Kong Express Airways Limited</li> <li>10. Asia Miles Limited</li> <li>11. Airline Hotel Limited</li> <li>12. Global Logistics System (HK) Company Limited</li> </ol>
3	Hong Kong Airport Services Limited	<ol style="list-style-type: none"> <li>1. Hong Kong Airport Services Limited</li> <li>2. Cathay Pacific Airways Limited</li> <li>3. Hong Kong Dragon Airlines Limited</li> <li>4. AHK Air Hong Kong Limited</li> <li>5. Asia Miles Limited</li> <li>6. Authentic Beauty</li> <li>7. CAE Centre Hong Kong Limited</li> <li>8. Cathay Pacific Catering Services (H.K.) Limited</li> <li>9. Cathay Pacific Services Limited</li> <li>10. China National Aviation Corporation (Group) Ltd</li> <li>11. Hang Yuen Garden Limited</li> <li>12. HK Bellawings Jet Limited</li> <li>13. Jardine Airport Services Limited</li> <li>14. Jones Lang LaSalle Ltd</li> <li>15. PARKnSHOP (HK) Limited</li> <li>16. Premier Cleaning Services Ltd</li> <li>17. The Hong Kong &amp; Shanghai Banking Corporation Limited</li> <li>18. Dussmann Service Hong Kong Limited</li> <li>19. InnoTec Engineering Limited</li> <li>20. Luen Bon Fashion Co</li> <li>21. Vogue Laundry Service Limited</li> </ol>
28	ZHEC-CCCC-CDC Joint Venture	<ol style="list-style-type: none"> <li>1. ZHEC-CCCC-CDC Joint Venture</li> <li>2. Airport Authority Hong Kong</li> </ol>
31	Kai Shing Management Services Limited	<ol style="list-style-type: none"> <li>1. Kai Shing Management Services Limited</li> <li>2. Sun Hung Kai Real Estate Agency Limited</li> <li>3. UPS SCS (Asia) Limited</li> <li>4. Panasonic Avionics Corporation</li> <li>5. The Dairy Farm Company Limited - 7-Eleven Store</li> <li>6. ACL Airshop Limited</li> </ol>

No. in Annex 1	Representative of the Employers	Employers Involved in the Multiple Employers Employees' Service
		<ol style="list-style-type: none"> <li>7. Air Sea Worldwide Logistics Ltd</li> <li>8. Agility Logistics Limited</li> <li>9. A&amp;S (HK) Logistics Limited</li> <li>10. APEX Logistics International (HK) Limited</li> <li>11. Bachy Soletanche - Sambo Joint Venture</li> <li>12. BWL Limited</li> <li>13. CEVA Logistics (Hong Kong) Limited</li> <li>14. China Road and Bridge Corporation</li> <li>15. DHL Global Forwarding (Hong Kong) Limited</li> <li>16. Dfass Asia Limited</li> <li>17. DSV Air &amp; Sea Ltd</li> <li>18. Datian W Group (HK) Ltd</li> <li>19. Fairate Express Ltd</li> <li>20. Famous City Group Limited</li> <li>21. Flexport Asia Limited</li> <li>22. Fly King Transportation Co Ltd</li> <li>23. Gammon Construction Limited</li> <li>24. Great Loyal Logistics Limited</li> <li>25. Hong Kong Airlines Limited</li> <li>26. Jet Aviation (Hong Kong) Ltd</li> <li>27. Asia Getter Limited</li> <li>28. J&amp;D Catering Limited</li> <li>29. Loedige Asia Limited</li> <li>30. Malca-Amit Far East Ltd</li> <li>31. Multi-Gold Air &amp; Sea Express Limited</li> <li>32. Niigata Transys Co Ltd</li> <li>33. Nissin Transportation &amp; Warehousing (HK) Ltd</li> <li>34. On Time Aviation Services Limited</li> <li>35. Plaza Premium Lounge Management Limited</li> <li>36. RCS Logistics Limited</li> <li>37. Sambo E&amp;C Co Ltd</li> <li>38. Schenker International (HK) Ltd</li> <li>39. Siemens Postal, Parcel &amp; Airport Logistics Limited</li> <li>40. 德龍快餐</li> <li>41. Wellfair Express</li> <li>42. Vanderlande Industries Hong Kong Limited</li> <li>43. Yusen Logistics (Hong Kong) Limited</li> <li>44. Hong Kong Aviation Ground Services Limited</li> </ol>
38	China State Construction Engineering (Hong Kong) Limited	<ol style="list-style-type: none"> <li>1. China State Construction Engineering (Hong Kong) Limited</li> <li>2. Airport Authority Hong Kong</li> </ol>
39	Hong Kong Airport Services Limited	<ol style="list-style-type: none"> <li>1. Hong Kong Airport Services Limited</li> <li>2. Cathay Pacific Airways Limited</li> <li>3. Hong Kong Dragon Airlines Limited</li> </ol>

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)088****(Question Serial No. 1743)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the salaries, allowances, job-related allowances and related expenses to be incurred by the Office of the Secretary for Transport and Housing in 2020-21, please tabulate the following information:

- (1) the estimated expenditures on the (i) salaries, (ii) benefits and allowances, (iii) job-related allowances, (iv) Mandatory Provident Fund (MPF) contribution and (v) other allowances and contribution (please specify) of (a) the Secretary for Transport and Housing (STH), (b) the Under Secretary for Transport and Housing (USTH) and (c) the Political Assistant (PA) to STH in this financial year. If the above estimated expenditures of the three politically appointed officials are not included in their personal emoluments but are part of the estimated operating expenditure of the Bureau, please provide (d) the estimated expenditure of the Bureau on the items above;

	(i) Salaries	(ii) Benefits and allowances	(iii) Job-related allowances	(iv) MPF contribution	(v) Other allowances and contribution (please specify)
(a) STH					
(b) USTH					
(c) PA to STH					
(d) Total estimated expenditure of the Bureau					

- (2) the estimated expenditures on the benefits and allowances for (a) STH, (b) USTH and (c) PA to STH in this financial year, including the following four categories of expenditures: (i) their medical and dental benefits, (ii) the medical and dental benefits of their spouses, (iii) their leave passage allowances and (iv) the leave passage allowances of their spouses. If the above estimated expenditures of the three



politically appointed officials are not included in their personal emoluments but are part of the estimated operating expenditure of the Bureau, please provide (d) the estimated expenditure of the Bureau on the items above;

	(i) Medical and dental benefits	(ii) Medical and dental benefits of spouses	(iii) Leave passage allowances	(iv) Leave passage allowances of spouses
(a) STH				
(b) USTH				
(c) PA to STH				
(d) Total estimated expenditure of the Bureau				

(3) the estimated expenditures on the (i) government vehicle services and (ii) security arrangements for (a) STH, (b) USTH and (c) PA to STH in this financial year. If the above estimated expenditures of the three politically appointed officials are not included in their personal emoluments but are part of the estimated operating expenditure of the Bureau, please provide (d) the estimated expenditure of the Bureau on the items above;

	(i) Cars and chauffeur services	(ii) Security arrangements
(a) STH		
(b) USTH		
(c) PA to STH		
(d) Total estimated expenditure of the Bureau		

(4) the estimated expenditure on the job-related allowances for (a) STH, (b) USTH and (c) PA to STH in this financial year, namely, expenses on: (i) official entertainment and (ii) duty visits. If the above estimated expenditure is not covered by the salary provision of the three politically appointed officials but included in the estimated operating expenditure of the Bureau, please provide (d) the estimated expenditure of the Bureau on the items above; and

	(i) Official entertainment	(ii) Passage for duty visits
(a) STH		
(b) USTH		
(c) PA to STH		
(d) Total estimated expenditure of the Bureau		

(5) the estimated expenditures on the end-of-contract gratuity for (a) STH, (b) USTH and (c) PA to STH upon the completion of their term of office, including the following two categories of expenditures: (i) end-of-contract gratuity and (ii) related allowances. If the above estimated expenditures of the three politically appointed officials are not included in their personal emoluments but are part of the estimated operating

expenditure of the Bureau, please provide (d) the estimated expenditure of the Bureau on the items above.

	(i) End-of-contract gratuity	(ii) Related allowances
(a) STH		
(b) USTH		
(c) PA to STH		
(d) Total estimated expenditure of the Bureau		

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 3)

Reply:

For budgetary purpose, the salary provisions in respect of the positions of the Secretary for Transport and Housing (STH), the Under Secretary for Transport and Housing (USTH), and the Political Assistant to Secretary for Transport and Housing (PA to STH) in 2020-21 are \$4.18 million, \$3.13 million and \$1.04 million respectively, and the Mandatory Provident Fund contribution is \$18,000 each.

Expenses of official entertainment and duty visits for STH, USTH and PA to STH will be charged under Departmental Expenses, there is no separate breakdown on these items in the 2020-21 draft estimates. In 2020-21 draft estimates, the provision for official entertainment and duty visits for the Director of Bureau's Office are around \$150,000 and around \$300,000 respectively.

STH, USTH and PA to STH and their dependants are entitled to the medical and dental benefits applicable to civil servants and their dependants. STH is provided with the free use at his discretion of a car and driver in Hong Kong, while the use of government cars by USTH and PA to STH is governed by rules and regulations applicable to civil servants at comparable levels. No provisions have been earmarked in 2020-21 for other allowances or end-of-contract gratuity mentioned in the question for STH, USTH and PA to STH.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)089****(Question Serial No. 1760)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Would the Government advise this Committee on the following:

1. Please list in the table below the monthly flight movements, cargo volumes and passenger throughputs of the Hong Kong International Airport (HKIA) between March 2018 and March 2020:

Month	Flight movement	Cargo volume	Passenger throughput
March 2018			
April 2018			
...			
March 2020			

2. Is there any decrease in the passenger throughput of HKIA as a result of the epidemic caused by the “pneumonia cases in Wuhan”? What is the amount of Airport Construction Fee (ACF) forgone by HKIA?

3. It is learnt that the relevant department will charge ACF until all the loans related to the project of the Three-Runway System (3RS) have been fully paid off. What is the originally expected time for the Government to stop charging ACF? Given that HKIA has foregone an amount of ACF due to the epidemic caused by the “pneumonia cases in Wuhan”, does the Government have any plan to extend the period of charging ACF/increase ACF?

4. Is there any delay in the works progress of the 3RS project of HKIA as a result of the epidemic caused by the “pneumonia cases in Wuhan”? If so, please provide the details, including the information on the estimated time delay, the works projects to be affected, etc.

Has the delay led to any cost overrun of the 3RS project? If so, will the Government continue to charge passengers in the form of ACF in order to offset the cost overrun?

5. In the light of the epidemic caused by the “pneumonia cases in Wuhan”, will the departments concerned make any reduction in various charges, such as rent for tenants, landing charge, parking charge and airbridge charge for aeroplanes, etc. in order to sail through the difficulties with the aviation industry? If so, please provide the details, including the percentages of reduction, the amounts to be involved, etc.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 20)

Reply:

**Air Traffic Statistics at the Hong Kong International Airport (HKIA)**

Month	Air Traffic Movements ('000)	Cargo Handled ('000 Tonnes)	Passengers ('000)
March 2018	36	431	6 398
April 2018	35	428	6 301
May 2018	36	437	6 038
June 2018	35	424	6 213
July 2018	37	433	6 661
August 2018	37	432	6 847
September 2018	34	432	5 566
October 2018	37	453	6 176
November 2018	35	466	5 995
December 2018	37	448	6 528
January 2019	37	401	6 479
February 2019	32	276	5 879
March 2019	37	432	6 420
April 2019	36	394	6 491
May 2019	36	404	6 236
June 2019	35	387	6 347
July 2019	37	401	6 729
August 2019	36	387	5 994
September 2019	33	406	4 857
October 2019	34	428	5 367
November 2019	33	449	5 027
December 2019	34	443*	5 715*
January 2020*	33	359	5 719
February 2020*	18	251	1 883

\* *Provisional Figures*

**Impact of recent events on HKIA’s business and relief measures**

Against the backdrop of global economic uncertainties, the recent social unrest in Hong Kong and current epidemic have caused considerable impact to HKIA’s business in fiscal year 2019/20 and the collection of AFC to some degree.

Since the outbreak of coronavirus disease (COVID-19), the number of passengers at HKIA has decreased significantly, causing impact of different extent to businesses operating at the airport. On top of the rental concessions and other relief measures rolled out in September 2019 to help the aviation sector weather the impacts of the public order events, AA has launched a new round of relief and support measures with a view to alleviating pressure on business operations for the aviation industry. These measures include extending the rental concession measures to end May 2020, waiving the half-yearly rental adjustment for the offices, storage and passenger lounges for airlines at terminal building in 2019 and extending it to 2020, waiving of management fee for terminal accommodations including offices and lounges, reduction of rental and counter licence fee for terminal accommodations, reduction of airside vehicle parking permit fee, reduction in rental for aviation support services, etc..

Further to that, the Government, together with AA, announced on 23 March 2020 an additional \$1 billion package, comprising a government waiver of \$670 million of Air Traffic Control Services Charge in 2019/20 to AA, which will be passed on in full to the airport community, and \$330 million contributions from AA, in view of the sustained challenges the industry has to face due to the outbreak of COVID-19. The major portion of the support will be allocated to direct support measures to the aviation industry. Further rental concessions will also be provided to retail and restaurants tenants at HKIA. To demonstrate the care for the airport staff, a training incentive will be provided to frontline airport staff who takes on training while they are on unpaid leave. The total amount of these measures, together with those introduced by AA in September 2019 and February 2020, amount to about \$2.6 billion.

The Government and AA will continue to closely monitor the on-going economic and market situation, and will engage the industry when considering appropriate post-epidemic recovery measures with a view to helping the industry back on track.

### **Airport Construction Fee (ACF)**

AA has begun collecting ACF on air tickets issued from 1 August 2016 for departing passengers at HKIA. ACF will remain in effect until all the Three-Runway System (3RS)-related borrowings have been fully repaid, which is expected to be in fiscal year 2030/31 according to the study by independent adviser, The Hongkong and Shanghai Banking Corporation Limited. It is AA's intention to maintain the charging levels of ACF throughout the collection period. AA is keeping the financial arrangement plan unchanged for the 3RS project for the time being, but will continue to monitor the operating environment and market conditions in fiscal year 2020/21 and stay vigilant.

### **Impact of COVID-19 on the 3RS project**

COVID-19 has affected nearly all walks of life in Hong Kong, including the supply of materials from the Mainland and workers who have to undergo a 14-day mandatory quarantine on return from the Mainland with effect from 8 February 2020. As most of the 3RS-related production facilities/supply chains in the Mainland were suspended in February 2020, various construction fronts of the 3RS project, in particular the reclamation works, were adversely affected. AA is closely monitoring the situation and is actively implementing appropriate measures to mitigate the impact brought about by COVID-19. In the near future, it is believed that the outbreak of COVID-19 will continue to affect supplies of fill material as well as workforce from the Mainland; the extent of impact will be

more certain when the epidemic is over. AA continues to proceed with the targets to commission the Third Runway in 2022 and the entire 3RS in 2024. AA will self-finance the 3RS projects, and it remains its target to deliver the 3RS project within the budget of \$141.5 billion.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)090**

**(Question Serial No. 1763)**

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:

The Transport Branch oversees transport infrastructure. Regarding the passenger throughput and the operations of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), the Government is requested to respond to the following:

- (1) What is the monthly passenger throughput since the commissioning of the Hong Kong Section of XRL?
- (2) What are the respective numbers of days with the daily passenger throughputs listed in (i) below since the commissioning of the Hong Kong Section of XRL? Can the Government provide the relevant statistics in the following table?

Daily passenger throughput (i)	Days
0	
1-10 000	
10 000-20 000	
20 000-30 000	
30 000-40 000	
40 000-50 000	
50 000-60 000	
60 000-70 000	
70 000-80 000	
80 000-90 000	
90 000-100 000	
>100 000	

(3) What are the respective numbers of passengers travelling to and from various Mainland destinations via the West Kowloon Station (WKS) since the commissioning of the Hong Kong Section of XRL? Can the Government set out the numbers of passengers by destination (leaving Hong Kong) and place of departure (entering Hong Kong)?

(4) According to the “Patronage Cap-and-Collar Mechanism” under for the Supplemental Service Concession Agreement (SSCA), if the patronage of XRL is less than the pre-set threshold 15% or above, the Kowloon-Canton Railway Corporation (KCRC) shall provide subsidies. What is the above “pre-set threshold”? Has the “cap-and-collar subsidy mechanism” ever been triggered? If so, please provide the relevant details, including the amount of subsidies, the months involved, etc.

(5) The Government announced the closure of WKS of the Hong Kong Section of XRL on 30 January this year as a result of the epidemic, which means the patronage of the Hong Kong Section of XRL since February will certainly be less than the pre-set threshold (as the patronage is zero). Has the “cap-and-collar subsidy mechanism” been triggered by the decrease in patronage of the Hong Kong Section of XRL since February? If so, please provide the relevant details, including the amount of subsidies, the method of calculation, the months involved, etc.

(6) It is reported that despite the closure of WKS of the Hong Kong Section of XRL on 30 January, the train service between the Mainland and Hong Kong has not been completely suspended as the Mainland Government continues to send staff to work at the “Mainland Port Area” inside WKS every day and the staff of the MTR Corporation Limited still have to operate a “commuting train” to and from Futian Station in Shenzhen for carrying the Mainland staff on a daily basis. In this connection, can the Government list the daily schedule of trains of the Hong Kong Section of XRL departing from WKS, the number of passengers per day and the reasons for carriage since 30 January in the table below?

Date	Schedule of trains of the Hong Kong Section of XRL departing from/arriving at Hong Kong	Number of passengers	Reason for carriage
30 January			
31 January			
1 February			
...			

(7) Does the Government know why the Mainland authority still needs to send staff to work at WKS of the Hong Kong Section of XRL after the closure of the station? How can the Government ensure that there will not be any transmission of infectious disease from the Mainland staff to Hong Kong border officials?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 23)

Reply:

(1) The West Kowloon Station of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) was officially commissioned on 23 September 2018. As at the end of



February 2020, the numbers of inbound and outbound passenger at this control point are tabulated as follows:

<b>Year/month</b>		<b>No. of passenger</b>	<b>Average daily no. of passenger</b>
2018	Sept	376 137	47 017
	Oct	1 609 740	51 927
	Nov	1 467 710	48 924
	Dec	1 816 502	58 597
2019	Jan	1 682 274	54 267
	Feb	1 761 439	62 909
	Mar	1 533 498	49 468
	Apr	1 757 524	58 584
	May	1 657 157	53 457
	Jun	1 473 949	49 132
	Jul	1 568 832	50 607
	Aug	1 166 323	37 623
	Sept	917 769	30 592
	Oct	1 038 032	33 485
	Nov	1 044 371	34 812
	Dec	1 131 260	36 492
2020 <sup>Note</sup>	Jan	975 897	33 652
	Feb	0	0

Note: In view of the measures announced by the Government to contain the COVID-19 outbreak and following discussion with mainland railway authorities, services of XRL (Hong Kong Section) and Intercity Through Train have been suspended since 30 January 2020.

(2) The daily patronage for XRL since its commissioning on 23 September 2018 and up to end February 2020 as requested is set out in the table below.

<b>Daily patronage(i)</b>	<b>Number of days</b>
0 (from 30 Jan to 29 Feb 2020)	31
1-10 000	0
10 000-20 000	3
20 000-30 000	32
30 000-40 000	166
40 000-50 000	133
50 000-60 000	63
60 000-70 000	39
70 000-80 000	40
80 000-90 000	9
90 000-100 000	8
>100 000	1

Note: In view of the measures announced by the Government to contain the COVID-19 outbreak and following discussion with mainland railway authorities, services of the XRL (Hong Kong Section) and Intercity Through Train have been suspended starting from 30 January 2020.

(3) According to the figures provided by the MTR Corporation Limited (MTRCL), the average number of tickets sold per day for all short-haul and long-haul destinations for XRL (for the period since its commissioning up to end February 2020) as requested is set out in the table below.

Destinations	Number of tickets sold (average per day)		
	Mondays to Thursdays	Fridays to Sundays and Peak Days	Daily average
All short-haul destinations	29 600	41 500	35 200
All long-haul destinations	8 200	10 200	9 200
Total	37 800	51 700	44 300

Note: In view of the measures announced by the Government to contain the COVID-19 outbreak and following discussion with mainland railway authorities, services of XRL (Hong Kong Section) and Intercity Through Train have been suspended since 30 January 2020.

(4)-(5) The patronage of XRL has been increasing progressively since its commencement of operation (except in the second half of 2019 where patronage was affected by the dominance of public order events in Hong Kong), bringing in stable fare revenues to MTRCL. As explained in detail when the operating arrangements for XRL was announced on 23 August 2018, since XRL is a brand new cross-boundary transport mode, for the purpose of ensuring the financial stability of the operation of XRL, the Government, KCRC and MTRCL have adopted a more prudent daily patronage forecast for XRL in the business case (including the “Patronage Cap-and-Collar Mechanism”, under which KCRC and MTRCL would share the risk and return when the actual patronage for a year deviates from the projected patronage for more than 15%) for the Supplemental Service Concession Agreement than the Government’s earlier forecast (i.e. the average daily patronage of 80 100 at the initial commissioning stage). In 2018 and 2019, the patronage never touched the lower limit under the “Patronage Cap-and-Collar Mechanism”, therefore neither the Government nor KCRC have had to make any payment to MTRCL in this regard. As KCRC and MTRCL operate on commercial principles, we are unable to further release the more prudent patronage forecast adopted in the “Patronage Cap-and-Collar Mechanism”.

(6)-(7) During the period of the suspension of XRL service, MTRCL has continued to arrange trains to take Mainland Port staff to and from West Kowloon Station to Shenzhen North and Futian for their attending to work.

In response to the recent COVID-19 Outbreak, MTRCL has strengthened the cleaning and sterilising work at Hong Kong West Kowloon Station, train compartments and station facilities. Other personal protective equipment such as surgical masks and protective goggles are also provided for all station staff, train captains or other service staff while carrying out duties. Trains carrying Mainland Port staff are also being disinfected and cleaned. MTRCL has also reminded station staff at control points to maintain good health and personal hygiene.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)091****(Question Serial No. 1764)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

i) Regarding the duty visits paid by the Secretary for Transport and Housing (STH) since his assumption of office, please provide information on the travelling expense for each visit in the following table:

Date of visit	Destination	Travelling expense for each transport mode (HK\$)					Total amount (HK\$)
		High-speed rail	Aircraft	Ship	Vehicle	Others	

ii) When deciding on the commuting mode for visits to the Mainland, did the STH give prime consideration to the "advantage of convenience" offered by the 20 000-kilometre national high-speed rail and accord top priority to this transport mode? If not, what were the reasons? What were the considerations for deciding on the commuting mode?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 24)

Reply:

Inter-city travelling expenses incurred in duty visits between 1 July 2017 and 29 February 2020 by the Secretary for Transport and Housing (STH) and entourage from STH's Office concerning Programme (1) is tabulated below:

Date of Visit	Place of Visit	Inter-city Travelling Expense (HKD)				Total (HKD)
		Railway	Flight	Ferry	Cross-boundary hire car service	
28-29 August 2017	Singapore	-	About 30,600	-	-	About 30,600 <sup>Note 1</sup>
30 August 2017	Jiangmen & Shenzhen	-	-	-	About 500	About 500 <sup>Note 1</sup>
5-7 September 2017	Beijing	-	About 22,800	-	-	About 22,800
12-14 September 2017	United Kingdom	-	About 208,500	-	-	About 208,500
5-8 October 2017	Papua New Guinea	-	About 119,100	-	-	About 119,100
9-10 October 2017	Hangzhou	-	About 17,500	-	-	About 17,500
24 November 2017	Macao	-	-	About 400	-	About 400 <sup>Note 1</sup>
26-28 November 2017	Beijing	-	About 21,000	-	-	About 21,000
4-8 December 2017	Shanghai & Beijing	About 2,100	About 20,000	-	-	About 22,100
21-23 December 2017	Beijing	-	About 23,600	-	-	About 23,600
10-13 January 2018	Germany	About 12,000	About 127,500	-	-	About 139,500
14 January 2018	Zhuhai	-	-	About 400	-	About 400 <sup>Note 1</sup>
14-15 January 2018	Beijing	-	About 24,000	-	-	About 24,000
31 January – 2 February 2018	Beijing	-	About 25,900	-	-	About 25,900
14 March 2018	Macau	-	-	About 1,600	-	About 1,600
29-30 March 2018	Zhuhai	-	-	About 700	-	About 700
26 April 2018	Guangzhou	About 400	-	-	-	About 400
2-4 May 2018	Beijing	-	About 24,900	-	-	About 24,900
11 May 2018	Zhuhai	-	-	About 400	-	About 400 <sup>Note 1</sup>
5 June 2018	Guangzhou	About 400	-	-	-	About 400

Date of Visit	Place of Visit	Inter-city Travelling Expense (HKD)				Total
14-16 August 2018	Beijing	-	About 24,800	-	-	About 24,800
4 September 2018	Zhuhai	-	-	About 400	-	About 400 Note 1
13 September 2018	Zhuhai	-	-	About 400	-	About 400 Note 1
22-23 October 2018	Zhuhai	-	-	About 2,600	-	About 2,600
12 December 2018	Macau	-	-	-	About 600	About 600 Note 1
15 January 2019	Guangzhou	About 800	-	-	-	About 800
26-28 January 2019	Guangxi	-	About 11,700	-	-	About 11,700
18-19 February 2019	Beijing	-	About 20,200	-	-	About 20,200
22-23 February 2019	Macau	-	-	-	-	Note 2
11-16 March 2019	Denmark & Norway	-	About 83,700	-	-	About 83,700
15-18 May 2019	Beijing	-	About 18,500	-	-	About 18,500
4 June 2019	Guangzhou	About 500	-	-	-	About 500 <sup>Note 1</sup>
27 June 2019	Shenzhen	-	-	-	About 2,200	About 2,200
10-13 September 2019	United Kingdom	-	About 105,000	-	-	About 105,000
20-21 September 2019	Guangxi	About 1,700	About 1,200	-	-	About 2,900
30 October – 1 November 2019	Beijing	-	About 20,500	-	-	About 20,500
17 December 2019	Guangzhou	About 900	-	-	-	About 900 <sup>Note 1</sup>

Note:

<sup>1</sup> The travelling expense was borne by other Government departments and not charged to Head 158.

<sup>2</sup> STH travelled between Hong Kong and Macau on a government vehicle for the duty visit. The related expense was charged under the Operational Expenses and there is no separate breakdown.

Apart from the duty visits listed above, STH and his entourage attended the opening ceremony of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) on 22 September 2018. As part of the ceremony, STH took a return trip on the XRL between Hong Kong West Kowloon Station and Guangzhou South Railway Station. There is no separate breakdown for the travelling expense incurred.

The transport arrangement for each duty visit by STH is decided having regard to the practical needs of the visit. Factors such as the purpose, destination, duration and routing of the visit as well as the schedule and seat availability of the means of transport will be taken into account. We will continue to consider using various modes of transport having regard to the factors described above when we formulate the itinerary of duty visits.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)092**

**(Question Serial No. 1765)**

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:

The Transport Branch oversees the transport infrastructure. Before the commissioning of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), water leakage/seepage problems (including “stalactite” objects being formed under pipes due to the long term accumulation of underground water, incidents of “damaging the circuit box” caused by the serious water ponding on B4 platform) were uncovered. Regarding the water leakage/seepage conditions of the Hong Kong Section of the XRL, the Government is requested to respond to the following:

i) Since the commissioning of the Hong Kong Section of the XRL, what is the total number of physical investigations conducted by the relevant government departments to ensure that there are no water leakage/seepage problems in the facilities of the Hong Kong Section of the XRL (including but not limited to the platforms, tracks, tunnels, etc.)? If so, please list the number of physical investigations conducted by the relevant government departments per month and the scope of each investigation since the commissioning of the Hong Kong Section of the XRL.

ii) Since the commissioning of the Hong Kong Section of the XRL, have water leakage/seepage problems been found in the facilities of the Hong Kong Section of the XRL (including but not limited to the platforms, tracks, tunnels, etc.)? If so, please set out the dates and locations of water leakage/seepage problems, the water leakage/seepage conditions, and the remedial work in the table below.

Water leakage/ seepage incident	Date	Location	Water leakage/ seepage conditions	Remedial work
Incident 1				
Incident 2				
Incident 3				

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 25)

Reply:

(i) and (ii)

The water seepage identified at the tunnels of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) before its commissioning, which was minor in nature, had been improved substantially. The Highways Department (HyD) has been monitoring the progress of this water seepage rectification works conducted by the MTR Corporation Limited (MTRCL). After the commissioning of XRL, HyD had conducted 16 inspections for the above water seepage rectification works. These inspections were conducted on a need basis and solely for inspection and monitoring progress of the rectification works.

In addition, after the commissioning of XRL, its operation and maintenance is undertaken by MTRCL. MTRCL is responsible for upkeeping XRL in good service condition. The Electrical and Mechanical Services Department (EMSD) follows up the tunnel seepage conditions with MTRCL in regular meetings, and monitors the tunnel seepage situations via routine safety inspection on trackside facilities. EMSD has conducted six safety inspections in XRL tunnels since its opening. Furthermore, upon our request, MTRCL took video recording of XRL tunnels on a regular basis for monitoring whether the tunnel seepage would affect railway safety.

Since the opening of XRL, there was no report of trackside equipment or train operations being affected by water seepage problem. EMSD shall continue to monitor MTRCL in upkeeping XRL in good service condition with the aim to provide proper and safe railway services at all times.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)093****(Question Serial No. 1768)**

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:

The Transport Branch oversees transport infrastructure. The Hong Kong-Zhuhai-Macao Bridge (HZMB) was commissioned in October 2018. In this connection, it is hoped that the Government will respond to the following:

- (1) Will the Government provide the average monthly cross-boundary vehicular flow of the HZMB by vehicular types since its commissioning? Has the vehicular flow reached the original estimate?
- (2) Will the Government provide the cross-boundary vehicular flow of the HZMB per day by vehicular types between 1 January and 4 March 2020 in the following table?

Date	Private Car		Shuttle Bus		Coach		Goods Vehicle		Total Daily Vehicular Flow		
	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Two-way
1/1											
2/1											
3/1											
...											

- (3) Has there been a noticeable increase in the vehicular flow upon the implementation of toll-free policy for small passenger vehicles and of toll-free policy for all vehicles on 24 January and 17 February 2020 respectively? What are the reasons for allowing vehicles using the HZMB for free when the coronavirus epidemic has been prevailing? What are the aims of the implementation of the above policies?

- (4) What are the expenditures required for repair, maintenance and operation of the HZMB per month since its commissioning? What is the monthly income (including the tolls) of the HZMB? What is the estimated time for the HZMB to pay off the bank loans? According to the reply (Reply Serial No. THB(T)113) last year, the Government indicated

that “It is not appropriate to disclose the relevant information unilaterally.” In this connection, can the Government seek the consent of the HZMB Authority so as to disclose the above figures? If the figures still cannot be disclosed, what are the HZMB Authority’s reasons for refusing to do so?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 28)

Reply:

(1)

According to the Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority, the monthly vehicular flow of the HZMB entering / leaving Hong Kong (two-way) by vehicle type since the commissioning of the HZMB is as follows:

Year	Month (Note 1)	Private Car (Note 2)	Shuttle Bus	Coach	Goods Vehicle (Note 3)	Total Monthly Vehicular Flow
2018	Nov	32 597	43 871	24 588	3 371	104 427
	Dec	45 073	45 485	23 142	5 302	119 002
2019	Jan	44 863	36 981	16 803	7 020	105 667
	Feb	55 117	38 763	17 435	3 429	114 744
	Mar	60 954	43 272	16 200	8 407	128 833
	Apr	68 921	48 026	17 515	7 831	142 293
	May	79 217	46 355	15 562	7 412	148 546
	Jun	72 448	41 423	14 580	7 362	135 813
	Jul	75 220	43 213	14 426	8 271	141 130
	Aug	72 701	36 844	14 609	8 081	132 235
	Sep	65 838	26 149	12 014	7 918	111 919
	Oct	78 290	26 426	10 855	7 740	123 311
	Nov	71 447	23 081	9 505	7 648	111 681
	Dec	77 530	26 973	12 379	8 060	124 942
2020	Jan	72 441	21 850	12 396	6 897	113 584
	Feb (Note 4)	25 152	7 098	3 260	5 278	40 788

**Note:**

- (1) The HZMB was commissioned on 24 October 2018. Since the vehicular flow figures for October 2018 only cover eight days (i.e. 24-31 October), such figures are not included in the above table.
- (2) Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.
- (3) Goods vehicles include container trucks.
- (4) The figures were affected by the Government’s measures to reduce the cross-boundary passenger flow with a view to containing the spread of COVID-19 since end January 2020.

The governments of Hong Kong, Guangdong and Macao will continue to work closely to press ahead various new cross-boundary transport measures for better utilising the HZMB, taking into account the capacity of the respective ports and connecting roads.

(2)

According to the HZMB Authority, the daily vehicular flow of the HZMB entering / leaving Hong Kong by vehicular type from 1 January to 4 March 2020 is tabulated below. It is worth noting that the Government’s introduction of a 14-day quarantine arrangement for all

people entering Hong Kong from the Mainland starting 8 February 2020 with a view to containing the spread of COVID-19 has affected the vehicle flow since the same day.

Date	Private Car (Note 1)		Shuttle Bus		Coach		Goods Vehicle (Note 2)		Total Daily Vehicular Flow		
	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Two-way
1 January	1 410	1 097	489	485	233	231	18	23	2 150	1 836	3 986
2 January	1 125	1 227	355	354	182	181	158	184	1 820	1 946	3 766
3 January	1 268	1 263	367	371	188	188	177	179	2 000	2 001	4 001
4 January	1 274	1 345	408	411	205	204	115	112	2 002	2 072	4 074
5 January	1 374	1 078	411	403	212	205	24	32	2 021	1 718	3 739
6 January	1 102	1 298	344	346	179	176	145	161	1 770	1 981	3 751
7 January	1 064	1 181	344	348	181	182	186	201	1 775	1 912	3 687
8 January	1 123	1 114	348	344	185	182	177	198	1 833	1 838	3 671
9 January	1 111	1 104	359	358	188	185	176	196	1 834	1 843	3 677
10 January	1 316	1 392	353	352	194	190	202	202	2 065	2 136	4 201
11 January	1 285	1 294	395	398	220	220	135	130	2 035	2 042	4 077
12 January	1 440	1 154	429	422	203	195	31	50	2 103	1 821	3 924
13 January	1 154	1 363	342	347	181	180	177	194	1 854	2 084	3 938
14 January	1 162	1 251	331	327	196	191	187	192	1 876	1 961	3 837
15 January	1 177	1 228	334	334	181	182	209	244	1 901	1 988	3 889
16 January	1 279	1 263	348	353	179	177	221	237	2 027	2 030	4 057
17 January	1 388	1 401	346	344	188	191	204	213	2 126	2 149	4 275
18 January	1 331	1 401	379	380	204	204	125	158	2 039	2 143	4 182
19 January	1 535	1 247	406	404	212	208	82	88	2 235	1 947	4 182
20 January	1 311	1 401	342	343	182	179	171	194	2 006	2 117	4 123
21 January	1 177	1 240	360	365	193	196	147	153	1 877	1 954	3 831
22 January	1 291	1 338	372	373	231	231	97	103	1 991	2 045	4 036
23 January	1 143	1 338	366	371	229	227	42	34	1 780	1 970	3 750
24 January	978	1 182	334	342	232	229	12	12	1 556	1 765	3 321
25 January	787	937	360	358	222	219	2	4	1 371	1 518	2 889
26 January	1 102	1 041	383	372	213	211	7	6	1 705	1 630	3 335
27 January	1 067	894	376	383	202	204	7	9	1 652	1 490	3 142
28 January	954	759	321	322	223	225	10	11	1 508	1 317	2 825
29 January	976	829	273	275	214	218	18	25	1 481	1 347	2 828
30 January	847	805	183	187	188	190	19	16	1 237	1 198	2 435
31 January	725	700	159	161	178	177	26	29	1 088	1 067	2 155
1 February	687	655	161	156	178	178	17	18	1 043	1 007	2 050
2 February	677	645	160	158	163	156	13	13	1 013	972	1 985
3 February	591	637	147	146	113	109	41	35	892	927	1 819
4 February	772	790	151	147	98	114	30	42	1 051	1 093	2 144
5 February	790	784	130	131	90	89	39	49	1 049	1 053	2 102
6 February	1 304	1 259	148	148	98	92	48	59	1 598	1 558	3 156
7 February	1 723	1 290	182	184	88	86	47	47	2 040	1 607	3 647
8 February	119	205	67	72	54	55	17	30	257	362	619
9 February	103	191	62	62	37	35	12	25	214	313	527

Date	Private Car (Note 1)		Shuttle Bus		Coach		Goods Vehicle (Note 2)		Total Daily Vehicular Flow		
	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Two-way
10 February	165	232	59	64	35	36	86	88	345	420	765
11 February	159	194	53	58	31	31	105	120	348	403	751
12 February	172	199	56	56	32	32	111	114	371	401	772
13 February	174	199	57	59	32	32	140	137	403	427	830
14 February	222	239	66	63	25	24	125	141	438	467	905
15 February	182	185	62	59	30	30	92	92	366	366	732
16 February	128	169	62	62	32	32	16	30	238	293	531
17 February	251	307	108	113	29	29	145	133	533	582	1 115
18 February	295	326	118	116	28	30	128	129	569	601	1 170
19 February	276	320	109	104	31	31	106	116	522	571	1 093
20 February	312	344	168	161	37	37	138	143	655	685	1 340
21 February	382	373	192	189	40	37	158	152	772	751	1 523
22 February	331	321	169	169	41	43	90	85	631	618	1 249
23 February	279	308	165	176	43	43	16	25	503	552	1 055
24 February	370	448	159	161	41	40	127	135	697	784	1 481
25 February	356	388	119	119	40	41	154	152	669	700	1 369
26 February	370	369	140	138	36	36	143	143	689	686	1 375
27 February	376	396	148	143	44	41	140	169	708	749	1 457
28 February	498	498	168	162	45	44	175	175	886	879	1 765
29 February	409	408	167	169	43	43	111	111	730	731	1 461
1 March	328	336	159	163	44	47	30	42	561	588	1 149
2 March	420	497	178	175	44	44	142	135	784	851	1 635
3 March	398	422	177	168	41	36	178	170	794	796	1 590
4 March	416	434	161	164	39	39	155	153	771	790	1 561

**Note:**

- (1) Private cars include cross-boundary private cars, cross-boundary hire cars, and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.
- (2) Goods vehicles include container trucks.

**(3)**

The HZMB Main Bridge is located within the Mainland waters and the Toll Plaza is also situated in the Mainland. According to the territoriality principle, the HZMB Authority has been implementing the Mainland's nationwide toll-free policy for small passenger vehicles during the Mainland's major holidays, including the Lunar New Year period from 24 January 2020 to 8 February 2020 (both dates inclusive). The toll-free policy was only applicable to cross-boundary private cars with regular quota using the HZMB or those which have obtained relevant cross-boundary licences and reserved the parking spaces under the Macao Port Park-and-Ride Scheme. The number of such quota and parking spaces were not increased during the period. Separately, the Mainland Government implemented a nationwide toll-free policy for all types of vehicles using tolled highways including the HZMB since 17 February 2020 until further notice, in order to ensure smooth transport of goods and necessities during the period of combating COVID-19.

As compared with the average number of daily private car trips via the HZMB at about 2 500 (two ways) in December 2019, the average number of such trips during the implementation of the nationwide toll-free policy for small passenger vehicles (from 24 January to 8 February 2020) was about 1 720 (two ways). The average number of daily vehicular trips for all types of vehicles using the HZMB was about 1 375 (two ways) from 17 February to 4 March 2020, while the average number of such trips in December 2019 was 4 030.

(4)

The HZMB Authority, established under the Mainland laws as a non-profit-making public institution legal person, is responsible for the construction, operation, management and maintenance (including financial matters) of the HZMB Main Bridge as well as collecting tolls from vehicles using the HZMB Main Bridge.

The HZMB Authority operates on a self-financing basis. The income of the Main Bridge (including the tolls) is used by the HZMB Authority to repay the bank loan and meet the expenses of the daily operation and maintenance of the HZMB. The toll income is not received by the Hong Kong Government. It is not appropriate for us to disclose information relating to the income and expenditure of the HZMB unilaterally. The governments of the three places will pay close attention to the operation of the HZMB and viable enhancement proposals, including launching measures to increase the vehicular flow of the HZMB with a view to better utilising the HZMB.

– End –

**CONTROLLING OFFICER'S REPLY**

**THB(T)094**

**(Question Serial No. 2356)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Programme (3) that the Transport and Housing Bureau (THB) will review the long-term establishment of the Air Accident Investigation Authority (AAIA). Please provide the following information:

- 1) The number of accident investigation cases handled by the AAIA in the recent three years;
- 2) The average investigation time required for investigating each case; and
- 3) The number of posts expected to be created under the planned establishment, the ranks, the expenditure to be required and the reasons for creating the posts.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 102)

Reply:

1-2) The Air Accident Investigation Authority (AAIA) under the Transport and Housing Bureau (THB) was established in September 2018. The number of investigation cases and information being enquired since its inception as at 10 March 2020 is tabulated below:

(a) Number of investigations of air accidents/ serious incidents transferred from the Civil Aviation Department	10 cases (5 accidents and 5 serious incidents)
(b) Number of investigations of air accidents/ serious incidents launched by the Air Accident Investigation Authority (AAIA)	15 cases* (3 accidents and 12 serious incidents)
(c) Number of investigation report published	1 case (Accident)
(d) Number of investigations of air accidents/ serious incidents completed (viz. having reached the “notice of report and representations” stage as per Regulation 11 of Cap. 448B <sup>1</sup> )	8 cases* (3 accidents and 5 serious incidents)
(e) Number of on-going investigations of air accidents/ serious incidents	16 cases* (4 accidents and 12 serious incidents)
(f) Average time taken to complete an investigation (from the commencement of investigation work to the “notice of report and representations” stage as per Regulation 11 of Cap. 448B)	19.75 months* <sup>2</sup>

\* Updated on 24 February 2020

3) The current set-up of AAIA and the non-civil service (NCS) position of Chief Accident and Safety Investigator (CASI) will expire on 31 March 2020. THB will be consulting the Legislative Council Panel on Economic Development regarding the directorate staffing proposals under the Authority’s permanent set-up, with a view to securing support from the Establishment Sub-Committee and the Finance Committee as soon as practicable.

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<sup>1</sup> As per Regulation 11(1) & (1A) of Cap. 448B, if it is practicable to do so, a “notice of report” should be served by AAIA to stakeholders as defined under the provision concerned, who may make representation in writing within 28 days of service of the notice or within such further period as may be allowed by the Inspector-in-Charge. As per Regulation 11(2), the notice must –

(a) include particulars of any proposed analysis of facts that may affect the person on whom, or in respect of whom, the notice is served; and

(b) include any conclusions as to the causes of the accident or incident that may affect that person.

<sup>2</sup> Excluding item (c) as the bulk of the work was conducted by CAD prior to the establishment of AAIA.

Under the proposed permanent set-up, two non-civil service (NCS) directorate positions will be the CASI (equivalent to the rank of D2) and Deputy CASI (equivalent to the rank of D1) respectively; and will be underpinned by five non-directorate civil service posts. The total remuneration package for the proposed NCS CASI and Deputy CASI positions will be \$3,093,000 and \$2,556,000 respectively (including staff salaries and on-cost). Also, based on the notional annual salary cost at mid-point, the full annual average staff cost (including staff salaries and on-cost) for the five additional non-directorate civil service posts is about \$6,997,000. Furthermore, AAIA could also employ a maximum of three additional investigator(s) when necessary, making use of Non-Civil Service Contract (NCSC) terms. The annual cost will not exceed \$6,288,912.

For details concerning the establishment of an AAIA permanent set-up, please refer to the relevant paper submitted earlier by THB to the Legislative Council Panel on Economic Development:

<https://www.legco.gov.hk/yr19-20/english/panels/edev/papers/edev20200120cb4-257-4-e.pdf>.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)095**

**(Question Serial No. 1229)**

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:

One of the aims of the Transport Branch (TB) is to promote the usage of public transport services by improving their quality and co-ordination, and the Light Rail is an important transport mode for residents of the New Territories of Hong Kong. In this connection, please advise this Committee of the following:

- a) the carrying capacity of various Light Rail routes per hour per direction in 2019;
- b) the latest loading at four persons (standing) per square metre per hour per direction during morning and evening peak hours for the busiest sections of various Light Rail routes in 2019; and
- c) the arrangement of single and coupled-set vehicles of various Light Rail routes during morning and evening peak hours; and a list of disruptions on the Light Rail from 2011 to end-February 2020 showing (i) the date; (ii) the time; (iii) the routes involved; (iv) the causes of incidents/results of investigation; (v) follow-up actions taken; (vi) duration of service delays (minutes); and (vii) the Service Performance Arrangement under the mechanism which allows upward and downward adjustment for the rates of fares in respect of the incidents.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 17)

Reply:

(a) and (b)

The carrying capacity of various Light Rail routes per hour per direction in 2019 is as follows:

<b>Light Rail route</b>	<b>Maximum carrying capacity per direction in the busiest hour during the morning peak hours in 2019</b>
505	2 406
507	2 430
610	2 042
614	893
614P	1 225
615	893
615P	1 225
705	4 455
706	5 158
751	2 858
751P	613
761P	4 900

Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. MTRCL currently assesses the loading of Light Rail Vehicles (LRVs) by on-site observation and surveys.

According to information provided by MTRCL, light rail service in the second half of 2019 (in particular Q4) had been seriously affected by public order events, the vandalism on railway facilities and Light Rail Vehicles. MTRCL was therefore unable to obtain loading data of individual Light Rail routes via onsite observation and surveys.

(c)

The respective numbers of single-set LRVs and coupled-set LRVs deployed to the various Light Rail routes in the morning peak hours in 2019 are as follows:

<b>Light Rail Route No.</b>	<b>Morning Peak</b>	
	<b>Number of single-sets</b>	<b>Number of coupled-sets</b>
505	5	3
507	10	1
610	8	4

614	5	1
614P	5	-
615	5	1
615P	5	-
705	-	5
706	-	6
751	3	9
751P	1	1
761P	-	12
Total	47	43 (equivalent to 86 single-sets LRVs)

The incidents caused by factors under MTRCL's control which lead to Light Rail service disruption of 31 minutes or above from 2011 to 2019 are detailed in the table below. In 2019, there had been no service disruption of 31 minutes or above on Light Rail caused by factors under MTRCL's control.

Date and time of the incident	Affected route(s)	Course of events, investigation results, and follow-up actions taken	Delay (minutes)	Amount set aside under the Service Performance Arrangement for provision of fare concessions Note (\$ million)
1 Aug 2011, 4:26 pm	705	A LRV was delayed at the junction between Tin Wing Road and Tin Shing Road and was subsequently withdrawn from service upon arrival at the Tin Yuet Stop because it sustained air leakage. Investigation found that an air hose was detached on the train and it was immediately fixed.	31	(There was no Service Performance Arrangement at that time.)
11 Sept 2011; 12:26 pm	507, 614, 614P	Light Rail service between the Goodview Stop and the Siu Hei Stop was suspended because a jumper cable of the overhead line system was broken and it fouled train pantographs. The cable was immediately removed and service was resumed after	35	(There was no Service Performance Arrangement at that time.)

		<p>maintenance personnel confirmed safety. The cable was reinstated during non-traffic hours.</p>		
<p>14 June 2012; 7:20 pm</p>	<p>610 614 615 751</p>	<p>Light Rail service between the Hung Shui Kiu Stop and the Siu Hong Stop was suspended because two LRVs collided near the Hung Shui Kiu Stop. Service was resumed after the site was cleared. Investigation confirmed driving misbehaviour of one of the captains and MTRCL handled the train captain according to established internal disciplinary procedures. Training for staff was also strengthened.</p>	<p>71</p>	<p>2</p>
<p>9 July 2012; 10:52 am</p>	<p>505</p>	<p>Light Rail service of Route 505 between the San Wai Stop and the Tuen Mun Stop was suspended because an overhead line insulator was broken and power supply was disrupted. Service was resumed after emergency maintenance work was conducted to replace the broken insulator.</p>	<p>98</p>	<p>2</p>
<p>17 May 2013; 4:15pm</p>	<p>610 614 615 751 761P</p>	<p>A LRV on Route 761P derailed between the Hang Mei Tsuen Stop and the Tong Fong Tsuen Stop and affected the power supply among the Hang Mei Tsuen Stop, the Tong Fong Tsuen Stop and the Hung Shui Kiu Stop. Light Rail services between the Hang Mei Tsuen Stop and the Yuen Long Terminus Stop as well as between the Tin Shui Wai Stop and the Hung Shui Kiu Stop were suspended as a result. Investigation revealed that the captain was driving at</p>	<p>727</p>	<p>15</p>

		a speed of 40.9 km/h, exceeding the speed limit of 15 km/h when turning the bend, while the LRV was confirmed to be functioning normally. The train captain was subsequently convicted of violating the offence of negligent act by employee under the Mass Transit Railway Ordinance. MTRCL has also strengthened training for staff.		
22 Jan 2014; 5:55 am	610 614 615 751 761P	Light Rail service of 8 stops between the Hang Mei Tsuen Stop and the Yuen Long Stop was suspended because a faulty overhead line insulator affected traction current supplies. Investigation revealed the incident was caused by the mechanical failure of an insulator. MTRCL replaced the faulty insulator and commissioned an independent expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, MTRCL has strengthened quality guarantee and control procedures for the procurement of insulators.	157	3
14 March 2014; 9:13 pm	505 507 751	Light Rail service between the Tuen Mun Stop and the Kin On Stop/Choy Yee Bridge Stop was suspended because of a damaged overhead line insulator near the Ho Tin Stop affecting power supply. MTRCL replaced the faulty insulator and subsequently commissioned an independent	83	2

		<p>expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, MTRCL has strengthened quality guarantee and control procedures for the procurement of insulators.</p>		
21 Nov 2014; 2:05pm	507 614 614P	<p>Light Rail services of Routes 507, 614 and 614P between the Goodview Garden Stop and the Tuen Mun Ferry Pier Stop were suspended because a Tin King-bound Route 507 LRV collided with a K52 bus at the junction of Wu Chui Road near the Tuen Mun Ferry Pier Bus Terminus. Normal Light Rail service was resumed after the site was cleared.</p>	168	3
18 Dec 2015; 5:20am	705 706 751 761P	<p>Light Rail service in the area near the Tin Shui Wai Stop was suspended because the overhead line traction supply within the Hang Mei Tsuen Stop, the Tin Shui Stop and the Tin Shui Wai Stop was tripped. Light Rail Routes 705, 706, 751 and 761P were affected. Investigation found a faulty component of overhead line equipment. Service was resumed after emergency maintenance work was conducted to fix the faulty component.</p>	69	2
14 March 2016; 2:15pm	610 614 615 761P	<p>A private car and a Tuen Mun-bound LRV collided near the Tai Tong Road Stop. Being affected by the accident, Light Rail Routes 610, 614, 615 and 761P had to be diverted and</p>	41	1

		the service between the Tong Fong Tsuen Stop and the Yuen Long Stop was suspended. Investigation confirmed driving misbehaviour of the LRV captain and MTRCL handled the train captain according to established internal disciplinary procedures. Training for staff was also strengthened.		
16 Sept 2016; 4:28pm	610 615 615P	Light Rail Routes 610, 615 and 615P had to be diverted because of the power failure near the Tuen Mun Ferry Pier Stop. All LRVs bound for Tuen Mun Ferry Pier bypassed the stops between the Tsing Wun Stop and the Melody Garden Stop. Investigation found a faulty component of overhead line equipment and the faulty component was replaced afterwards.	44	1
8 May 2017; 5:56pm	705 706	Light Rail service was affected because a Light Rail Vehicle collided with an MTR bus at the junction of Tin Sau Road near LR Tin Yuet Stop in Tin Shui Wai.	108	2
16 Aug 2018; 4:05pm	751 706	Services of Light Rail routes 751 and 706 were affected because of faulty overhead-line equipment. Services on 751 and 706 were resumed after emergency maintenance work was conducted to fix the faulty component.	32	1

Note: The Service Performance Arrangement was introduced after the review of the Fare Adjustment Mechanism (FAM) in 2013, and was refined after the review of the FAM in 2017. MTRCL is required to set aside an amount, ranging from \$1 million to \$15 million (from 2012 to 2017) / \$25 million (from 2017 onwards)\*, for each incident caused by factors under MTRCL's control which lead to railway service disruption of 31 minutes or above. The amount set aside will be returned to passengers through fare concessions.

\* The maximum amount was adjusted from \$15 million to \$25 million after the review of the FAM in 2017.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)096**

**(Question Serial No. 1233)**

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:

The Transport Branch (TB) has taken forward the detailed planning work for the railway projects recommended under the Railway Development Strategy 2014 (RDS-2014) over the past few years. What concrete progress has been made in respect of Hung Shui Kiu Station, the East Kowloon Line, the South Island Line (West) and the North Island Line?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 22)

Reply:

The Transport and Housing Bureau (THB) had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014). MTRCL had submitted proposals for the five railway projects of Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension and North Island Line to the Government. Upon receipt of MTRCL's proposals, relevant bureaux/departments have evaluated the proposals and requested MTRCL to provide additional information and supplement details.

Regarding the East Kowloon Line and North Island Line, the Government has offered comments on the proposals submitted by MTRCL and asked MTRCL to improve the technical design of the proposals. MTRCL is considering our comments and exploring feasible options for the design improvement for these two projects. Besides, in response to the Government's invitation in mid-2019 for MTRCL to submit proposals for Hung Shui Kiu Station and the South Island Line (West), MTRCL has commissioned consultancies for carrying out feasibility study of these two projects. Relevant work is still in progress.

We expect that MTRCL will submit preliminary proposals for the Government's consideration later this year.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public, including the Legislative Council and the relevant District Councils, in line with established procedures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)097**

**(Question Serial No. 1234)**

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:

Overseeing the works for a number of road projects is among the duties of the Transport and Housing Bureau. In the past, construction safety has aroused public concern. In this connection, please advise this Committee of the following:

Please tabulate the works involving coupler quality and installation, etc., and the number of cases in the past five years, the problems concerning coupler works, the projects involved and the details, and the suppliers and contractors involved.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 25)

Reply:

Rebar couplers are building materials commonly used in public works projects. When rebar couplers are delivered to the site, the resident site staff (RSS) will inspect each batch of couplers in compliance with the contract requirements and take samples for testing. That particular batch of rebar couplers will only be permitted for use if the test is passed. If any samples fail the test, all rebar couplers in that batch will be removed from the site immediately and cannot be used. During construction, RSS will check the installation of rebar couplers. If incompliances are found, they will instruct the contractor to rectify the problem immediately to ensure the quality of construction works.

Rebar couplers were adopted in 47 road works contracts overseen by the Transport and Housing Bureau in the past five years. Inspection and sample tests of rebar couplers had been duly conducted and installation of rebar couplers had been checked during construction. All the installed rebar couplers complied with the contract requirements.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)098**

**(Question Serial No. 1243)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding air and sea communications and logistics development, one of the aims of the Transport and Housing Bureau is to maintain and further develop Hong Kong's position as a centre of international and regional aviation by ensuring continued compliance with relevant international obligations and standards and providing sufficient airport capacity. In this connection, please advise this Committee on the following:

- a) What are the expected completion date and the expected commissioning date of the third runway of the Hong Kong International Airport?
- b) Please set out in tabular form the respective amount of claims arising from various contracts for constructing the third runway.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 34)

Reply:

The targets of the Airport Authority Hong Kong (AA) are to commission the Third Runway in 2022 and the entire Three-Runway System (3RS) in 2024.

According to information available to the Transport and Housing Bureau, as at February 2020, the total amount of claims submitted by the contractors of the 3RS project was about \$2,800 million. AA has been discussing the details of the claims with the contractors concerned in a prudent manner, and would thoroughly assess the amount claimed based on justifications and information provided. It should be noted that it is not uncommon in works projects for the claimed amount to be significantly higher than the settled amount.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)099**

**(Question Serial No. 2241)**

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:

The Transport Branch aims to, inter alia, improve the quality and co-ordination of public transport services. In this connection, please advise this Committee of the following:

- a) the maximum carrying capacity of each MTR line, including both heavy rail and the Light Rail, in 2019 (loading at four and six persons (standing) per square metre (ppsm));
- b) the patronage of each MTR line, including both heavy rail and the Light Rail, in 2019 (loading at four and six ppsm);
- c) the patronage of each MTR line, including both heavy rail and the Light Rail, during peak hours in 2019 (loading at four and six ppsm);
- d) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of the MTR lines, including both heavy rail and the Light Rail, in 2019;
- e) for upgrading of signalling systems of various MTR lines from now on up to 2030, a table setting out: (i) the work plan, (ii) year and (iii) the maximum carrying capacity per hour (at four ppsm) during morning peak hours after upgrading.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 16)

Reply:

(a) to (d)

For the relevant figures of heavy rail, please refer to the two tables at **Annex**. According to information provided by the MTR Corporation Limited (MTRCL), heavy rail service in the second half of 2019 (in particular Q4) were seriously affected by public order events and the vandalism on railway facilities. Passenger throughputs for all lines of heavy rail system in 2019 were lower than that in 2018 which led to decreased loadings. Two sets of data, one set for the first half of 2019 and the other set for the second half of 2019, are presented to give a full picture of the service and loading situation for 2019.

For Light Rail, the carrying capacity of various Light Rail routes per hour per direction in 2019 is as follows:

<b>Light Rail route</b>	<b>Maximum carrying capacity per direction in the busiest hour during the morning peak hours in 2019</b>
505	2 406
507	2 430
610	2 042
614	893
614P	1 225
615	893
615P	1 225
705	4 455
706	5 158
751	2 858
751P	613
761P	4 900

Light Rail is an open system where there are a number of routes passing through a single Light Rail stop. One cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers, which is the methodology adopted in assessing the loading of heavy rail lines. Instead, MTRCL assesses the loading of Light Rail Vehicles (LRVs) by on-site observation and surveys. Conventionally, MTRCL conducted such on-site observation and surveys in November every year, a typical month with full working days with no public holidays except Sundays, hence better reflecting commuters' travel pattern. As light rail service in the second half of 2019 (in particular Q4) had been seriously affected by public order events, the vandalism on railway facilities and Light Rail Vehicles, MTRCL was unable to conduct on-site observation and surveys and obtain the loading data of individual Light Rail routes that could be compared with those from the surveys in the previous years.

(e)

MTRCL plans to replace the signalling systems of seven railway lines (Tsuen Wan Line, Island Line, Kwun Tong Line, Tseung Kwan O Line, Disneyland Resort Line, Tung Chung Line and Airport Express). Arising from the MTR railway incident on Tsuen Wan Line

which occurred in a signalling system drill on 18 March 2019, MTRCL has been following up on the improvement measures proposed by the Investigation Panel including enhancing the development and testing process of the new signalling system, closely supervising the delivery of the improvement measures of the signalling system's contractors etc.. The Electrical and Mechanical Services Department (EMSD) will closely monitor MTRCL's full implementation of the improvement measures and assess their effectiveness. The Government will only allow MTRCL to resume dynamic train testing of the new signalling system on the MTR Tsuen Wan Line after MTRCL has fully completed the remedial work and EMSD has confirmed the safety of the new signalling system upon inspection. Upon the completion of all works, the overall carrying capacity of these seven railway lines will be increased by about 10%.

**2019 Statistics for the Heavy Rail System (per hour per direction during morning peak hours for critical links)**

**(a) Statistics collected for heavy rail system for the first half of 2019  
(per hour per direction during morning peak hours for critical links)**

		East Rail Line	West Rail Line	Ma On Shan Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disney-1 and Resort Line	Tracks sharing at some sections	
											Tung Chung Line	Airport Express (Note 7)
1.	Design capacity (6 ppsm)(a)	101 000	64 000	64 300 (Note 3)	85 000	85 000	27 000	85 000	85 000	10 800	66 000 (Note 1)	10 000 (Note 1 & 7)
2.	Maximum carrying capacity when train frequency is maximized (6 ppsm) (b)	90 000	56 200 (Note 2)	53 600 (Note 3)	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800
3.	Existing carrying capacity (6 ppsm)(c)	86 200	56 200	53 600	67 600	80 000	16 800	71 400	75 000	9 600	42 500	4 800
4.	Difference between (a) and (b) (Note 4)	11 000	7 800	10 700	17 400	5 000	0	13 600	10 000	1 200	21 000	5 200
5.	Difference between (b) and (c) (Note 5)	3 800	0	0	0	0	10 200	0	0	0	2 500	0
6.	Current patronage (d)#	53 700	39 600	15 700	47 400	55 900	9 000	49 100	56 900	2 600	28 500	2 200



		East Rail Line	West Rail Line	Ma On Shan Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disney-land and Resort Line	Tracks sharing at some sections	
											Tung Chung Line	Airport Express (Note 7)
7.	Current loading (1) (6 ppsm) [(d)/(c)] { }critical link #	62% {Tai Wai to Kowloon Tong}	70% {Kam Sheung Road to Tsuen Wan West}	29% {Che Kung Temple to Tai Wai}	70% {Yau Tong to Quarry Bay}	70% {Tin Hau to Causeway Bay}	54% {Ocean Park to Admiralty }	69% {Shek Kip Mei to Prince Edward}	76% {Yau Ma Tei to Jordan}	27% {Sunny Bay to Disneyland Resort}	67% {Kowloon to Hong Kong}	46% (Note 7)
8.	Current loading (2) (4 ppsm) [(d)/(c)]÷71.2% (Note 6) (For the critical links mentioned in item (7))#	87%	99%	41%	98%	98%	75%	97%	107%	38%	94%	

**(b) Statistics collected for heavy rail system for the second half of 2019  
(per hour per direction during morning peak hours for critical links)**

		East Rail Line	West Rail Line	Ma On Shan Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disney-l and Resort Line	Tracks sharing at some sections	
											Tung Chung Line	Airport Express (Note 7)
1.	Design capacity (6 ppsm)(a)	101 000	64 000	64 300 (Note 3)	85 000	85 000	27 000	85 000	85 000	10 800	66 000 (Note 1)	10 000 (Note 1 & 7)
2.	Maximum carrying capacity when train frequency is maximized (6 ppsm) (b)	90 000	56 200 (Note 2)	53 600 (Note 3)	67 600	80 000	27 000	71 400	75 000	9 600	45 000	4 800
3.	Existing carrying capacity (6 ppsm)(c)	71 200	56 200	53 600	67 600	80 000	16 800	71 400	75 000	9 600	42 500	4 800
4.	Difference between (a) and (b) (Note 4)	11 000	7 800	10 700	17 400	5 000	0	13 600	10 000	1 200	21 000	5 200
5.	Difference between (b) and (c) (Note 5)	18 800	0	0	0	0	10 200	0	0	0	2 500	0
6.	Current patronage (d)#	34 500	25 900	12 600	37 400	42 300	7 700	38 700	46 200	1 300	23 900	2 100

		East Rail Line	West Rail Line	Ma On Shan Line	Tseung Kwan O Line	Island Line	South Island Line	Kwun Tong Line	Tsuen Wan Line	Disney-l and Resort Line	Tracks sharing at some sections	
											Tung Chung Line	Airport Express (Note 7)
7.	Current loading (1) (6 ppsm) [(d)/(c)] { }critical link #	48% {Tai Wai to Kowloon Tong}	46% {Kam Sheung Road to Tsuen Wan West}	24% {Che Kung Temple to Tai Wai}	55% {Yau Tong to Quarry Bay}	53% {Tin Hau to Causeway Bay}	46% {Ocean Park to Admiralty }	54% {Shek Kip Mei to Prince Edward}	62% {Yau Ma Tei to Jordan}	14% {Sunny Bay to Disneyland Resort}	56% {Olympic to Kowloon}	44% (Note 7)
8.	Current loading (2) (4 ppsm) [(d)/(c)÷71.2% (Note 6) (For the critical links mentioned in item (7))#	68%	65%	33%	78%	74%	64%	76%	87%	19%	79%	

**#Remarks:**

According to information provided by MTRCL, heavy rail service in the second half of 2019 (in particular Q4) had been seriously affected by public order events and the vandalism on railway facilities. Passenger throughputs for all lines of Heavy Rail system in 2019 (Item 6) were lower than that in 2018 which led to decreased loadings (Item 7 and 8). Two sets of data, one set for the first half of 2019 and the other set for the second half of 2019, are presented to give a full picture of the service and loading situation for 2019.

Note 1. As Airport Express and Tung Chung Line share tracks at some sections, the overall design capacity of the railway lines are affected by the train service pattern, throughput of terminal stations and turn-back facilities. To meet the increase in railway transport demand, the carrying capacity of Tung Chung Line can be enhanced by the potential construction of an overrun tunnel in future. The upgrading of signaling system will also make allowance for potential capacity enhancement.

Note 2. Since 2014, temporary speed restriction has been imposed near Hung Hom Station to facilitate the staged track modification for realignment of the West Rail Line in preparation for the East West Corridor of the Shatin to Central Link (SCL). Hence, the maximum carrying capacity of the West Rail Line, under the condition of maximised train frequency, has been temporarily reduced to 49 200 (6 ppsm). To tie in with the East West Corridor project of the SCL, the number of train compartments of the West Rail Line train has been completely increased from 7 to 8 since late May 2018, contributing to an increase in the maximum carrying capacity from 49 200 to 56 200 (6 ppsm).

Note 3. The design capacity of Ma On Shan Line was based on 4-car train operation. To tie in with the East West Corridor project of the SCL, the number of train compartments of the Ma On Shan Line train has been completely increased from 4 to 8 since late December 2017, contributing to an increase in the design capacity from 30 500 to 64 300 (6 ppsm).

Note 4. Reasons accounting for the difference include: (a) platform screen doors and automatic platform gates increase the dwell time of trains at each platform by about 10 seconds; (b) shared tracks in the East Rail Line between local train services and cross-boundary services; and (c) train turnaround times for the East Rail Line and the West Rail Line have lengthened after extension of the West Rail Line to Hung Hom Station in 2009.

Note 5. This is because the service frequency has not yet been increased to the maximum level the signaling system permits.

Note 6. For a typical heavy rail train operating in the urban area, there are 340 seats and 2 160 standees under a passenger density level of 6 ppsm, adding up to a total carrying capacity of about 2 500 per train. Under a passenger density level of 4 ppsm, the 340 number of seats will remain unchanged while the number of standees will be reduced to 1 440, adding up to a total carrying capacity of about 1 780 per train. Hence, the carrying capacity under a passenger density level of 4 ppsm is 71.2% of that of 6 ppsm.

Note 7. The design of Airport Express Link is based on seat provision and the passenger density level in terms of the number of standees does not apply. The figures are calculated based on design carrying capacity.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)100**

**(Question Serial No. 2242)**

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:

The Transport Branch has taken forward the detailed planning work for the railway projects recommended under the Railway Development Strategy 2014 (RDS-2014) over the past few years. As stated in the Budget this year, the Government will progressively implement the new railway projects recommended under the RDS-2014, invite the MTR Corporation Limited (MTRCL) to commence detailed planning and design for the Tung Chung Line Extension, the Tuen Mun South Extension and the Northern Link in the coming year, and consult the public on these new railway schemes after they are finalised.

- a) Does MTRCL agree to commence detailed planning and design for the Tung Chung Line Extension, the Tuen Mun South Extension and the Northern Link?
- b) What is the specific progress of the RDS-2014 so far as compared with the past few years?
- c) What is the schedule for implementation of the detailed planning and design for the Tung Chung Line Extension, the Tuen Mun South Extension and the Northern Link?
- d) How long will the above detailed planning and design work take? What is the anticipated time for consulting the public?
- e) What are the respective earliest dates of commencing and completing the construction of the Tung Chung Line Extension, the Tuen Mun South Extension and the Northern Link?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 21)

Reply:

The Transport and Housing Bureau had invited the MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014). MTRCL submitted proposals for five of the railway projects, viz Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension and North Island Line to the Government. Upon receipt of MTRCL's proposals, relevant bureaux/departments have evaluated the proposals and requested MTRCL to provide additional information and supplement details.

Having examined the proposals submitted by MTRCL and considered the urgency of and the land development potential that may be brought about by these projects, the Government would invite MTRCL to commence the detailed planning and design for the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link in the coming year, so that work on these three railway projects can commence as early as possible. Upon the Government's invitation, MTRCL would consider to proceed with the detailed planning and design, which normally takes three to five years to complete for a railway project.

Besides, in response to the Government's invitation in mid-2019 for MTRCL to submit proposals for Hung Shui Kiu Station and the South Island Line (West), MTRCL has commissioned consultancies for carrying out feasibility study of these two projects. Relevant work is still in progress. We expect that MTRCL will submit preliminary proposals for the Government's consideration later this year.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public, including the Legislative Council and the relevant District Councils, in line with established procedures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)101**

**(Question Serial No. 2244)**

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 stated in the Budget that railway has always been the backbone of the passenger transportation system in Hong Kong which facilitates daily commuting and promotes district development. The Transport and Housing Bureau is also responsible for overseeing railway development. For the commissioned Hong Kong Section (HKS) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) which has experienced cost overrun and delay in completion, the Government has stated that it will seek legal advice in a timely manner to decide how to pursue the liability of the MTR Corporation Limited for the cost overrun and delay in completion of the HKS of the XRL project.

- a) What is the progress in pursuing the matter?
- b) What is the legal advice?

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 24)

Reply:

According to the Definitive Agreement entered into between the Government and the MTR Corporation Limited (MTRCL) in November 2015, the Government reserves the right to refer the question of MTRCL's liability for the cost overrun of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link project to arbitration. The Government is reviewing MTRCL's liability and will take necessary steps to prepare for the possible arbitration process.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)102**

**(Question Serial No. 1358)**

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:

Regarding examining the feasibility of establishing a new department specifically tasked to handle and supervise railway planning and delivery matters, would the Government advise this Committee on the manpower and resources expected to be deployed for this study? What is the expected completion time of the relevant study? Will a consultancy firm be commissioned?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 35)

Reply:

At the moment, the Railway Development Office of the Highways Department (HyD) provides support to the Transport and Housing Bureau (THB) in the planning and delivery of new railway projects, with the involvement of a number of other departments at different stages. To strengthen the Government's capability in supervising and monitoring the planning and delivery of new railway projects, we are examining the feasibility of establishing a new department specifically tasked to handle these matters. The roles, responsibilities and structure of the new department will be studied in depth. The study will be conducted using existing resources of THB.

In addition to the said in-house study, HyD 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. We will further consider the composition and staffing strength of the new department with reference to the consultancy's recommendations.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)103**

**(Question Serial No. 2007)**

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:

Regarding the Public Transport Fare Subsidy Scheme (PTFSS), would the Government advise this Committee on:

- a. the Administration's estimated expenditures and the staffing provision to be involved in the implementation of the PTFSS;
- b. the total amount of subsidies disbursed by the Government and the average monthly per capita amounts claimed since the implementation the PTFSS;
- c. the number of cases involving irregularities in claiming the subsidies received by the Government, the categories of cases and the progress of follow-up since the implementation of the PTFSS;
- d. whether the Government will continue to enhance the above PTFSS, including lowering the subsidy threshold to \$200 or below, raising the subsidy rate and the subsidy cap; if so, the details; if not, the reasons; and
- e. whether the Government will provide additional transport subsidies to the persons who have not benefited from the above PTFSS, e.g. short-haul and en-route passengers; if so, the details; if not, the reasons?

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 2)

Reply:

- a. The estimated recurrent expenditure for the Public Transport Fare Subsidy Scheme (the Scheme) (excluding the estimated subsidy amount) in 2020-21 is \$60.9 million. The staff establishment involved in the implementation of the Scheme is summarised as follows:

<b>Grade</b>	<b>Rank</b>	<b>Number of Post</b>
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	5
	Transport Officer I	2
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	2
Accounting Officer	Accounting Officer II	1
<b>Total:</b>		<b>15</b>

- b. The Scheme was launched on 1 January 2019. Based on the actual public transport expenses of commuters in 2019, the total subsidy amount is about \$1,873.6 million, involving an average of around 2.14 million beneficiaries per month. The average amount of monthly subsidy per beneficiary is about \$73.

The Scheme was enhanced from 1 January 2020, where the fare subsidy rate was increased from one-fourth to one-third of the monthly public transport expenses in excess of \$400 and the subsidy cap was raised from \$300 to \$400 per month per Octopus. The total subsidy amount for January and February 2020 is about \$260.8 million, involving an average of around 1.5 million beneficiaries per month. The average amount of monthly subsidy per beneficiary is about \$87. It should be noted that the public transport patronage in February 2020 was seriously affected due to the novel corona virus, which leads to a lower number of beneficiaries in the first two months of 2020 than in 2019.

- c. The Transport Department (TD) has been adopting a series of risk-based monitoring measures to ensure proper use of public funds under the Scheme and minimise the risks of abuse. Since the implementation of the Scheme, the internal monitoring systems of two transport operators identified a total of two suspected fraudulent cases, which were referred to the Police for investigation and follow-up actions. TD has also conducted immediate review on the internal monitoring systems of the two operators for early improvements. TD will continue to regularly review the effectiveness and sufficiency of the internal monitoring measures taken by all operators under the Scheme, and enhance the comprehensiveness of the monitoring system as and when necessary in order to minimise the risks of abuse.
- d. The policy objective of the Scheme is to alleviate the fare burden of commuters whose public transport expenses are relatively high. The Government considers that setting the level of public transport expenses at \$400 is a reasonable arrangement. The estimated annual subsidy amount of the Scheme would increase by about 90%, from the current around \$3.1 billion to around \$5.8 billion, if the level of public transport expenses of the Scheme were to be lowered to \$200. The Government has to

consider any adjustment to the Scheme's level of public transport expenses, subsidy rate or subsidy cap in a very cautious manner to ensure the proper and prudent use of public funds.

- e. Apart from the Scheme, the Government has offered various transport-related concession or subsidy schemes to cater for the needs of specific groups of people in the society. Besides, the Government has been encouraging public transport operators to introduce fare reduction or concessions as far as possible to help reduce passengers' travelling expenses, taking into account the operators' respective operating and financial conditions, overall economic environment and passenger needs.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)104**

**(Question Serial No. 2565)**

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:

Regarding the Central Kowloon Route (CKR) project, would the Government advise this Committee on the following:

- 1) What are the respective completion dates of the six projects and the expected commissioning date of CKR?
- 2) What are the estimated expenditures for various projects and the details of the contractors?
- 3) The construction of the route tunnels will be carried out by drill-and-blast method. What are the current ground settlement standard and the pre-set ground settlement limit for the works? If cracks are found on the buildings in the area as a result of the works, what is the compensation mechanism? How can the public monitor the ground settlement conditions of the works? Will the Government consider making the information on works progress available for public inspection?

Asked by: Hon WONG Pik-wan, Helena (LegCo internal reference no.: 39)

Reply:

The works of Central Kowloon Route (CKR) project commenced in December 2017 for target commissioning in around 2025. There are eight contracts under the project. Details of the six contracts already awarded are tabulated in the table below -

<b>Contract No.</b>	<b>Contract Title</b>	<b>Contractor</b>	<b>Contract sum (\$ million)</b>	<b>Actual/ Anticipated Completion Date</b>
HY/2014/09	Central Kowloon Route – Ho Man Tin Access Shaft	Nishimatsu Construction Company Limited	317	September 2019 (Actual)
HY/2014/07	Central Kowloon Route – Kai Tak West	Gammon Construction Limited	6,240	2025
HY/2014/08	Central Kowloon Route – Yau Ma Tei East	Build King - SKEC Joint Venture	5,020	2025
HY/2014/20	Central Kowloon Route – Yau Ma Tei West	Build King - SKEC Joint Venture	3,460	2025
HY/2018/02	Central Kowloon Route – Kai Tak East	Alchmex – Paul Y Joint Venture	1,970	2024
HY/2018/08	Central Kowloon Route – Central Tunnel	Bouygues Travaux Publics	6,230	2024

Of the other two contracts, while tenders are being invited for the one on buildings, electrical and mechanical works, the remaining one involving landscaping and other miscellaneous works will be tendered in due course to tie in with the progress of the tunnel and road works.

The Highways Department (HyD) has put in place a stringent control mechanism to monitor the status of buildings and facilities adjacent to the project work sites and the relevant requirements are included in the works contracts. Condition surveys are carried out prior to the commencement of construction works and settlement monitoring points are installed at suitable locations for regular monitoring. Works would be suspended if the settlement exceeds the pre-set triggering level.

Following established practice, should there be claims for physical damage to buildings resulting from the works, the affected parties may serve the claims to the Secretary for Transport and Housing under the Road (Works, Use and Compensation) Ordinance (Cap. 370).

HyD has been in close liaison with the residents in the vicinity of the project work sites and kept them informed of the progress of the construction works through various means including newsletters, community liaison group meetings and notices to property management agencies and/or owner corporations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)105**

**(Question Serial No. 0539)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “continue to work with the Airport Authority Hong Kong (AA) in taking forward the Three-Runway System at the Hong Kong International Airport”, please advise on the following in respect of the progress of reclamation works of the 3RS:

1. the current number of supply sources of marine sand and manufactured sand to AA. Please provide a breakdown of expected supplies of marine sand and manufactured sand by place of origin;
2. the current usage of public fill in addition to marine sand and manufactured sand;
3. the amount of fill materials to be needed for the remaining reclamation works estimated by AA; whether the current fill supply can meet the reclamation requirements;
4. whether there are any discrepancies between the current project estimate and the original estimate; if so, the latest estimated expenditures of the works; and
5. whether there is still any slippage in various reclamation works; if so, the details.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 17)

Reply:

## **Fill supply situation**

According to AA, it has always been its plan to use different types of fill materials from multiple sources, including manufactured sand from the Mainland; suitable public fill from the public fill reception facilities and other ongoing local infrastructure projects; as well as other fill materials from outside Hong Kong.

As for the intake of public fill, AA has fine-tuned the reclamation design and identified more suitable areas for receipt of public fill above and below seawater level. At present, four sorting facilities are operating at Tseung Kwan O Fill Bank and Tuen Mun Fill Bank, three of which are operating round-the-clock. With these enhancement measures, the intake of public fill has seen notable increase over the past few months. In sum, as at the end of February 2020, the total amount of fill materials that had been obtained was roughly 50 million cubic metres, which comprised about 32 million cubic metres of manufactured sand from the Mainland, with the remainder largely equally split between local public fill and other fill materials from outside Hong Kong. The composition of fill materials to be sourced by AA's main reclamation contractor (the Contractor) going forward will depend on a range of factors including project needs, the operating environment where fill materials are sourced, and market conditions, etc.

While the competing demand for fill materials in the region and the uncertainties arising from the outbreak of coronavirus disease (COVID-19) continue to pose significant challenges to the Contractor in sourcing fill materials, AA anticipates that the overall fill supply will continue to support the completion of the remaining reclamation works.

## **Reclamation works progress and project cost**

As AA reported to the Legislative Council Panel on Economic Development in April and December 2019, the reclamation filling in the critical areas was progressing on schedule. However, the continuing challenges associated with the supply of fill materials had caused a slippage of several months in the schedule of reclamation filling in the non-critical area for land formation. Throughout 2019, overall fill supplies increased due to the efforts of both AA and the Contractor. Coupled with the implementation of programme re-phasing and enhancement measures as well as the adjustment of reclamation design, AA has managed to contain the impact of the delay during the period to maintain the progress of reclamation filling. In the near future, it is believed that the outbreak of COVID-19 will continue to affect supplies of fill material as well as workforce from the Mainland; the extent of impact will be more certain when the epidemic is over.

Despite the aforementioned challenges, AA continues to proceed with the targets to commission the Third Runway in 2022 and the entire Three-Runway System (3RS) in 2024. AA will self-finance the 3RS project, and it remains its target to deliver the 3RS project within the budget of \$141.5 billion.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)106**

**(Question Serial No. 0560)**

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:

Regarding Route 6 which comprises several projects (i.e. the Trunk Road T2 and Cha Kwo Ling Tunnel, the Tseung Kwan O – Lam Tin Tunnel, the Central Kowloon Route, the Cross Bay Link, Tseung Kwan O), please advise on the following:

1. the details of various projects, including the expenditures, the progress of the works, the expected completion dates, etc.; whether there are any differences between the present status of these items and their original estimations; and
2. the earliest anticipated dates of commissioning of various main routes; the progress of the link roads concerned and other relevant projects, and the anticipated dates of commissioning.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 43)

Reply:

The strategic Route 6, which is targeted for full commissioning in 2026, comprises the Central Kowloon Route (CKR), the Trunk Road T2 and Cha Kwo Ling Tunnel, and the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT). The Cross Bay Link, Tseung Kwan O (CBL) is a separate project which will connect the TKO-LTT to Wan Po Road in Area 86 of Tseung Kwan O.

The CKR is planned to be commissioned by 2025. Works in progress include the construction of tunnels and connecting roads as well as the temporary re-provisioning of public facilities at Yau Ma Tei. The approved project estimate is \$42,363.9 million.



The Trunk Road T2 and Cha Kwo Ling Tunnel is planned to be commissioned by 2026. Initial works and site investigation are in progress. The approved project estimate is \$16,017 million.

For the TKO-LTT, ongoing works include the tunnelling works, site formation works, building works, marine viaduct works and roadworks. It is planned for completion by 2021. The approved project estimate is \$15,093.5 million.

With regard to the CBL, it is planned for completion in 2022 and the foundation and marine viaduct works are in progress. The approved project estimate is \$5,625.7 million.

Due to unforeseen events including the Novel Coronavirus epidemic in recent months, the supply chain of construction materials from the Mainland and overseas have been affected and the workforce for site works has been reduced. The Government will continue to closely monitor the progress of works and assess the impacts on the commissioning targets of the projects involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)107**

**(Question Serial No. 0762)**

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:

Following the commissioning of Tuen Ma Line (TML) Phase 1,

1. what are the numbers of passengers entering and exiting each of the following stations during the busiest hour in the morning from Monday to Friday in February and March: (a) Tai Wai Station; (b) Hin Keng Station; (c) Diamond Hill Station and (d) Kai Tak Station?
2. have the Mass Transit Railway Corporation Limited (MTRCL) and the Transport and Housing Bureau spotted any changes in passenger flows, passenger patterns and patronages of Kwun Tong Line (KTL) and the concerned stations?
3. will MTRCL adjust the frequencies of TML in the light of patronage changes and arrange for special trips from the en-route south stations (e.g. Choi Hung Station or Diamond Hill Station) of KTL to tie in with the patronage changes? If so, what are the details?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 44)

Reply:

For (1) & (2)

Tuen Ma Line Phase 1 (TML1), i.e. extending the existing Ma On Shan Line to three new stations, namely Hin Keng, Diamond Hill and Kai Tak Stations), was commissioned on 14 February 2020. The travelling time between Tai Wai Station and Diamond Hill Station has been substantially reduced from 17 minutes to around 9 minutes, providing passengers of the East Rail Line (EAL) and Ma On Shan Line an alternative to access the urban districts. The commissioning of TML1 facilitates passengers to travel along the stations in

Ma On Shan areas and East Kowloon more efficiently and conveniently, as well as to divert part of the EAL passengers destined to East Kowloon and Hong Kong Island East, contributing to relieve the most congested section of EAL from Tai Wai to Kowloon Tong Stations.

Upon the commissioning of TML1, as at 13 March 2020, the average daily patronage using the new Hin Keng Station and Kai Tak Station in the first month was about 38 000; about 5 000 passengers interchanged from TML1 to Kwun Tong Line at Diamond Hill Station during peak hours. In view of the short period of TML1 since its commissioning, we will continue to observe the change of the travelling patterns of passengers, in particular the travelling mode of the passengers plying between New Territories East and East Kowloon or Hong Kong Island East. In addition, as the passengers' travelling patterns have been affected by the recent novel coronavirus outbreak, we need more time to identify if there is a more stable diversion effect and the occupancy rate of TML1 train. The Transport Department and the MTR Corporation Limited (MTRCL) will continue to closely monitor the diversion effect upon the commissioning of TML1.

(3)

MTRCL will continue to implement various measures, including the addition of short-distance trains to busy stations during peak hours, improvement of station facilities and management of station platforms to ensure the smooth operation of Kwun Tong Line.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)108**

**(Question Serial No. 0763)**

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 paragraph 146 of the Budget Speech that the Government “will progressively implement the new railway projects recommended under the Railway Development Strategy 2014 (RDS-2014), and invite the Mass Transit Railway Corporation Limited (MTRCL) to commence detailed planning and design for the Tung Chung Line Extension, the Tuen Mun South Extension and the Northern Link in the coming year, and will consult the public on these new railway schemes after they are finalised.”

1. What are the working timetables for the three new railway projects mentioned in the Budget? What are the expected times for launching the public consultation, seeking funding approval from the Legislative Council (LegCo), and commencing and completing the works?
2. What are the progress of other projects under RDS-2014? For example, has the Government completed making interim response to the proposals on those projects submitted by MTRCL?
3. Regarding the alignment options/station locations of various projects under RDS-2014, are there any differences between the current proposed alignments/station locations and those proposed in the initial option? If so, what are the details?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 46)

Reply:

The Transport and Housing Bureau had invited MTR Corporation Limited (MTRCL) to submit proposals for the implementation of the seven new railway projects under the Railway Development Strategy 2014 (RDS-2014). MTRCL had submitted proposals for the five railway projects of Tuen Mun South Extension, Northern Link (and Kwu Tung Station), East Kowloon Line, Tung Chung Line Extension and North Island Line to the Government. Upon receipt of MTRCL's proposals, relevant bureaux/departments have evaluated the proposals and requested MTRCL to provide additional information and supplement details. In carrying out the evaluation, our main focus is to ensure that the proposals are practically feasible and can bring maximum benefits to the community. Due to the tight housing supply and the potential housing supply that may be brought about by railway development, the Government is also reviewing the proposals in this light.

Having examined the proposals submitted by MTRCL and considered the urgency of and the land development potential that may be brought about by these projects, the Government would invite MTRCL to commence the detailed planning and design for the Tung Chung Line Extension, Tuen Mun South Extension and Northern Link in the coming year, so that work on these three railway projects can commence as early as possible. The detailed planning and design of a railway project normally takes three to five years to complete. Construction may commence after the railway scheme is authorised by the Executive Council following the resolution of any objection raised after the gazettal of the railway scheme during the detailed planning and design stage, and the works programme will depend on the complexity of the project concerned. Depending on the mode of delivery and the financing arrangement of the railway project, we may need to seek funding approval from the Legislative Council (LegCo) before commencement of construction works.

Regarding the East Kowloon Line and North Island Line, the Government has offered comments on the proposals submitted by MTRCL and asked MTRCL to improve the technical design of the proposals. MTRCL is considering our comments and exploring feasible options for the design improvement for these two projects. Besides, in response to the Government's invitation in mid-2019 for MTRCL to submit proposals for Hung Shui Kiu Station and the South Island Line (West), MTRCL has commissioned consultancies for carrying out feasibility study of these two projects. Relevant work is still in progress. We expect that MTRCL will submit preliminary proposals for the Government's consideration later this year.

When the details of a proposed railway scheme, such as the alignment, location of station(s) and implementation timetable, are available, the Government will consult the public, including the LegCo and the relevant District Councils, in line with established procedures.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)109**

**(Question Serial No. 0895)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

What is the work progress of following up on the Study on the Strategic Development Plan for Hong Kong Port 2030 and the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing” by the Transport and Housing Bureau in 2019-20? What are the relevant work plan of the THB and the resources expected to be involved in 2020-21?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 13)

Reply:

The “Study on the Strategic Development Plan for Hong Kong Port 2030” and the “Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing” have made a number of recommendations to optimise the utilisation of the existing port facilities and port back-up land in the vicinity of the Kwai Tsing Container Terminals (KTCTs) to meet the future development needs of the port and logistics industries. We are taking forward the enhancement measures recommended in phases and will continue to follow up on the recommendations in 2020-21.

In 2019-20, we have completed preparatory works for integrating three port back-up sites of around 7.8 hectares into KTCTs to expand their terminal yard space. We are negotiating with relevant terminal operators in respect of the leases of the sites, and the land grant will be effected after reaching of agreements. The planning procedure, including land-use rezoning to facilitate provision of additional barge berths to KTCTs, has also been completed, and we are liaising with the terminal operators to make the additional barge berths available as soon as practicable. In addition, the two studies to explore the feasibility of respectively developing a multi-storey facility for container storage and cargo handling at a site in Tsing Yi and a multi-storey carpark-cum-logistics complex at another site in Kwai Chung (feasibility studies) have been largely completed, and we are working

with relevant departments to release the two concerned sites by public tender.

In 2020-21, we will continue our work on expanding terminal yard space and providing additional barge berths in KTCTs to enhance their cargo handling efficiency. We will also complete the two feasibility studies, which involve an estimated cost of around \$3.62 million, and continue with our preparatory work to release the two sites in Tsing Yi and Kwai Chung for developing multi-storey port back-up and modern logistics facilities as soon as practicable.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)110**

**(Question Serial No. 0896)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2020-21, the Transport and Housing Bureau will introduce a pilot subsidy scheme to provide subsidies to eligible third party logistics service providers and encourage the logistics industry to enhance productivity through technology application. What are the relevant work plan and timetable, as well as manpower and expenditures to be involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 14)

Reply:

To encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme for third party logistics service providers (the pilot subsidy scheme) with an injection of \$345 million.

Each eligible third party logistics service provider will receive subsidies to implement up to four projects which will help enhance their productivity and operation efficiency through adoption of technology, subject to a cumulative subsidy ceiling of \$1 million on a 1:1 matching basis. Examples of projects that may be funded under the pilot subsidy scheme include the adoption of applications, the use of robotics, automation, Artificial Intelligence, or Internet of Things, etc. in supply chain management.

All non-listed enterprises registered in Hong Kong under the Business Registration Ordinance (Cap 310) with substantive business operations in providing third party logistics services in Hong Kong at the time of application are eligible to apply for the scheme. Third party logistics services refer to value-added services provided during the supply chain, such as tracking and tracing, monitoring, inventory management, just-in-time delivery, pick and pack, labelling and so forth.



We are now devising the implementation details of the pilot subsidy scheme in consultation with the logistics industry, including, among other things, arrangements of funding allocation, staffing provision, and appropriate measures to review the effectiveness of the pilot subsidy scheme. We aim to launch the scheme within this year.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)111****(Question Serial No. 0897)**

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:

Regarding the progress of launching the Smart Mobility initiatives and the Intelligent Transport Systems (ITS), what are the work plan of the Transport Branch on launching the Smart Mobility initiatives and the ITS, the manpower and the estimated expenditures involved in 2020-21?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 15)

Reply:

The work plan, estimated manpower resources and estimated expenditures involved in 2020-21 of various Smart Mobility initiatives under the purview of the Transport Branch of the Transport and Housing Bureau (THB) and its departments are tabulated as follows –

<b>Smart mobility initiatives</b>	<b>Work plan</b>	<b>Estimated manpower resources</b>	<b>Estimated expenditures</b>
<i>Intelligent Transport System and Traffic Management</i>			
1. Integrate existing applications (HKeTransport, HKeRouting and eTraffic News) into an all-in-one mobile application "HKeMobility" and expand	- The walking route search function presently covers Causeway Bay, Yau Tsim Mong and Sham Shui Po, and will be expanded to all districts by end 2020.	The work is undertaken by the existing staff of the Transport Department (TD). No separate breakdown of the manpower involved.	N/A

Smart mobility initiatives	Work plan	Estimated manpower resources	Estimated expenditures
walking path information on “HKEMobility” to 18 districts			
2. Implement an automatic tolling system without toll booth, i.e. Free-flow Tolling System (FFTS), by phases at all government tolled tunnels and Tsing Sha Control Area using toll tags (in-vehicle units)	- The design of the toll tags is on-going. The detailed implementation proposal of FFTS is being developed, with tenders for the backend system of FFTS expected to be invited by mid-2020.	The management of the consultancies concerned is currently undertaken by the existing staff of TD. No separate breakdown of the manpower involved.  Five permanent posts (including one Chief Transport Officer, one Engineer/Assistant Engineer, one Analyst/ Programmer II, one Accounting Officer I and one Assistant Clerical Officer) will be created in 2020-21, and two time-limited posts (including one Senior Engineer and one Technical Officer (Traffic)/Technical Officer (Traffic) Trainee) will be created in 2020-21 for six years to take forward the initiative.	\$33.9 million
3. Complete the installation of about 1 200 traffic detectors in all strategic roads to provide additional real-time traffic information	- All installation works will be completed by end 2020.	The project supervision is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	\$164.2 million

<b>Smart mobility initiatives</b>	<b>Work plan</b>	<b>Estimated manpower resources</b>	<b>Estimated expenditures</b>
4. Take forward the Electronic Road Pricing pilot scheme in Central	- TD is drawing up the detailed proposal.	The task is undertaken by existing staff of TD. No separate breakdown of the manpower involved.	\$4.9 million
5. Introduce pilot real-time adaptive traffic signal systems with sensors for pedestrians and vehicles to help optimise the green times allocated to vehicles and pedestrians	- The pilot project commenced in mid-2019. With the completion of system design and laboratory trials, TD will commence installation in mid-2020.	The project supervision is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	\$2.8 million
6. Continue to facilitate trials of autonomous vehicles (AVs) at suitable locations in Hong Kong and review the relevant legislation to provide the legal basis for live, time-bound tests under regulation	<ul style="list-style-type: none"> <li>- TD set up a Technical Advisory Committee on the Application of Autonomous Vehicle Technologies in Hong Kong (the Committee) in November 2019. The Committee advises on, among others, how best to draw up an appropriate regulatory framework for AVs.</li> <li>- TD published the new “Guidance Notes on the Trials of Autonomous Vehicles” in December 2019, and has commenced studying necessary legislative amendments to facilitate full trials of AVs.</li> </ul>	<p>The initial work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p> <p>Three permanent posts (including one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer, one Engineer/Assistant Engineer and one Motor Vehicle Examiner I) will be created in 2020-21 to take forward this initiative.</p>	<p>The work is undertaken by TD’s existing staff as part of their normal duties. There is no separate breakdown of the expenditure involved.</p>
7. Facilitate public transport (PT) operators’ plans to introduce new electronic payment	- TD issued the “Guidelines on Introduction of New Electronic Payment System for Fare Collection in Public Transport Sector” in	The work is undertaken by the existing staff of TD. No separate breakdown of the	The work is undertaken by the existing staff of TD. No separate breakdown of the

Smart mobility initiatives	Work plan	Estimated manpower resources	Estimated expenditures
systems for PT fare collection	<p>June 2017 to facilitate PT operators to introduce new electronic systems for fare collection.</p> <ul style="list-style-type: none"> <li>- the MTR Corporation Limited (MTRCL) plans to introduce QR code for fare payment in the MTR domestic network by 2020 onwards.</li> <li>- All franchised bus companies are actively exploring the use of various electronic payment systems.</li> <li>- Some green minibuses (GMBs) and taxi operators have been accepting payment by various electronic means.</li> </ul>	manpower involved.	expenditure involved.
8. Develop and set up hardware/software for provision of real-time arrival information for GMBs and continue to encourage PT operators to open up their data	<ul style="list-style-type: none"> <li>- The real-time arrival information system for GMBs will be launched in phases from late 2020 to 2022.</li> <li>- TD has been actively liaising with PT operators and encouraging them to open up real-time arrival data. So far, New World First Bus Services Limited/Citybus Limited, New Lantao Bus Co. (1973) Limited, and MTRCL (in the case of the Airport Express, Tung Chung Line, West Rail Line and Tseung Kwan O Line) have opened up the data via the Public Sector Information (PSI) Portal (data.gov.hk) and TD's mobile application "HKeMobility" since August 2019.</li> </ul>	The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	<p>\$9 million for the provision of real-time arrival information for GMBs.</p> <p>Other works are undertaken by the existing staff of TD. No separate breakdown of the expenditure involved.</p>

Smart mobility initiatives	Work plan	Estimated manpower resources	Estimated expenditures
9. Complete trial of geo-fencing technology on vehicles for possible implementation on franchised buses for enhancing bus safety	- The development of geo-fencing technology and on-road tests using private cars were completed. Further enhancement for adoption on franchised buses and related road tests will be conducted in Q2 2020.	The project supervision work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	\$0.78 million
10. Set up a Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	- The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund which is expected to commence operation in 2020-21.	Two time-limited posts (including one Senior Engineer and one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer) will be created from 2020-21 to 2026-27 to assist in the implementation of the Fund.	\$13.3 million
11. Develop a Traffic Data Analytics System to enhance traffic management and efficiency	- Tenders for system development will be invited in 2020.	The system development is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	Funded by the Office of the Government Chief Information Officer.

*Public Transport Interchanges (PTIs)/Bus Stops and Parking*

12. Pilot the use of technology to deter improper use of loading and unloading bays and illegal parking and traffic offences	- The Energizing Kowloon East Office (EKEO) of the Development Bureau (DEVB) is conducting two proof-of-concept trials on the use of video analytics technology to detect and deter improper use of roadside loading/unloading bay (commenced in January 2018 for completion in the second half of 2020 tentatively) and illegal parking (commenced	The trials are undertaken by EKEO of DEVB and the Logistics and Supply Chain MultiTech R&D Centre (LSCM) respectively.  As far as the Transport Branch of THB is concerned, the related work will be absorbed by	The trials are undertaken by EKEO of DEVB and LSCM respectively.  As far as the Transport Branch of THB is concerned, the related work will be absorbed by existing
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<b>Smart mobility initiatives</b>	<b>Work plan</b>	<b>Estimated manpower resources</b>	<b>Estimated expenditures</b>
	<p>in November 2018 for completion in Q1 2021 tentatively).</p> <ul style="list-style-type: none"> <li>- In addition, the Police are planning in collaboration with LSCM a separate trial by mounting cameras on selected lampposts that provide good vantage points and making use of video analytics technology for actual enforcement operation against certain traffic offences which more commonly cause traffic congestion, including illegal stopping of vehicle at a bus stop or at a no-stopping restriction zone, etc. Depending on the progress of the preparatory work, the trial is expected to commence within 2020.</li> <li>- Depending on the results of the aforesaid trials and taking into account such relevant factors as technical feasibility and cost-effectiveness, the Government will duly consider whether to apply such technologies to facilitate enforcement against illegal parking and other traffic offences.</li> </ul>	<p>existing manpower. No separate breakdown of the manpower and expenditure involved in THB.</p>	<p>manpower. No separate breakdown of the manpower and expenditure involved in THB.</p>
<p>13. Release real-time information of franchised buses through mobile devices and information display panels at 1 300 covered bus stops, including government PTIs</p>	<ul style="list-style-type: none"> <li>- All franchised bus companies have been providing real-time arrival information through their websites and mobile applications.</li> <li>- As at end February 2020, franchised bus companies have installed real-time arrival information display</li> </ul>	<p>The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p>	<p>The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million. The expenditure in 2020-21 will</p>

Smart mobility initiatives	Work plan	Estimated manpower resources	Estimated expenditures
	panels at 338 covered bus stops.		depend on the result of tender exercises by each franchised bus company on the supply and installation of the display panels and the installation progress.
14. Install new on-street parking meters to support multiple payment systems (including Faster Payment System and remote payment through mobile application) with provision of real-time parking vacancy information	<ul style="list-style-type: none"> <li>- System development of the new parking meters is in progress. We expect that the installation of about 12 000 new parking meters will be completed in phases by mid-2022.</li> </ul>	The project management is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	\$123.4 million
15. Continue to encourage operators of existing public car parks to provide real-time parking vacancy information; and include relevant conditions in land leases and tenancy agreements requiring new public car parks to provide real-time parking vacancy information	<ul style="list-style-type: none"> <li>- TD has introduced a web interface to facilitate public car park operators without parking vacancy information system to disseminate real-time parking vacancy information since October 2018.</li> <li>- Since mid-2018, the Lands Department has incorporated provisions in all new short-term tenancy agreements of fee-paying public car parks, requiring the operators to provide parking vacancy data to the Government.</li> <li>- As at end February 2020,</li> </ul>	The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	The work is undertaken by the existing staff of TD. No separate breakdown of the expenditure involved.



Smart mobility initiatives	Work plan	Estimated manpower resources	Estimated expenditures
	<p>“HKeMobility” provided real-time parking vacancy information of a total of 347 government and commercial public car parks.</p>		
<p>16. Commission automated parking system (APS) pilot projects in batches for application in public car parks</p>	<p>- The pilot study on the use of APS is scheduled for completion in April 2020. Tenders for the first pilot project in Tsuen Wan will be invited in mid-2020.</p>	<p>The consultancy management is undertaken by the existing staff of TD. No separate breakdown of the manpower and expenditure involved.</p>	<p>\$0.7 million</p>
<p><i>Environmental Friendliness in Transport</i></p>			
<p>17. Establish “bicycle-friendly” new towns and new development areas</p>	<p>- The Phase 2 cycling improvement works, which involved about 450 sites, commenced in February 2020. Construction works are in progress.</p>	<p>The project management is undertaken by TD and the Highways Department (HyD). For TD, it is undertaken by the existing staff with no separate breakdown of the manpower involved.</p> <p>For HyD, contract management and supervision of the construction works for the cycling improvement works are undertaken by the existing staff of the HyD. No separate breakdown of the manpower involved.</p>	<p>\$29.90 million (Construction cost)</p>
<p>18. Take forward “Walk in HK” and encourage people to walk more by launching a series of initiatives.</p>	<p>- For the Study on Enhancing Walkability in Hong Kong, two pilot areas, namely Central and Sham Shui Po, were selected to test out innovative measures. Short-term enhancement</p>	<p>The consultancy management is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p>	<p>\$7 million</p>

Smart mobility initiatives	Work plan	Estimated manpower resources	Estimated expenditures
	<p>measures have been implemented progressively since December 2019.</p> <ul style="list-style-type: none"> <li data-bbox="427 376 900 689">- As at March 2020, synchronisation of traffic lights at 56 staggered crossings was completed. Synchronisation of traffic lights at another 18 staggered crossings will be completed by 2020.</li> <li data-bbox="427 734 900 1093">- For the Feasibility Study on Enhancing Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan, the short-term enhancement measures have been implemented progressively since 2019.</li> <li data-bbox="427 1137 900 1563">- For the Review Study on the Assessment Mechanism for Hillside Escalator Links and Elevator Systems, the consultant is conducting initial screening and preliminary scoring for the 114 proposals received over the past years. Consultation with District Councils will be conducted by 2020.</li> <li data-bbox="427 1608 900 1966">- Under the initiative of provision of cover for the selected walkway in each district, as at March 2020, one item was completed and six items are under construction. The remaining 11 items are under investigation and design.</li> </ul>	<p>The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p> <p>The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p> <p>The consultancy management is undertaken by the existing staff of TD. No separate breakdown of manpower involved.</p> <p>Contract management and supervision of the construction works for the walkway covers are undertaken by the existing staff of HyD. No separate breakdown of the manpower involved.</p>	<p>\$0.30 million</p> <p>\$0.23 million</p> <p>\$6.8 million</p> <p>\$ 0.95 million (Consultancy fee)</p> <p>\$10.4 million (Construction cost)</p>

Smart mobility initiatives	Work plan	Estimated manpower resources	Estimated expenditures
	<p><b><u>Universal Accessibility (UA) Programme</u></b></p> <ul style="list-style-type: none"> <li>- A total of 379 items are being implemented under the UA programme for installation of barrier-free access facilities at public walkways and other walkways (provided that certain criteria are met).</li> <li>- As at 29 February 2020, 153 items were completed and 54 items were under construction, with 172 items under investigation/ design.</li> <li>- The Government announced in the 2019 Policy Address that the ambit of the UA Programme would be expanded by launching the “Special Scheme” for retrofitting lifts at walkways in or connecting to the common areas of estates under the Tenants Purchase Scheme and the Buy or Rent Option Scheme, and public rental housing estates with properties divested under the Hong Kong Housing Authority. HyD will consult District Councils starting from Q2 2020 on the lift retrofitting items for the Special Scheme and the priorities for implementation.</li> </ul>	Existing resources of HyD will be deployed to implement the UA Programme.	\$614.7 million
<i>Smart Airport</i>			
19. Smart Airport initiatives	<ul style="list-style-type: none"> <li>- The Airport Authority Hong Kong (AA) has begun to apply facial biometrics technology at check-in gates and boarding pass checkpoints to provide passenger a seamless</li> </ul>	Deployed by AA.	Funded by AA.

Smart mobility initiatives	Work plan	Estimated manpower resources	Estimated expenditures
	<p>experience. 48 sets of e-security gates and 20 assisted channels are in operation at Terminal 1 of the Hong Kong International Airport (HKIA). The integration of this technology at the smart check-in kiosk and self-bag drop services, as well as the installation of self-boarding gates at boarding points and e-security gates at transfer points will be launched by phases.</p> <ul style="list-style-type: none"> <li>- AA has deployed smart check-in kiosks at West Kowloon Station, Zhuhai Port, Macao Port and Passengers Clearance Building at the Hong Kong Boundary Crossing Facilities. AA will continue to expand mobile check-in services to strategic off-airport locations (e.g. major tourist attractions, convention and exhibition centres, hotels, etc.).</li> </ul> <p>The Autonomous Electric Tractor has commenced operation for carrying baggage containers on the bonded road to SkyPier at the HKIA. AA will continue to explore more application of new technology including the feasibility of using autonomous vehicles and robotic equipment for different types of operation within HKIA in near future.</p>		

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)112****(Question Serial No. 0920)**

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:

Regarding the part of Smart Mobility under the Smart City Blueprint for Hong Kong, please advise on its latest progress, the timetable for implementation of measures, the estimated expenditure and manpower required.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 40)

Reply:

The latest progress, implementation timetable, estimated manpower resources and expenditures involved in 2020-21 of various Smart Mobility initiatives under the purview of the Transport Branch of the Transport and Housing Bureau (THB) and its departments are tabulated as follows –

<b>Smart mobility initiatives</b>	<b>Progress and implementation timetable</b>	<b>Estimated manpower resources</b>	<b>Estimated expenditures</b>
<i>Intelligent Transport System and Traffic Management</i>			
1. Integrate existing applications (HKeTransport, HKeRouting and eTraffic News) into an all-in-one mobile application "HKeMobility" and expand walking path	- The walking route search function presently covers Causeway Bay, Yau Tsim Mong and Sham Shui Po, and will be expanded to all districts by end 2020.	The work is undertaken by the existing staff of the Transport Department (TD). No separate breakdown of the manpower involved.	N/A

<b>Smart mobility initiatives</b>	<b>Progress and implementation timetable</b>	<b>Estimated manpower resources</b>	<b>Estimated expenditures</b>
information on “HKeMobility” to 18 districts			
2. Implement an automatic tolling system without toll booth, i.e. Free-flow Tolling System (FFTS), by phases at all government tolled tunnels and Tsing Sha Control Area using toll tags (in-vehicle units)	- The design of the toll tags is on-going. The detailed implementation proposal of FFTS is being developed, with tenders for the backend system of FFTS expected to be invited by mid-2020.	The management of the consultancies concerned is currently undertaken by the existing staff of TD. No separate breakdown of the manpower involved.  Five permanent posts (including one Chief Transport Officer, one Engineer/Assistant Engineer, one Analyst/ Programmer II, one Accounting Officer I and one Assistant Clerical Officer) will be created in 2020-21, and two time-limited posts (including one Senior Engineer and one Technical Officer (Traffic)/Technical Officer (Traffic) Trainee) will be created in 2020-21 for six years to take forward the initiative.	\$33.9 million
3. Complete the installation of about 1 200 traffic detectors in all strategic roads to provide additional real-time traffic information	- All installation works will be completed by end 2020.	The project supervision is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	\$164.2 million
4. Take forward the Electronic Road	- TD is drawing up the detailed proposal.	The task is undertaken by the	\$4.9 million

Smart mobility initiatives	Progress and implementation timetable	Estimated manpower resources	Estimated expenditures
Pricing pilot scheme in Central		existing staff of TD. No separate breakdown of the manpower involved.	
5. Introduce pilot real-time adaptive traffic signal systems with sensors for pedestrians and vehicles to help optimise the green times allocated to vehicles and pedestrians	- The pilot project commenced in mid-2019. With the completion of system design and laboratory trials, TD will commence installation in mid-2020.	The project supervision is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	\$2.8 million
6. Continue to facilitate trials of autonomous vehicles (AVs) at suitable locations in Hong Kong and review the relevant legislation to provide the legal basis for live, time-bound tests under regulation	<ul style="list-style-type: none"> <li>- TD set up a Technical Advisory Committee on the Application of Autonomous Vehicle Technologies in Hong Kong (the Committee) in November 2019. The Committee advises on, among others, how best to draw up an appropriate regulatory framework for AVs.</li> <li>- TD published the new “Guidance Notes on the Trials of Autonomous Vehicles” in December 2019, and has commenced studying necessary legislative amendments to facilitate full trials of AVs.</li> </ul>	<p>The initial work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p> <p>Three permanent posts (including one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer, one Engineer/Assistant Engineer and one Motor Vehicle Examiner I) will be created in 2020-21 to take forward this initiative.</p>	<p>The work is undertaken by TD’s existing staff as part of their normal duties. There is no separate breakdown of the expenditure involved.</p>
7. Facilitate public transport (PT) operators’ plans to introduce new electronic payment systems for PT	- TD issued the “Guidelines on Introduction of New Electronic Payment System for Fare Collection in Public Transport Sector” in June 2017 to facilitate PT operators to introduce new	The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	The work is undertaken by the existing staff of TD. No separate breakdown of the expenditure involved.

Smart mobility initiatives	Progress and implementation timetable	Estimated manpower resources	Estimated expenditures
fare collection	<p>electronic systems for fare collection.</p> <ul style="list-style-type: none"> <li>- the MTR Corporation Limited (MTRCL) plans to introduce QR code for fare payment in the MTR domestic network by 2020 onwards.</li> <li>- All franchised bus companies are actively exploring the use of various electronic payment systems.</li> <li>- Some green minibuses (GMBs) and taxi operators have been accepting payment by various electronic means.</li> </ul>		
8. Develop and set up hardware/software for provision of real-time arrival information for GMBs and continue to encourage PT operators to open up their data	<ul style="list-style-type: none"> <li>- The real-time arrival information system for GMBs will be launched in phases from late 2020 to 2022.</li> <li>- TD has been actively liaising with PT operators and encouraging them to open up real-time arrival data. So far, New World First Bus Services Limited/Citybus Limited, New Lantao Bus Co. (1973) Limited, and MTRCL (in the case of the Airport Express, Tung Chung Line, West Rail Line and Tseung Kwan O Line) have opened up the data via the Public Sector Information (PSI) Portal (<a href="http://data.gov.hk">data.gov.hk</a>) and TD's mobile application "HKeMobility" since August 2019.</li> </ul>	The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	<p>\$9 million for the provision of real-time arrival information for GMBs.</p> <p>Other works are undertaken by the existing staff of TD. No separate breakdown of the expenditure involved.</p>
9. Complete trial of geo-fencing technology on	<ul style="list-style-type: none"> <li>- The development of geo-fencing technology and on-road tests using private</li> </ul>	The project supervision work is undertaken by the	\$0.78 million



Smart mobility initiatives	Progress and implementation timetable	Estimated manpower resources	Estimated expenditures
vehicles for possible implementation on franchised buses for enhancing bus safety	cars were completed. Further enhancement for adoption on franchised buses and related road tests will be conducted in Q2 2020.	existing staff of TD. No separate breakdown of the manpower involved.	
10. Set up a Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	- The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund which is expected to commence operation in 2020-21.	Two time-limited posts (including one Senior Engineer and one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer) will be created from 2020-21 to 2026-27 to assist in the implementation of the Fund.	\$13.3 million
11. Develop a Traffic Data Analytics System to enhance traffic management and efficiency	- Tenders for system development will be invited in 2020.	The system development is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	Funded by the Office of the Government Chief Information Officer.
<i>Public Transport Interchanges (PTIs)/Bus Stops and Parking</i>			
12. Pilot the use of technology to deter improper use of loading and unloading bays and illegal parking and traffic offences	- The Energizing Kowloon East Office (EKEO) of the Development Bureau (DEVB) is conducting two proof-of-concept trials on the use of video analytics technology to detect and deter improper use of roadside loading/unloading bay (commenced in January 2018 for completion in the second half of 2020 tentatively) and illegal parking (commenced in November 2018 for completion in Q1 2021 tentatively).	The trials are undertaken by EKEO of DEVB and the Logistics and Supply Chain MultiTech R&D Centre (LSCM) respectively.  As far as the Transport Branch of THB is concerned, the related work will be absorbed by existing manpower. No separate breakdown of the	The trials are undertaken by EKEO of DEVB and LSCM respectively.  As far as the Transport Branch of THB is concerned, the related work will be absorbed by existing manpower. No separate breakdown of the

Smart mobility initiatives	Progress and implementation timetable	Estimated manpower resources	Estimated expenditures
	<ul style="list-style-type: none"> <li>- In addition, the Police are planning in collaboration with LSCM a separate trial by mounting cameras on selected lampposts that provide good vantage points and making use of video analytics technology for actual enforcement operation against certain traffic offences which more commonly cause traffic congestion, including illegal stopping of vehicle at a bus stop or at a no-stopping restriction zone, etc. Depending on the progress of the preparatory work, the trial is expected to commence within 2020.</li> <li>- Depending on the results of the aforesaid trials and taking into account such relevant factors as technical feasibility and cost-effectiveness, the Government will duly consider whether to apply such technologies to facilitate enforcement against illegal parking and other traffic offences.</li> </ul>	manpower and expenditure involved in THB.	manpower and expenditure involved in THB.
13. Release real-time information of franchised buses through mobile devices and information display panels at 1 300 covered bus stops, including government PTIs	<ul style="list-style-type: none"> <li>- All franchised bus companies have been providing real-time arrival information through their websites and mobile applications.</li> <li>- As at end February 2020, franchised bus companies have installed real-time arrival information display panels at 338 covered bus stops.</li> </ul>	The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	The total estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million. The expenditure in 2020-21 will depend on the result of tender exercises by each

Smart mobility initiatives	Progress and implementation timetable	Estimated manpower resources	Estimated expenditures
			franchised bus company on the supply and installation of the display panels and the installation progress.
14. Install new on-street parking meters to support multiple payment systems (including Faster Payment System and remote payment through mobile application) with provision of real-time parking vacancy information	<ul style="list-style-type: none"> <li>- System development of the new parking meters is in progress. We expect that the installation of about 12 000 new parking meters will be completed in phases by mid-2022.</li> </ul>	The project management is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	\$123.4 million
15. Continue to encourage operators of existing public car parks to provide real-time parking vacancy information; and include relevant conditions in land leases and tenancy agreements requiring new public car parks to provide real-time parking vacancy information	<ul style="list-style-type: none"> <li>- TD has introduced a web interface to facilitate public car park operators without parking vacancy information system to disseminate real-time parking vacancy information since October 2018.</li> <li>- Since mid-2018, the Lands Department has incorporated provisions in all new short-term tenancy agreements of fee-paying public car parks, requiring the operators to provide parking vacancy data to the Government.</li> <li>- As at end February 2020, “HKeMobility” provided real-time parking vacancy information of a total of 347</li> </ul>	The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	The work is undertaken by the existing staff of TD. No separate breakdown of the expenditure involved.

Smart mobility initiatives	Progress and implementation timetable	Estimated manpower resources	Estimated expenditures
	government and commercial public car parks.		
16. Commission automated parking system (APS) pilot projects in batches for application in public car parks	- The pilot study on the use of APS is scheduled for completion in April 2020. Tenders for the first pilot project in Tsuen Wan will be invited in mid-2020.	The consultancy management is undertaken by the existing staff of TD. No separate breakdown of the manpower and expenditure involved.	\$0.7 million
<i>Environmental Friendliness in Transport</i>			
17. Establish “bicycle-friendly” new towns and new development areas	- The Phase 2 cycling improvement works, which involved about 450 sites, commenced in February 2020. Construction works are in progress.	The project management is undertaken by TD and the Highways Department (HyD). For TD, it is undertaken by the existing staff with no separate breakdown of the manpower involved.  For HyD, contract management and supervision of the construction works for the cycling improvement works are undertaken by the existing staff of the HyD. No separate breakdown of the manpower involved.	\$29.90 million (Construction cost)
18. Take forward “Walk in HK” and encourage people to walk more by launching a series of initiatives.	- For the Study on Enhancing Walkability in Hong Kong, two pilot areas, namely Central and Sham Shui Po, were selected to test out innovative measures. Short-term enhancement measures have been implemented progressively since December 2019.	The consultancy management is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.	\$7 million

Smart mobility initiatives	Progress and implementation timetable	Estimated manpower resources	Estimated expenditures
	<ul style="list-style-type: none"> <li>- As at March 2020, synchronisation of traffic lights at 56 staggered crossings was completed. Synchronisation of traffic lights at another 18 staggered crossings will be completed by 2020.</li> <li>- For the Feasibility Study on Enhancing Pedestrian Connectivity in Hong Kong Island North from Wan Chai to Sheung Wan, the short-term enhancement measures have been implemented progressively since 2019.</li> <li>- For the Review Study on the Assessment Mechanism for Hillside Escalator Links and Elevator Systems, the consultant is conducting initial screening and preliminary scoring for the 114 proposals received over the past years. Consultation with District Councils will be conducted by 2020.</li> <li>- Under the initiative of provision of cover for the selected walkway in each district, as at March 2020, one item was completed and six items are under construction. The remaining 11 items are under investigation and design.</li> </ul>	<p>The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p> <p>The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p> <p>The consultancy management is undertaken by the existing staff of TD. No separate breakdown of manpower involved.</p> <p>Contract management and supervision of the construction works for the walkway covers are undertaken by the existing staff of HyD. No separate breakdown of the manpower involved.</p>	<p>\$0.30 million</p> <p>\$0.23 million</p> <p>\$6.8 million</p> <p>\$ 0.95 million (Consultancy fee)</p> <p>\$10.4 million (Construction cost)</p>

Smart mobility initiatives	Progress and implementation timetable	Estimated manpower resources	Estimated expenditures
	<p><b><u>Universal Accessibility (UA) Programme</u></b></p> <ul style="list-style-type: none"> <li>- A total of 379 items are being implemented under the UA programme for installation of barrier-free access facilities at public walkways and other walkways (provided that certain criteria are met).</li> <li>- As at 29 February 2020, 153 items were completed and 54 items were under construction, with 172 items under investigation/ design.</li> <li>- The Government announced in the 2019 Policy Address that the ambit of the UA Programme would be expanded by launching the “Special Scheme” for retrofitting lifts at walkways in or connecting to the common areas of estates under the Tenants Purchase Scheme and the Buy or Rent Option Scheme, and public rental housing estates with properties divested under the Hong Kong Housing Authority. HyD will consult District Councils starting from Q2 2020 on the lift retrofitting items for the Special Scheme and the priorities for implementation.</li> </ul>	Existing resources of HyD will be deployed to implement the UA Programme.	\$614.7 million
<i>Smart Airport</i>			
19. Smart Airport initiatives	<ul style="list-style-type: none"> <li>- The Airport Authority Hong Kong (AA) has begun to apply facial biometrics technology at check-in gates and boarding pass checkpoints to provide</li> </ul>	Deployed by AA.	Funded by AA.

Smart mobility initiatives	Progress and implementation timetable	Estimated manpower resources	Estimated expenditures
	<p>passenger a seamless experience. 48 sets of e-security gates and 20 assisted channels are in operation at Terminal 1 of the Hong Kong International Airport (HKIA). The integration of this technology at the smart check-in kiosk and self-bag drop services, as well as the installation of self-boarding gates at boarding points and e-security gates at transfer points will be launched by phases.</p> <ul style="list-style-type: none"> <li>- AA has deployed smart check-in kiosks at West Kowloon Station, Zhuhai Port, Macao Port and Passengers Clearance Building at the Hong Kong Boundary Crossing Facilities. AA will continue to expand mobile check-in services to strategic off-airport locations (e.g. major tourist attractions, convention and exhibition centres, hotels, etc.).</li> <li>- The Autonomous Electric Tractor has commenced operation for carrying baggage containers on the bonded road to SkyPier at the HKIA. AA will continue to explore more application of new technology including the feasibility of using autonomous vehicles and robotic equipment for different types of operation within HKIA in near future.</li> </ul>		

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)113**

**(Question Serial No. 0921)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding fostering the development of high value-added maritime services and port business, please advise this Committee on the following:

1. In 2019-20, through Hong Kong Maritime and Port Board, the Transport and Housing Bureau worked closely with the industry to foster the development of Hong Kong's high value-added maritime services and port business. What are the details and achievements of the relevant work?

2. In the face of fierce competition from nearby ports, for instance, the Guangzhou Municipal Government has announced the "Measures for Supporting and Promoting the Development of Shipping and Logistics Industries in the Nansha New District" and the Shenzhen Municipal Government has published the "Action Plan on Expediting the Development of Shenzhen Bay Port", in which a large amount of subsidies is used as an economic incentive to attract berthing of goods vessels with a view to securing more port business. What will be the work plan on fostering the development of high value-added maritime services and port business and the resources to be involved in 2020-21?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 42)

Reply:

The Government is committed to upholding Hong Kong's position as an international maritime centre and further consolidating our strengths in high value-added maritime services.

On maritime services front, in 2019-20, we had worked closely with the industry under a dedicated Task Force on Ship Leasing of the Hong Kong Maritime and Port Board



(HKMPB) to devise a new tax regime for promoting ship leasing business. The relevant Inland Revenue (Amendment) (Ship Leasing Tax Concessions) Bill 2020 was introduced into the Legislative Council (LegCo) in March 2020. Subject to the LegCo's approval, we will implement the relevant tax concessionary measures. Another bill, the Inland Revenue (Amendment) (Profits Tax Concessions for Insurance-related Businesses) Bill 2019, was also introduced into the LegCo in December 2019 to reduce profits tax rate by 50% (i.e. 8.25%) for specified insurance businesses, including eligible marine insurance businesses, in Hong Kong.

As for port sector, we have been implementing various measures to support port operations and enhance port efficiency over the years. Examples include undertaking dredging works to deepen the Kwai Tsing Container Basin and its approaching channel from 15 metres to 17 metres and the work to expand terminal yard space and provide additional barge berths in Kwai Tsing Container Terminals by phases. Besides, having taken into account the advice of the two independent advisers, preparatory work is underway for revising the air draft restriction at Tsing Ma Bridge from 53 meters to 57 meters so as to facilitate access of large container vessels to Hong Kong Port while upholding the integrity of the bridge and navigational safety.

In addition, we had organised four HKMPB promotion visits to Guangxi, Denmark and Norway, London and Shanghai respectively in 2019 with a view to raising Hong Kong's maritime profile. We had also participated in the London International Shipping Week 2019 and set up a Hong Kong Pavilion in Marintec China 2019. External promotion aside, we had organised the fourth Hong Kong Maritime Week in November 2019 in collaboration with various local and overseas industry organisations. With the concerted efforts of the industry, one of the most renowned maritime organisations, the International Chamber of Shipping, established its first-ever overseas office outside the London headquarters in late November 2019. The Baltic and International Maritime Council also announced in early December 2019 their decision to include Hong Kong as the fourth arbitration venue in the standard dispute resolution clause of its standard maritime contract.

Amid keen regional competition, the Government will continue to bolster the growth of high value-added maritime services, facilitate port operations and step up promotion and publicity of Hong Kong's maritime and port industry. As announced in the 2019 Policy Address, in 2020-21, we will initiate work to develop suitable and feasible tax measures to encourage more commercial principals to use Hong Kong as their operating base of maritime business. Meanwhile, two feasibility studies on the development of multi-storey complex for a container storage and cargo handling in Tsing Yi and a multi-storey carpark-cum-logistics complex in Kwai Chung respectively have been largely completed. We will continue our preparatory work to release the concerned two sites by phases through public tender for developing multi-storey port back-up and modern logistics facilities. Around \$19.5 million is earmarked to support the work of HKMPB in 2020-21, including around \$4.6 million to be allocated to InvestHK for overseas promotion work. Other measures to promote maritime services and port development are undertaken by the existing staff of relevant Government bureau / departments as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)114**

**(Question Serial No. 0922)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

On supporting the development of the logistics industry, please advise this Committee on:

1. the details and the expenditures involved in relation to working with industry associations to devise and implement initiatives to support the development of the logistics sector in 2019-20;
2. the work details regarding the implementation of initiatives to support the development of the logistics sector in 2020-21; and
3. the progress update on the identification of suitable sites for modern logistics development.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 43)

Reply:

1. The Transport and Housing Bureau, with the endorsement of the Hong Kong Logistics Development Council (LOGSCOUNCIL), implemented the following initiatives in 2019-20 to support the development of the logistics sector.
  - (a) With a view to encouraging the younger generation in pursuing a long term career in the logistics industry, we continued to organise the Summer Internship Scheme on Supply Chain Management (the Summer Internship Scheme) under LOGSCOUNCIL in 2019-20. 24 internship positions placed in four companies were sponsored under the Summer Internship Scheme. The total sponsorship cost was \$322,000.

- (b) With a view to facilitating the logistics sector to make use of the multiple off-airport air cargo screening facilities so as to meet the requirements of the International Civil Aviation Organization in phasing out all consignors not approved by the appropriate authority for aviation security by 30 June 2021, we have engaged the Hong Kong Productivity Council to conduct an evaluation study on a system to ensure secured transportation of air cargo from the off-airport air cargo screening facilities to the airport. The estimated cost of the study is \$500,000.
2. To encourage the logistics industry to enhance productivity through technology application, we will introduce a pilot subsidy scheme for third party logistics service providers (the pilot subsidy scheme) with an injection of \$345 million. We are now working out the implementation details of the pilot subsidy scheme in consultation with the logistics industry, including, among other things, arrangements of funding allocation, staffing provision, and appropriate measures to review the effectiveness of the pilot subsidy scheme. We aim to launch the scheme within this year.

Meanwhile, with the endorsement of LOGSCOUNCIL, we will continue to organise the Summer Internship Scheme in 2020-21. We plan to raise the sponsorship amount to a level more consistent with the market rates, so as to attract the participation of more companies. Taking into account the feedback received from participating companies and interns, we will facilitate communication between the companies and universities and encourage companies to provide more diverse work duties and trainings for interns.

3. The Government has been identifying suitable sites to support the development of high value-added third party logistics services. Since 2010, the Government has disposed a total of four sites in Tsing Yi and Tuen Mun for modern logistics development purposes, with the latest one being a site of 3.2 hectares in Tuen Mun Area 49 awarded in May 2018. In June 2018, the Airport Authority Hong Kong has also awarded the right to develop and manage the 5.3-hectare Kwo Lo Wan site on the airport island to a joint venture led by Cainiao Network (the logistics arm of Alibaba Group) for the development of a premium logistics centre.

We are working to release by phases two port back-up sites in Tsing Yi and Kwai Chung through public tender for developing multi-storey port back-up and modern logistics facilities.

We will continue to work with the relevant bureaux/departments to identify other suitable land for logistics use in different parts of Hong Kong, including the Hung Shui Kiu/Ha Tsuen New Development Area, and New Territories North Development (NTN). Under the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan, about 37 hectares of land have been designated for logistics development. For NTN, the land use proposal is subject to further studies.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)115**

**(Question Serial No. 2240)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport and Housing Bureau continued to work with the Airport Authority Hong Kong on initiatives to enhance airport services, and the airport's connectivity and competitiveness. What are the details of the initiatives and their effectiveness? What are the details of the work plan and the estimated expenditures for enhancing the competitiveness of the Hong Kong airport in 2020-21?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 41)

Reply:

The Government has been working with AA to explore and take forward various initiatives with a view to enhancing airport services and its competitiveness. The extension of Terminal 1 (T1) commenced operation on 29 November 2019 to provide additional passenger processing facilities, including a new Aisle with additional check-in counters, baggage reclaim carousels and baggage storage service, etc.. Other initiatives include taking forward the extension building adjacent to the existing Car Park 4, targeted for completion in 2020, which will provide approximately 1 400 additional car parking spaces; and the completion of the revamp of East Hall food court of T1. Furthermore, a 200-metre-long, air-conditioned Sky Bridge is being built to connect T1 and the North Satellite Concourse (NSC) which is expected to come into operation in 2020. With an observation deck and food and beverage outlets, the Sky Bridge will reduce travel time to gates in the NSC, enhance passengers' experience and become an attraction in its own right.

Apart from hardware enhancement, AA has been proactively exploring technological applications to ensure a pleasant traveler journey and streamline airport operations. Making use of biometric technology, a total of 48 self-service e-Security gates have been

launched at T1 for departing passengers to verify their documents before they enter the restricted area. Other e-facilities including self-boarding gates and e-transfer gates are being planned for installation in phases. AA's mobile app "MyFlight" was upgraded with a chatbot, real-time road traffic alerts and online payments for airport parking. In future, the app will let users pre-book airport services, such as door-to-door baggage pickups from outside the airport and offer travel tips based on passengers' flight and destinations. Other technologies and smart applications for improving day-to-day operation have also been trialed or applied at the Hong Kong International Airport (HKIA) in recent years, including Trolley Counting Solution, Airport Ground Lighting Inspection System, Automated Foreign Object Debris Detection, Airside Vehicle Tracking System, etc..

To strengthen the HKIA's leading status as a cargo hub, AA established their first airport-to-airport pharma corridor with the Brussels Airport. To ensure their integrity, all shipments in the corridor are handled in strict compliance with IATA's Centre of Excellence for Independent Validators in Pharmaceutical Logistics (CEIV Pharma) standards and carried by a certified airline. AA will continue to promote this initiative to other airports with the objective of forming a network of secure pharmaceutical trade lanes. Apart from CEIV Pharma, in March 2019, HKIA was the first airport community in the world to be accredited as IATA's Center of Excellence for Perishable Logistics (IATA CEIV Fresh), demonstrating its international recognised world class standards in the handling of pharmaceuticals and perishables. Besides, AA is collaborating with its business partner in expanding the express air cargo terminal, so as to enhance Hong Kong's capability in handling express and small parcel shipments. In addition, a land parcel of about 5.3 hectares at Kwo Lo Wan in the South Cargo Precinct was awarded in 2018 for development of a premium logistics centre. The development will address the need of warehousing and distribution of e-commerce, and is conducive to furthering the potential of HKIA as an aviation hub. The development is expected to come into operation in 2023.

With a view to reinforcing HKIA as the preferred aviation hub of the Greater Bay Area market, AA will continue to enhance intermodal connectivity and expand its catchment area. Tapping on the expansion in intermodal code-sharing arrangements, AA will continue to enhance and develop its intermodal facilities. Furthermore, AA is actively taking forward the Intermodal Transfer Terminal (ITT) project, which will enable the provision of bonded bus service for air-to-bridge/bridge-to-air transfer passengers travelling between HKIA and Macao/Zhuhai Boundary Crossing Facilities via the Hong Kong-Zhuhai-Macao Bridge when commissioned as targeted in 2022. ITT is a strategic project which not only reduces the journey time of transfer passengers travelling from Macao and the Western Pearl River Delta region through HKIA, but also expands HKIA's catchment area and enhances its intermodal connectivity in the Pearl River Delta region.

The above mentioned major enhancement projects being implemented by AA will increase the handling capacity and efficiency of HKIA, and will provide a vibrant new experience for passengers. AA has budgetted of about \$7 billion for the T1 expansion, the extension building adjacent to Car Park 4 and the Sky Bridge, with completion scheduled for 2020; while the expansion of East Hall of T1 is targeted to be commissioned in 2021. For ITT and the vehicular bridge, which cost about \$3 billion,

they are scheduled to be completed in 2022. Other upgrading works of current systems and software, such as e-Security gates, are part of AA's recurrent operations and maintenance expenditures hence detailed budget breakdown is not available.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)116**

**(Question Serial No. 0648)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

In view of the novel coronavirus epidemic, many airlines have suspended air services to and from Hong Kong. Would the Transport and Housing Bureau provide the number of suspended flights, the proportion of suspended flights to the total number of flights, and the cities which completely cancelled direct flights to and from Hong Kong as at 28 February 2020? What special measures will the Administration put in place after the epidemic to attract airlines to resume direct flights to and from Hong Kong so as to maintain Hong Kong's status as an international aviation hub?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 20)

Reply:

Compared to the week prior to the Chief Executive's announcement on 25 January 2020 of raising the response level under the "Preparedness and Response Plan for Novel Infectious Disease of Public Health Significance" to Emergency Response Level, the number of scheduled passenger services operated in the last week of February 2020 has reduced from about 6 400 movements to about 2 100 movements, which represented a reduction of about two-thirds or about 4 300 movements.

During the same period, points in the Mainland of China where scheduled passenger services have been temporarily suspended include Changsha, Chongqing, Dalian, Fuzhou, Guangzhou, Guilin, Guiyang, Hangzhou, Hefei, Hohhot, Jinan, Kunming, Meixian, Nanchang, Nanjing, Nanning, Ningbo, Qingdao, Sanya, Shijiazhuang, Taiyuan, Tianjin, Wenzhou, Wuhan, Wuxi, Wuyishan, Xi An, Yangzhou, Yantai, Yinchuan, Zhanjiang and Zhengzhou. Other points where scheduled passenger services have also been temporarily suspended include points in Cambodia, Italy, Japan, Mauritius, Mongolia, the Philippines,

Russia, South Africa, Taiwan, the United Arab Emirates, the United Kingdom, the United States and Vietnam.

As a result of the recent COVID-19 global outbreak, air services and the number of travellers to/from Hong Kong have decreased significantly. Airlines and businesses operating at the Hong Kong International Airport (HKIA) have been affected to different extents. In light of this, on top of the rental concessions and other relief measures rolled out in September 2019 to help the aviation sector weather the impacts of the public order events, the Airport Authority Hong Kong (AA) has launched a new round of enhanced relief and support measures, including rental reduction for terminal accommodations and retail tenants at HKIA, concessions and waiver of relevant fees and charges, etc. with a view to alleviating the current pressure on business operations faced by the aviation industry, in particular airlines.

Further to that, the Government, together with AA, announced on 23 March 2020 an additional \$1 billion package, comprising a government waiver of \$670 million of Air Traffic Control Services Charge in 2019/20 to AA, which will be passed on in full to the airport community, and \$330 million contributions from AA, in view of the sustained challenges the industry has to face due to the outbreak of COVID-19. The major portion of the support will be allocated to direct support measures to the aviation industry. Further rental concessions will also be provided to retail and restaurants tenants at HKIA. To demonstrate the care for the airport staff, a training incentive will be provided to frontline airport staff who takes on training while they are on unpaid leave. The total amount of these measures, together with those introduced by AA in September 2019 and February 2020, amount to about \$2.6 billion.

HKIA is a well-recognised international aviation hub with a strategic geographical location and effective and reliable management and infrastructure. Riding on the established advantages of HKIA, the aviation sector has demonstrated its ability to rebound after crises in the past. The Government and AA will continue to closely monitor the on-going economic and market situation, and will engage the industry when considering appropriate post-epidemic recovery measures with a view to helping the industry back on track.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)117**

**(Question Serial No. 0649)**

Head: (158) Transport and Housing Bureau

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

Programme: (2) Land and Waterborne Transport

Controlling Officer: Permanent Secretary for Transport & Housing (Mr Joseph LAI)

Director of Bureau: Secretary for Transport and Housing

Question:

To continue monitoring the re-commissioning of the “Central – Hung Hom” ferry route and launching of the pilot “Water taxi” ferry service via Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central, and the introduction of commercial elements at the Hung Hom (South) Ferry Pier. The Government is requested to inform:

What is the current progress of the tendering exercise for "water taxi" ferry service and when will the expected commencement of service be? Is the work progress affected by the new coronavirus outbreak, and does the Government have a backup plan? If yes, what are the details?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 21)

Reply:

The Transport Department invited tenders for operation of the “Central – Hung Hom” ferry route and “water taxi” licensed ferry service on 13 December 2019 and completed the tender assessment in mid-March 2020. An operator has been selected and has started gearing up for the services. It is expected the “Central – Hung Hom” ferry route and “water taxi” licensed ferry service will commence operation in the second quarter of 2020 and the fourth quarter of 2020 respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)118**

**(Question Serial No. 0650)**

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:

Regarding “in conjunction with the relevant Guangdong and Macao authorities, continue to formulate and oversee the implementation of cross-boundary transport arrangements”, would the Transport and Housing Bureau advise on the following:

Most cross-boundary public transport services have been suspended due to the novel coronavirus epidemic. Under what circumstances will the Administration resume the cross-boundary transport arrangements between the two places? What special measures will the Administration put in place to support the affected operators before resuming the cross-boundary traffic between the two places so that normal cross-boundary transport arrangements can be maintained?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 22)

Reply:

To help reduce the risk of the spread of COVID-19 in the community, the Government has sought to reduce the cross-boundary passenger flow between Hong Kong and the Mainland by consolidating the boundary control points (BCP). Relevant land and sea cross-boundary passenger transport services were either suspended or reduced.

The Government has been closely monitoring the infection situation in the community and will allow the cross-boundary transport services to resume in an orderly manner as and when the circumstances so allow.

The Legislative Council Finance Committee has approved to set up a \$30-billion Anti-epidemic Fund which would provide assistance or relief to, among others, the operators of cross-boundary coaches and shuttle buses, cross-boundary hire cars and

cross-boundary ferry vessels. Relevant departments are taking follow-up actions with a view to disbursing the subsidies to the operators in a timely manner.

In addition, the Government has also offered a helping measure to cross-boundary coach operators by providing a parking site at Shenzhen Bay Port for temporary parking of idle cross-boundary coaches since 28 February 2020.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)119**

**(Question Serial No. 0768)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Airport Authority Hong Kong (AA) has announced that a new round of relief measures will be rolled out to alleviate the operating pressure of the industry. The total cost is estimated to be around \$1.6 billion. In this connection, would the Administration advise this Committee on the following:

- 1) What are the details of the measures?
- 2) Under what circumstances will the AA roll out another round of relief measures if the epidemic or the negative sentiments in relation to the disturbances arising from the opposition to the proposed legislative amendments persist?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 4)

Reply:

Since the novel coronavirus outbreak, the number of passengers at the Hong Kong International Airport (HKIA) has decreased significantly, causing impact of different extent to businesses operating at the airport. On top of the rental concessions and other relief measures rolled out in September 2019 to help the aviation sector weather the impacts of the public order events, the Airport Authority Hong Kong (AA) has launched a new round of relief and support measures with a view to alleviating pressure on business operations for the aviation industry. These measures include extending the rental concession measures to end May 2020, waiving the half-yearly rental adjustment for the offices, storage and passenger lounges for airlines at terminal building in 2019 and extending it to 2020, waiving the management fee for terminal accommodations including offices and lounges, reduction

in rental and counter licence fee for terminal accommodations, reduction in airside vehicle parking permit fee, reduction in rental for aviation support services, etc..

Further to that, the Government, together with AA, announced on 23 March 2020 an additional \$1 billion package, comprising a government waiver of \$670 million of Air Traffic Control Services Charge in 2019/20 to AA, which will be passed on in full to the airport community, and \$330 million contributions from AA, in view of the sustained challenges the industry has to face due to the outbreak of COVID-19. The major portion of the support will be allocated to direct support measures to the aviation industry. Further rental concessions will also be provided to retail and restaurants tenants at HKIA. To demonstrate the care for the airport staff, a training incentive will be provided to frontline airport staff who takes on training while they are on unpaid leave. The total amount of these measures, together with those introduced by AA in September 2019 and February 2020, amount to about \$2.6 billion.

The Government and AA will continue to closely monitor the on-going economic and market situation, and will engage the industry when considering appropriate post-epidemic recovery measures with a view to helping the industry back on track.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)120**

**(Question Serial No. 1731)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the local traffic conditions, will the Government advise this Committee, in the past three years:

- a. the design capacities and peak-hour utilisation of the ten strategic routes in Hong Kong;
- b. the change in traffic flow following the commissioning of the Central-Wan Chai Bypass (CWB);
- c. the design capacities and peak-hour utilisation of various tunnels in Hong Kong;
- d. the casualties involved in traffic accidents;
- e. the average daily patronage of various public transport modes and their respective ratios;
- f. the toll levels and operational expenditures of various tunnels;
- g. the details of the study on the hierarchy and level of tolls of government tolled tunnels and road conducted by the Transport Department (TD); and
- h. the utilisation rates of the Autotoll system of various tunnels.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 44)

Reply:

- a. As the traffic volume statistics in the Annual Traffic Census (ATC) are currently available up to 2018, the design capacities and peak-hour utilisation rates of the strategic routes in Hong Kong from 2016 to 2018 are at Annex 1.
- b. The average daily number of vehicles using CWB on weekdays is about 54 200. As observed by TD, after the full commissioning of CWB on 24 February 2019, the traffic volumes of Connaught Road Central and Gloucester Road during morning and evening peak hours on weekdays have decreased by about 28% and 36% respectively, while the traffic on Man Po Street has increased by about 56%.
- c. The design capacities and peak-hour utilisation rates of various tunnels in the past three years are at Annex 2.

- d. The numbers of casualties involved in traffic accidents in the past three years are tabulated below:

<b>Year</b>	<b>Number of casualties involved in traffic accidents</b>
2017	19 888
2018	19 637
2019	20 218

- e. The average daily public transport passenger journeys in the past three years are provided at Annex 3.
- f. The current toll levels and the operating costs of tolled tunnels from 2016-17 to 2018-19 are at Annex 4.
- g. TD commenced the Study on “Congestion Charging” (the Study) in July 2019. The Study would adopt the principle of “Efficiency First” to enable efficient people carriers to enjoy lower tolls for using government tolled tunnels and roads, while imposing higher tolls on vehicles with low carrying capacity. TD expects to consult relevant stakeholders on the recommendations arising from the Study in 2021.
- h. The usage of Autotoll at various tunnels in the past three years is tabulated below:

<b>Tolled Tunnels</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Aberdeen Tunnel	51%	55%	52%
Cross-Harbour Tunnel	41%	43%	45%
Eastern Harbour Crossing	50%	49%	49%
Tate’s Cairn Tunnel	55%	55%	55%
Lion Rock Tunnel	45%	46%	46%
Shing Mun Tunnels	42%	43%	43%
Tseung Kwan O Tunnel	47%	47%	47%
Route 8K (Eagle’s Nest Tunnel and Sha Tin Heights Tunnel)	51%	51%	49%
Western Harbour Crossing	56%	55%	56%
Tai Lam Tunnel	57%	56%	58%

Design Capacity and Peak-hour Utilisation Rate of Strategic Routes

Road Section	Strategic Route <sup>1</sup>	Direction	Design Capacity (vehicles/hour)	Utilisation Rate <sup>2</sup>		
				2016	2017	2018
<b>Hong Kong Island</b>						
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	9 450	0.7	0.6	0.7
<b>Kowloon</b>						
Princess Margaret Road (between Wylie Road and Pui Ching Road)	1	Southbound	4 700	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	4 700	0.6	0.7	0.6
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	4 700	0.9	0.9	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	3 000	0.9	0.9	1.0



Road Section	Strategic Route <sup>1</sup>	Direction	Design Capacity (vehicles/hour)	Utilisation Rate <sup>2</sup>		
				2016	2017	2018
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	4 700	0.8	0.9	0.9
<b>New Territories East</b>						
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	6 300	0.9	1.0	1.1
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	4 700	0.5	0.5	0.5
<b>New Territories West</b>						
Ting Kau Bridge	3	Southbound	4 700	1.0	1.0	1.2
Nam Wan Tunnel	8	Eastbound	4 700	0.4	0.4	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	9	Eastbound	6 300	0.9	0.9	0.9

Road Section	Strategic Route <sup>1</sup>	Direction	Design Capacity (vehicles/hour)	Utilisation Rate <sup>2</sup>		
				2016	2017	2018
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge) <sup>3</sup>	10	Northbound	3 000	-	0.2	0.2

### Notes

- <sup>1</sup> Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O-Lam Tin Tunnel. Since Route 6 is under construction, its utilisation rate is not available.
- <sup>2</sup> The utilisation rate refers to the ratio of traffic volume at the morning peak hour (i.e. the busiest one hour from 7:00 am to 10:00 am on weekdays) to design capacity.
- <sup>3</sup> Since no peak-hour traffic flow data is available in the Annual Traffic Census 2016, the corresponding utilisation rate cannot be compiled for Kong Sham Western Highway.

Design Capacity and Peak-hour Utilisation Rate of Various Tunnels

Tunnel	Direction	Design Capacity (vehicles/hour)	Utilisation Rate <sup>1</sup>		
			2017	2018	2019
Aberdeen Tunnel	Northbound	2 600	0.6	0.6	0.6
	Southbound	2 600	0.7	0.7	0.7
Cross-Harbour Tunnel <sup>2</sup>	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.1	1.1	1.1
Eastern Harbour Crossing	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0
Western Harbour Crossing	Northbound	4 200	0.6	0.6	0.6
	Southbound	4 200	0.6	0.6	0.6
Lion Rock Tunnel	Northbound	2 600	1.0	1.0	1.0
	Southbound	2 600	1.0	1.0	1.0
Tate's Cairn Tunnel	Northbound	2 600	0.8	0.9	0.9
	Southbound	2 600	0.9	0.9	0.9
Tseung Kwan O Tunnel	Westbound	2 600	1.0	1.0	1.0
	Eastbound	2 600	1.1	1.1	1.1
Eagle's Nest Tunnel & Sha Tin Heights Tunnel	Northbound	4 700	0.4	0.5	0.5
	Southbound	4 700	0.5	0.5	0.5
Shing Mun Tunnels	Westbound	2 600	0.7	0.7	0.7
	Eastbound	2 600	0.7	0.7	0.7
Tai Lam Tunnel	Northbound	4 700	0.4	0.4	0.4
	Southbound	4 700	0.5	0.5	0.5

Notes

- <sup>1</sup> Utilisation rate refers to the ratio of traffic volume at peak hours (i.e. the average hourly traffic volume from 7:00 a.m. to 10:00 a.m. and from 5:00 p.m. to 8:00 p.m. on weekdays) to tunnel design capacity, based on the data compiled by tunnel operators.
- <sup>2</sup> The utilisation rate of Cross-Harbour Tunnel above has discounted the period from 13 November to 31 December 2019 due to closure and repair of damaged facilities.

Average Daily Public Transport Passenger Journeys from 2017 to 2019

	<b>Franchised Buses ('000)</b>	<b>Mass Transit Railway ('000)</b>	<b>Hongkong Tramways ('000)</b>	<b>Public Light Buses ('000)</b>	<b>Ferries ('000)</b>	<b>Taxis ('000)</b>	<b>Residents' Services ('000)</b>	<b>MTR Buses (Northwest New Territories) ('000)</b>	<b>Total ('000)</b>
<b>2017</b>	3 966.5 (31.3%)	5 340.5 (42.1%)	172.1 (1.4%)	1 814.8 (14.3%)	128.2 (1.0%)	898.0 (7.1%)	231.6 (1.8%)	139.0 (1.1%)	12 690.8 (100.0%)
<b>2018</b>	4 054.3 (31.5%)	5 461.6 (42.4%)	164.7 (1.3%)	1 806.1 (14.0%)	127.3 (1.0%)	889.0 (6.9%)	225.4 (1.8%)	139.8 (1.1%)	12 868.2 (100.0%)
<b>2019</b>	4 093.9 (32.9%)	5 103.6 (41.0%)	149.4 (1.2%)	1 765.2 <sup>#</sup> (14.2%)	122.2 (1.0%)	854.1 <sup>#</sup> (6.9%)	214.0 <sup>#</sup> (1.7%)	141.1 (1.1%)	12 443.5 <sup>#</sup> (100%)

Notes:

( ) Figures in brackets denote the percentage share of the respective public transport modes.

# Provisional figures.

**Current Toll Levels of Tolled Tunnels**

Vehicle type	Cross-Harbour Tunnel	Eastern Harbour Crossing	Aberdeen Tunnel	Lion Rock Tunnel	Shing Mun Tunnels	Tseung Kwan O Tunnel	Route 8K <sup>1</sup>	Tai Lam Tunnel	Western Harbour Crossing	Tate's Cairn Tunnel
Motor cycles, motor tricycles	\$8	\$13	\$5 <sup>4</sup> (Flat toll)	\$8 <sup>4</sup> (Flat toll)	\$5 <sup>4</sup> (Flat toll)	\$3 <sup>4</sup> (Flat toll)	\$8 <sup>4</sup> (Flat toll)	\$22 <sup>3</sup>	\$25 <sup>3</sup>	\$15
Private cars	\$20	\$25						\$48 <sup>3</sup>	\$75 <sup>3</sup>	\$20
Taxis	\$10	\$25 / \$15 <sup>2</sup>						\$48 <sup>3</sup>	\$70 <sup>3</sup>	\$20
Public light buses	\$10	\$38						\$100 <sup>3</sup>	\$85 <sup>3</sup>	\$23
Private light buses	\$10	\$38						\$100 <sup>3</sup>	\$85 <sup>3</sup>	\$24
Light goods vehicles, special purpose vehicle of a permitted gross vehicle weight not exceeding 5.5 tonnes	\$15	\$38						\$49 <sup>3</sup>	\$85 <sup>3</sup>	\$24
Medium goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 5.5 tonnes but not exceeding 24 tonnes	\$20	\$50						\$55 <sup>3</sup>	\$110 <sup>3</sup>	\$28
Heavy goods vehicles, special purpose vehicle (other than an articulated vehicle) of a permitted gross vehicle weight exceeding 24 tonnes	\$30	\$75						\$60 <sup>3</sup>	\$140 <sup>3</sup>	\$28
Public and private single-decked buses	\$10 <sup>4</sup>	\$50 <sup>4</sup>						\$143 <sup>3</sup>	\$140 <sup>3</sup>	\$32 <sup>4</sup>
Public and private double-decked buses	\$15 <sup>4</sup>	\$75 <sup>4</sup>						\$168 <sup>3</sup>	\$200 <sup>3</sup>	\$35 <sup>4</sup>
Each additional axle in excess of two	\$10	\$25	Free of charge <sup>3</sup>	\$30 <sup>3</sup>	\$24					

**Notes**

- <sup>1</sup> Eagle's Nest Tunnel forms part of Route 8K.
- <sup>2</sup> Toll level for taxis without passengers is \$15 and tolls are settled at manual toll booths.
- <sup>3</sup> Concessionary tolls in effect until further notice.
- <sup>4</sup> Except franchised buses which are exempted from paying tolls for using government tolled tunnels with effect from 17 February 2019.

Operating Costs of Government Tolled Tunnels from 2016-17 to 2018-19

<b>Tunnel <sup>1</sup></b>	<b>2016-17 (\$ million)</b>	<b>2017-18 (\$ million)</b>	<b>2018-19 (\$ million)</b>
Cross-Harbour Tunnel <sup>2</sup>	70	79	79
Eastern Harbour Crossing <sup>2,3</sup>	67	103	103
Tate's Cairn Tunnel <sup>2,3</sup>	-	-	64
Aberdeen Tunnel <sup>4</sup>	77	80	80
Lion Rock Tunnel <sup>4</sup>	75	70	72
Shing Mun Tunnels <sup>4</sup>	67	67	94
Tseung Kwan O Tunnel <sup>4</sup>	55	56	60
Route 8K <sup>4,5</sup>	300	271	265

Notes

- <sup>1</sup> Tai Lam Tunnel and Western Harbour Crossing are not included as they are "Build-Operate-Transfer" (BOT) tunnels which are owned and operated by the respective franchisees during the period.
- <sup>2</sup> Cross-Harbour Tunnel, Eastern Harbour Crossing and Tate's Cairn Tunnel were BOT tunnels, of which the capital costs were not funded by the Government. The figures provided in the above table represent the management fee paid to the management, operation and maintenance contractors of the respective tunnels for the years concerned.
- <sup>3</sup> Eastern Harbour Crossing and Tate's Cairn Tunnel were reverted to Government ownership on 7 August 2016 and 11 July 2018 respectively, upon expiry of the respective franchise periods.
- <sup>4</sup> These tunnels were constructed by the Government. The operating costs have included the depreciation charges of the capital costs of the tunnels for the years concerned.
- <sup>5</sup> The operating costs cover the section of Route 8 between Sha Tin and Cheung Sha Wan, including Tai Wai Tunnel, Lai Chi Kok Viaduct, Eagle's Nest Tunnel and Sha Tin Heights Tunnel.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)121**

**(Question Serial No. 0096)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned that the Government will continue to follow up on the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service (IRC) to enhance franchised bus safety. Please list out in table of these recommendations, progress and expenses involved.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 1)

Reply:

The Government has been actively pursuing the recommendations put forward by the IRC in collaboration with the franchised bus operators. As at end-2019, among the 45 recommendations, 43 have been implemented or are being implemented (with some of them becoming on-going measures or actions). The Government is studying the remaining two recommendations, which involve legislative amendments or hinge on the implementation progress of the other initiatives, to formulate the next steps. The latest progress of the follow-up actions on the recommendations is at Annex. The follow-up actions on the recommendations are undertaken by the existing staff of the Transport Department (TD) and there is no separate breakdown of expenditure involved.

**Report of the Independent Review Committee on  
Hong Kong's Franchised Bus Service**

**Summary of Recommendations and the latest progress on the follow-up actions**

<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
<p><b><i>(i) Safety Director</i></b></p> <p>(1) TD to establish a structure to develop a proactive approach to bus safety.</p>	<p style="text-align: center;"><u>Being implemented</u></p> <p>TD has drawn up the various arrangements for appointing a Franchised Bus (FB) Safety Director and setting up a FB safety team, including the staff establishment and scope of work, etc. Subject to the approval by the Legislative Council on the funding for the manpower increase, it is expected that TD will set up a FB safety team, headed by a FB Safety Director, in 2020-21 so as to develop a proactive approach to take forward and implement relevant measures to ensure FB safety.</p>
<p>(2) TD to appoint a Safety Director and a small bus safety team.</p>	
<p>(3) Franchised bus operators to appoint their own Safety Directors.</p>	<p style="text-align: center;"><u>Completed</u></p> <p>All FB operators have appointed their own Safety Directors.</p>
<p><b><i>(ii) Permanent Working Group on the enhancement of safety of franchised buses</i></b></p> <p>(4) Membership of the Permanent Working Group to be expanded to include independent members with expertise relevant to FB safety.</p>	<p style="text-align: center;"><u>Completed</u></p> <ul style="list-style-type: none"> <li>• The Working Group on the Enhancement of Safety of FB was turned into a permanent setup, and was revamped and renamed as the Committee on Enhancement of FB Safety (FB Safety Committee) in early 2019. Two local academic experts were appointed as members.</li> <li>• There are two sub-committees under the FB Safety Committee, namely the “Sub-Committee on In-vehicle Safety Devices and Technologies” and the “Sub-Committee on Training, Fatigue and Work Hour Management of Bus Captains”.</li> </ul>



Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>The sub-committees focus on the discussion of relevant topics and the monitoring of follow-up actions concerned. The sub-committees will also report work progress to the FB Safety Committee.</p> <ul style="list-style-type: none"> <li>• In 2019, meetings of the FB Safety Committee were held in April, June and November respectively, while a total of seven meetings were held by the two sub-committees.</li> </ul>
<p><b>(iii) Technological safety devices: TD's technology team</b></p> <p>(5) A dedicated technology team to be formed urgently in TD.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• On the basis of the individual technology projects being carried out by different divisions in TD, some additional staff members, dedicated for transport technology matters, were added to the respective divisions of the department.</li> <li>• Upon the establishment of the FB safety team in future, the team will be dedicated to handling matters on FB safety and technological safety devices.</li> </ul>
<p>(6) The technology team to establish lines of communication with well-respected overseas jurisdictions, such as the Transport for London (TfL) and Land Transport Authority (LTA) to share information.</p>	<p><u>Completed (become an on-going task)</u></p> <p>At present, TD has already had lines of communication with well-respected authorities in overseas jurisdictions, such as TfL of the UK and LTA of Singapore, to share information available. TD will maintain and further enhance the lines of communications and exchanges with those overseas authorities.</p>
<p>(7) FB operators to appoint members of their own staff to be responsible for technological safety devices and to establish lines of communication with FB operators in well-respected overseas jurisdictions to share information.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• At present, local FB operators have already had lines of communications with FB operators in overseas jurisdictions to share information.</li> <li>• The Safety Directors of the FB operators have made coordinated efforts in handling matters on technological safety devices and enhancing lines of communication and</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>exchanges with overseas FB operators, including paying visits to overseas (e.g. Singapore, Japan and the UK, etc.) and Mainland China to communicate and exchange with local bus operators and manufacturers in respect of topics such as bus safety and application of advanced technologies, etc.</p>
<p>(iv) <i>Subsidies</i></p> <p>(8) TD to establish a small fund to provide grants to FB operators to promote the uptake of new safety technology.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• TD has reviewed the currently available funds, and learnt that the scope of funding of the Innovation and Technology Fund (ITF) under the Innovation and Technology Commission should be able to cover new safety technology of FB. The ITF (including its Partnership Research Programme and Technology Voucher Programme has been providing financial support to local universities, public research institutions, local enterprises, and trade associations, etc., to encourage and help them to upgrade the technological level and introduce more innovative ideas into their business.</li> <li>• TD has informed FB operators of the funding scope of the ITF and encouraged them to apply for the fund to facilitate research and uptake of new safety technology to enhance FB safety and operations.</li> <li>• In addition, TD is following up on the provision of government subsidy for retrofitting existing double-deck buses with electronic stability control and speed limiting retarders, as well as seat belts on the upper decks. Details of which are at Item 10.</li> </ul>
<p>(9) TD to engage an independent consultant to conduct a cost/benefit analysis in respect of the retrofitting of seat belts on the upper decks of some</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• All new buses procured from July 2018 onwards have all their seats installed with seat belts. As at end-2019, about 400 newly procured buses with seat belts</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
<p>franchise buses.</p>	<p>installed have been put into service.</p> <ul style="list-style-type: none"> <li>• TD engaged an independent consultant <sup>Note 1</sup> to commence a cost/benefit analysis in respect of the retrofitting of seat belts on FBs in February 2019. The study was completed in September 2019. It was revealed from the analysis that the Government should consider installing seat belts on the upper decks of double-deck buses registered in or after 2016 (around 1 900 buses). Moreover, the study also opined that those buses fitted with seat belts should first be deployed to routes operating via expressways and with longer journey distance.</li> </ul> <p>(<sup>Note 1</sup> The study was conducted by a team from the Department of Civil and Environmental Engineering, Hong Kong Polytechnic University as an independent consultant. The study report has been submitted to the FB Safety Committee and uploaded on TD website. )</p> <ul style="list-style-type: none"> <li>• In light of the study findings, TD and FB operators will arrange to have the seats on the upper deck of around 1 900 existing double-deck buses installed with seat belts. Relevant installation works will commence progressively from the second quarter of 2020 for target completion within three years. Among them, the installation works of 700 buses are expected to be completed in 2020. The Government will subsidise FB operators on 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators.</li> <li>• Upon completion of the retrofitting works by 2022, it is estimated that there would be more than 3 000 buses, including the newly procured buses, fitted with seat belts. TD and FB operators will arrange to deploy these buses with priority given to long-haul routes operated via expressways with relatively fewer bus stops.</li> </ul>

<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
<p>(10) TD to engage an independent consultant to conduct cost/benefit analyses in respect of the retrofitting of the electronic stability control system (ESC) and speed limiters with retardation function (speed limiting retarder), and all other safety devices proved to be technically successful, before TD requires installation of those devices by FB operators.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• Given the proven effectiveness of ESC and speed limiting retarder, TD has conducted a cost/benefit review based on the cost information provided by bus manufacturers and FB operators with reference to findings of relevant overseas studies. Relevant work has been completed and the findings revealed that the Government should consider retrofitting all existing buses with ESC and speed limiting retarder if technically feasible (around 4 200 buses).</li> <li>• In light of the study findings, TD and FB operators will arrange to have around 4 200 existing double-deck buses retrofitted with ESC and speed limiting retarder. Relevant installation works will commence progressively from the second quarter of 2020 for target completion within four years. The Government will subsidise FB operators on 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators.</li> <li>• All new buses procured from July 2018 onwards have been installed with ESC and speed limiting retarder. Upon completion of the retrofitting works by 2023, it is estimated that there would be more than 5 500 buses, including the newly-procured buses, equipped with ESC and speed limiting retarder.</li> </ul>
<p><b>(v) Safety Performance Indicators</b></p> <p>(11) TD to establish more nuanced Safety Performance Indicators (SPIs).</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• With reference to the SPIs of TfL, TD has finalised the SPIs to be used in Hong Kong with FB operators and standardised the relevant data format.</li> <li>• The number of items covered in the newly adopted SPIs will be increased from two <sup>Note 2</sup> to 19. These items cover six areas (including general safety, bus</li> </ul>
<p>(12) TD to seek elucidation and clarification from TfL of the SPIs adopted by TfL.</p>	

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>passenger safety, operation and network safety, bus engineering safety, safety of employees at work, and management and assurance systems) with a view to reviewing the performance and trends on FB operators' safety in a holistic manner, so as to facilitate targeted studies and measures for further enhancement of FB safety.</p> <p>(<sup>Note 2</sup> The two items are: (i) safety-related defects per bus examination; and (ii) number of buses involved in accidents per million vehicle-km.)</p> <ul style="list-style-type: none"> <li>• TD and FB operators have started collecting the relevant data for trials since July 2019 and the new set of SPIs has been adopted to measure the safety performance since 1 January 2020.</li> </ul>
<p><b>(vi) Franchised Bus Accident Data</b></p> <p>(13) The accident data material in the Bus Safety Chapter of the Forward Planning Programmes (FPP) to be made public.</p>	<p><u>Completed (become an ongoing task)</u></p> <p>TD has consolidated the data and confirmed relevant publishing arrangement with FB operators. FB operators made public the accident data in the Bus Safety Chapter of the FPP submitted in 2019 via their websites in January / February 2020.</p>
<p>(14) TD to require the FB operators to report all FB accidents to TD on a monthly basis.</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• TD has required FB operators to report all accidents involving FBs to TD on a monthly basis.</li> <li>• TD has been maintaining a database on bus accidents since 2019 and has standardised with FB operators the reporting/analysis arrangements for reporting to the FB Safety Committee on a regular basis and taking follow-up actions as appropriate.</li> </ul>
<p>(15) Consideration should be given by TD to instituting a common reporting/analysis system of FB accident data.</p>	

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(16) TD to stipulate to the FB operators common thresholds for reporting instances of excessive speeding and harsh braking.	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• TD has completed the setting of a target common thresholds with FB operators for providing real-time alerts and generating records of instances of excessive speeding and harsh braking for following up with bus captains. The relevant thresholds are as follows: <ul style="list-style-type: none"> <li>(i) excessive speeding <ul style="list-style-type: none"> <li>real-time alerts – speed exceeding 50km/h or 70km/h (depending on speed limits of the road sections);</li> <li>generation of record – speed exceeding 55km/h or 75km/h consecutively for 10 seconds; and</li> </ul> </li> <li>(ii) harsh braking <ul style="list-style-type: none"> <li>generation of record – force exceeding 0.4G</li> </ul> </li> </ul> </li> </ul>
(17) TD to stipulate to the FB operators common thresholds of excessive acceleration.	
<p><b><i>(vii) Real-time alerts</i></b></p> <p>(18) TD to require the FB operators to provide real-time alerts of excessive speeding, deceleration and acceleration to bus captains and to generate records of those events.</p>	<ul style="list-style-type: none"> <li>• Real-time alerts to bus captains and exception reports were generated automatically for speeding situations.</li> <li>• FB operators have been explaining to bus captains on the use of the relevant thresholds and took follow-up actions regarding reports on individual bus captains. During the implementation period, the number of speeding cases as reported saw a significant drop, while FB operators progressively tightened the relatively mild thresholds to help bus captains make gradual adaptation and continuous improvements in driving safety. FB operators have reported to the FB Safety Committee on the situation, which has taken note of the progress made and will keep in view the implementation by FB operators.</li> <li>• TD and FB operators will follow up on the timetable for implementing the target common thresholds, with a view to fully implementing them in 2020.</li> </ul>

<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
<p>(19) TD and FB operators to explore the feasibility of making use of the generation of real-time, or near real-time, of excessive speeding, deceleration and acceleration to provide an automatic alert to the FB operators Control Room, permitting communication with the bus if appropriate.</p>	<p><u>Being studied</u></p> <p>Upon implementation of the setting of common thresholds for reporting instances of excessive speeding and harsh braking, TD will explore with FB operators on the feasibility of the recommendation and the possible implementation timetable.</p>
<p><i>(viii) Bus captain training</i></p> <p>(20) TD to collaborate with the FB operators to identify key indicators of the effectiveness of the bus captain training system.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• The Practice Note on Training Framework for Franchised Bus Captains (Practice Note) issued by TD to all FB operators has been implemented since October 2018.</li> <li>• In end-2019 (i.e. one year after the implementation of the Practice Note), TD started to review the implementation of the Practice Note with FB operators, and to identify and stipulate common key indicators on the effectiveness of bus captain training systems. The review is expected to be completed in 2020.</li> </ul>
<p>(21) TD to stipulate that fatigue management form part of the training courses provided to bus captains.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• At present, the FB captain training courses have already included the elements of fatigue management, in which bus captains are reminded to, amongst others, have enough rest to recover their mental and physical strength, avoid fatigue from prolonged working, be mindful of their personal physical conditions and endurable working hours to ensure they are mentally fit for driving and do more exercises to maintain good health, etc.</li> <li>• TD will study the issues of fatigue identification and management together with the feasibility of further strengthening the relevant training to bus captains.</li> </ul> <p>[Please also refer to Items 25 to 27 below.]</p>

<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
<p>(22) TD to provide funding for a special course/programme for bus captains to deal with abusive and angry passengers.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• TD has planned to produce training materials for FB captains on how to handle difficult passengers. The teaching materials, mainly in the form of online short videos, will cover topics such as how to deal with abusive and angry passengers.</li> <li>• TD has come up with the relevant training materials and implementation arrangements with FB operators. The relevant work is expected to start in the first quarter of 2020 for completion of production and implementation in the second half of 2020.</li> </ul>
<p><b>(ix) Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks</b></p> <p>(23) An expert(s) on fatigue identification and management to be appointed as an ad hoc member of the Permanent Working Group.</p>	<p><u>Completed</u></p> <p>TD has appointed local experts to be members of the FB Safety Committee.</p>
<p>(24) The Guidelines on working hours, etc. to be stipulated in regulations.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• In 2018, TD issued the latest revised “Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks” (Guidelines), which have been fully implemented by all FB operators since the second quarter of 2019.</li> <li>• TD has reviewed the implementation of the Guidelines by FB operators.</li> <li>• Having regard that FB operators are required to address the transportation needs of the public during the morning and afternoon peak hours, the revised Guidelines allow bus companies to make appropriate arrangements in such way that the maximum duty hours of a special shift will not exceed 14 hours (provided that the driving hours therein should not exceed 10 hours and a rest break of no less than three hours be provided). At present, FB operators have started to</li> </ul>
<p>(25) Consideration to be given by the Permanent Working Group of whether permitting 14 hours of duty in a split shift is compatible with bus safety.</p>	
<p>(26) Consideration to be given by the Permanent Working Group to restricting the total hours of driving by a bus captain in periods of 14 or 28 days.</p>	
<p>(27) The Permanent Working Group to engage an independent consultant to conduct a cost/benefit analysis of the effect of abrogating the special shift exception to the 22 hours of duty</p>	



<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
<p>rule, in particular the potential safety improvements, the number and cost of the additional bus captains that would be required and the implication to FB fares.</p>	<p>implement arrangements for keeping the actual duty hours of each special shift not more than 13.5 hours and they have planned to gradually shorten the duty hours of a special shift to 13 hours by end-2020, subject to the progress of the recruitment of additional bus captains.</p> <ul style="list-style-type: none"> <li>• Besides following up on and monitoring the implementation of the latest revised Guidelines by FB operators, TD has also been engaged in studying fatigue identification and management for conducting a further comprehensive review of the Guidelines. This would include a cost/benefit analysis on whether the arrangement of a longer special shift meets safety criteria, the effect of abrogating it, as well as whether and how the total driving hours of bus captains should be capped over a certain period, etc.</li> <li>• Having regard to the literature review and research reports on driving fatigue in some overseas jurisdictions, TD has come to notice that a host of factors (including working hours, duty roster arrangement, rest times, as well as daily routine, sleep patterns and personal physical condition of the bus captains etc.) might cause fatigue on bus captains. TD has then discussed with the expert member of the FB Safety Committee from the Hong Kong Polytechnic University and two other local experts<sup>Note 3</sup> on the way forward.</li> </ul> <p>(<sup>Note 3</sup> One is a registered occupational therapist, chartered safety and health practitioner, certified work capacity evaluator and registered driving assessor, and the other is an industrial engineer whose research focuses on the application of human factors on health care work system.)</p> <ul style="list-style-type: none"> <li>• In the light of the initial findings of overseas practices and TD's subsequent discussions with the local experts/academics, TD has reported to the FB Safety Committee its plan to appoint independent local expert(s)</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>to conduct research on identification and management of fatigue driving in the FB industry in Hong Kong. The preliminary study directions include:</p> <ul style="list-style-type: none"> <li>(i) understanding the overall situation of fatigue driving of FB captains, the root of the problem and the causes;</li> <li>(ii) studying the correlation between FB captains' working hours, rest times and duty roster arrangement (including special shifts) stipulated in the existing Guidelines and fatigue driving of bus captains; and</li> <li>(iii) exploring corresponding improvement strategies and measures.</li> </ul> <ul style="list-style-type: none"> <li>• All FB operators and their bus captains will be engaged in the study.</li> <li>• As regards the recommendation to stipulate the Guidelines on working hours in regulations, it will be followed up together with the study on identification and management on fatigue driving.</li> </ul>
<p>(28) Citybus Limited (CTB) / New World First Bus (NWFB) and TD to work closely together to ensure that CTB/NWFB provides adequate rest facilities for drivers working on split shifts.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• Currently, there are 299 bus termini in Hong Kong (including those of MTR bus routes). FB operators have been progressively providing additional toilets and resting facilities at existing bus termini to cater for the needs of bus captains. At present, toilets are either located at or within a walking distance of three minutes at over 95% of the bus termini. For the remaining bus termini, toilets are basically located within a walking distance of around four to seven minutes. On the other hand, about 90% of the bus termini have been provided with resting facilities for bus captains.</li> <li>• In addition to the provision of new rest rooms/rest facilities at the parking sites at Chai Wan Depot, Ocean Park and Sheung Wan for bus captains in 2018, CTB/NWFB have been progressively providing additional rest facilities for bus captains at</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>different locations (including Exchange Square in Central, etc.) in 2019.</p> <ul style="list-style-type: none"> <li>• In 2017 to 2019, the Government has granted approval to 74 applications made by FB operators for providing working spaces/rest rooms/resting facilities.</li> </ul>
<p>(x) <i>Part-time bus captains: other employment</i></p> <p>(29) TD to stipulate to the FB operators the information that they are required to obtain, maintain and update in respect of the other employment of part-time captains, including the nature of the employment and the hours worked.</p>	<p><u>Completed (become an on-going task)</u></p> <p>At present, each FB operator already has its own mechanism for the part-time captains to report other employment.</p>
<p>(30) TD to require New Lantao Bus (NLB) to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by Kwoon Chung Motors Company Limited, or any other supplier of buses and drivers to NLB, and that NLB is required to be satisfied that, when they are performing driving duties for NLB, they are compliant with the Guidelines.</p>	<p><u>Completed (become an on-going task)</u></p> <p>As required by TD, NLB has obtained information and maintained records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by supplier(s) of buses and drivers.</p>
<p>(xi) <i>The provision of rest and toilet facilities for bus captains</i></p> <p>(31) TD to amend the Transport Planning and Design Manual (TPDM) to delete the provision that toilet facilities for bus operator's staff will not be required in a bus terminus if such facilities are available in a nearby development.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• In August 2019, TD revised the relevant provisions in the TPDM to include guidelines on the requirement of providing fundamental facilities such as rest rooms and toilets etc. for bus captains and staff in the planning of new public transport interchanges and bus termini, and provided a layout template with the concerned area</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
(32) TD to invite the Planning Department to amend paragraph 4.1.6 of Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG) to stipulate that the provision of toilets and rest facilities are required at bus termini.	<p>provision for the planners' reference.</p> <ul style="list-style-type: none"> <li>• In December 2019, the Planning Department amended the relevant provisions in the HKPSG.</li> </ul>
(33) The Government to provide built-in structures of a bus regulator's office, and restrooms with toilets facilities at new public transport interchanges and bus termini.	
(34) TD to invite a representative of the Secretary for Transport and Housing to become a member of TD's task force monitoring the provision of ancillary facilities at public transport interchanges and bus termini.	<p><u>Completed (become an on-going task)</u></p> <p>The Transport and Housing Bureau's representative has joined and participated in the inter-departmental meeting coordinated by TD in monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>
<p><i>(xii) Abuse and assaults on bus captains</i></p> <p>(35) TD and the Hong Kong Police Force (HKPF) to conduct a long-term programme in the news print media, television and social media to educate the public and abusing a bus captain performing his duties is not only unacceptable but also a criminal offence.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• On 25 February 2019, TD rolled out a series of Announcements in the Public Interest (API) on television and the internet to raise passengers' awareness of safety and courtesy (including respect for bus captains) when using public transport services.</li> <li>• TD and the HKPF have formulated the long-term publicity programme to raise awareness on matters such as passenger safety and behaviours etc., through various channels (including API on the internet and the radio, and the Road Safety Bulletin, etc.).</li> <li>• TD and the HKPF will review the implementation of the publicity programme on a regular basis.</li> </ul>

<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
(36) TD to require the FB operators to display notices to remind FB passengers that abusing a bus captain is unacceptable and constitutes a criminal offence.	<u>Completed</u> TD has standardised the contents of the notices, and FB operators have displayed them inside bus compartments to remind passengers not to disturb bus captains while driving.
(37) TD to require the FB operators to install video cameras with audio capability at the entrance of buses and where the bus captain is seated.	<u>Completed</u> FB operators have retrofitted audio-recording equipment on their buses installed with CCTV at bus captain cabins, and have activated the function concerned.
(38) TD to propose specific legislation be enacted to make it an offence to make a threatening, abusive or insulting communication towards a bus captain performing his public duties.	<u>Being studied</u> TD is reviewing the existing relevant legislative provisions to see if they are adequate for the prosecution of a passenger who makes threatening, abusive or insulting communication towards a bus captain performing his public duties. In parallel, TD will consult relevant government bureaux/departments.
<p data-bbox="153 1155 703 1227"><b><i>(xiii) Illegal stopping by vehicles at and near franchised bus stops</i></b></p> <p data-bbox="153 1267 703 1581">(39) Legislative provisions to be presented to the Legislative Council as soon as possible to provide for the service of fixed penalty tickets, other than by affixing them to the vehicle or giving them to the vehicle driver, and to permit service by E-ticket.</p>	<p data-bbox="735 1267 1007 1301"><u>Being implemented</u></p> <p data-bbox="735 1323 1401 2029">On technology-assisted traffic enforcement, HKPF launched an Electronic Fixed Penalty Tickets (E-Ticketing) pilot scheme in Wan Chai, Tseung Kwan O and Sham Shui Po police districts in mid-March 2020. Under the pilot scheme, frontline enforcement officers process data on illegally parked vehicles via their mobile devices on the spot of contraventions and instantly print out fixed penalty notices by portable printers. According to HKPF, the scheme will be extended to all police districts progressively. In the longer run, the Government plans to draw up legislative proposals for expanding the means of serving fixed penalty tickets under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240).</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(40) TD and HKPF to explore the feasibility of installing CCTV cameras at suitable vantage points, in particular lampposts, to monitor blackspots of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Being implemented</u></p> <p>HKPF is planning a trial scheme in collaboration with the Logistics and Supply Chain MultiTech R&amp;D Centre, under which video cameras will be mounted at appropriate vantage points and video analytics technology will be used for actual enforcement operation against certain traffic offences which more commonly cause traffic obstruction, including illegal stopping of vehicle at a bus stop or at a no-stopping restriction zone, etc. The initiative is still at the preparatory stage. HKPF will brief relevant stakeholders upon formulation of the specific details (including the trial locations, etc.) and before implementation of the trial scheme. Depending on the progress of the preparatory work, the trial scheme is expected to commence within 2020.</p>
<p>(41) FB operators to cooperate with the police to make available CCTV recordings obtained by cameras mounted on FBs of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Completed (become an on-going task)</u></p> <p>FB operators have liaised with HKPF on the matter, and have been providing the HKPF from time to time with CCTV footages of illegal stopping of vehicles at and near franchised bus stops, for follow-up actions by the HKPF.</p>
<p><b><i>(xiv) Priority measures for franchised buses</i></b></p> <p>(42) TD to give consideration to introducing a system of affording priority to buses as they exit bus stops to rejoin the highway.</p>	<p><u>Being implemented</u></p> <p>TD has progressively put on trial a new bus-friendly traffic measure since September 2019 in Shatin, Kwai Fong, Kowloon City and Central. The new bus-friendly traffic measure comprises the use of a newly designed “Give way to bus” traffic sign and “Slow” and “Give way to bus” road markings. In parallel, FB operators would stick labels of the “Give way to bus” sign on the back of some buses deployed at the trial sites.</p>

<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
<p>(43) TD to make greater use of bus lanes in appropriate locations.</p>	<p><u>Completed (become an on-going task)</u></p> <p>TD has been committed to taking forward the item wherever possible. At present, there are 79 bus-only lanes and 14 designated bus gates in the territory. TD will continue to set up more bus-only lanes in appropriate locations. For example, a bus-only lane will be set up at the slip road leading from Po Hong Road to Tseung Kwan O Tunnel, and the associated works are expected to be completed in mid-2020.</p>
<p><i>(xv) Route risk assessment</i></p> <p>(44) TD to require the FB operators to provide TD with a route risk assessment for each of the routes on which their buses ply.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• TD has finalised with FB operators the detailed arrangements for conducting Route Risk Assessment (RRA). In conducting the RRA, FB operators should check and assess the actual operation of each bus route (including situations of the road, nearby environment, activities of other vehicles and pedestrians, etc.), and provide the bus captains with sufficient and appropriate driving instructions having regard to the unique operating situation of each bus route.</li> <li>• FB operators started to conduct RRA on all routes of their bus networks progressively in the fourth quarter of 2019. They expect to complete the submission of reports for TD on RRA by end-2020.</li> </ul>
<p><i>(xvi) Speed limits</i></p> <p>(45) TD to identify suitable locations to conduct trials of a low-speed zone of 30 km/h.</p>	<p><u>Being implemented</u></p> <p>Under the Study on Enhancing Walkability in Hong Kong, TD has initially proposed to implement a trial of low-speed zone on the road sections in Sham Shui Po Street Market. TD carried out a public engagement exercise to consult the stakeholders from June to August 2019. The consultant is formulating the implementation arrangements, and TD will communicate with the Sham Shui Po District Council and stakeholders again later this year.</p>

**CONTROLLING OFFICER'S REPLY**

**THB(T)122**

**(Question Serial No. 0124)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please list out in tables the figures of the past three years: (1) the number of routes and daily departures of franchised bus, public light bus and non-franchised bus plying the three road harbour crossings; (2) the number of routes and daily departures of franchised bus, public light bus and non-franchised bus plying the three tunnels between Kowloon and Sha Tin; and (3) the corresponding toll revenue from franchised bus, public light bus and non-franchised bus.
2. The "Franchised Bus Toll Exemption Fund" (the Fund) was implemented last year. (1) Please advise the operation details of each franchised bus operators account since the implementation of the Fund; (2) It is understood that the Fund aims at relieving the fare increase pressure, please advise if the Fund in effect helps relieving the fare increase pressure. Please advise if there is any scheduled review of the Fund; and (3) Since the implementation of the Fund, how much toll revenue is forgone by this exemption?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 2)



Reply:

1. The numbers of routes and scheduled daily departures of franchised buses, green minibuses and residents' service vehicles plying the three road harbour crossings and the three tunnels between Kowloon and Sha Tin in the past three years are set out below:

Tunnels	Year	Franchised Buses		Green Minibuses		Residents' Service Vehicles	
		Number of routes plying	Number of daily departures	Number of routes plying	Number of daily departures	Number of routes plying	Number of daily departures
Cross-Harbour Tunnel	2017	33	4 441	1	63	10	158
	2018	32	4 543	1	63	9	156
	2019	32	4 273	1	65	7	149
Eastern Harbour Crossing	2017	22	2 083	2	48	10	41
	2018	22	2 142	2	35	9	32
	2019	22	2 022	2	35	8	30
Western Harbour Crossing	2017	32	3 318	0	0	34	345
	2018	32	3 559	0	0	32	327
	2019	34	3 349	0	0	32	327
Lion Rock Tunnel	2017	32	3 260	8	465	12	80
	2018	29	3 184	8	473	10	77
	2019	30	3 235	8	470	7	57
Tate's Cairn Tunnel	2017	31	3 977	0	0	22	252
	2018	32	3 892	0	0	21	229
	2019	34	3 760	0	0	17	218
Eagle's Nest Tunnel	2017	19	701	0	0	4	25
	2018	16	758	0	0	5	28
	2019	16	732	0	0	5	20

Note:

- (1) Figures provided are based on year end situation of the respective year.
- (2) Main and supplementary services of a bus route under the same Schedule of Service are counted as one route only.
- (3) Red minibuses are not included since they do not operate on fixed routes.

The toll collection systems of the tunnels keep records of the toll collected based on the vehicle classes of "bus" (i.e. including single-deck and double-deck, franchised and non-franchised buses) and "light bus" (i.e. including private and public light buses) only. The toll revenue collected from buses and light buses by respective tunnels in the past three years is tabulated as follows:

Tunnels	Toll revenue collected from buses (including single-deck and double-deck, franchised and non-franchised buses) (\$ million)			Toll revenue collected from light buses (including private and public light buses) (\$ million)		
	2017	2018	2019 (Note 4)	2017	2018	2019
Cross-Harbour Tunnel	41.7	40.9	13.3	7.0	6.0	5.1
Eastern Harbour Crossing	75.2	74.5	23.4	8.8	8.3	8.6
Western Harbour Crossing	266.7	287.0	318.6	28.8	25.7	24.7
Lion Rock Tunnel	Not available (Note 5)					
Tate's Cairn Tunnel	62.9	61.7	18.7	1.1	1.2	1.4
Eagle's Nest Tunnel	5.5	5.9	3.2	0.4	0.4	0.4

Note:

- (4) Franchised buses have been exempted from paying tolls for government tunnels, including Cross-Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel, Tate's Cairn Tunnel and Eagle's Nest Tunnel, since the implementation of the Fund on 17 February 2019.
- (5) Lion Rock Tunnel charges a flat toll of \$8. As its toll collection system does not keep records of the toll collected based on individual vehicle classes, the Transport Department does not have records of the toll revenue collected from buses and light buses using the Lion Rock Tunnel.
2. Under the arrangement of the Fund, all franchised buses have been exempted from paying tolls for government tunnels and roads since 17 February 2019. Each franchised bus operator has set up its own dedicated fund account for keeping the toll saved. The balance in the Fund is reserved for relieving fare increase pressure of the corresponding franchised bus operator. When the franchised bus operator applies for fare increase and the Chief Executive-in-Council considers that there is a justifiable need to increase the fare, the franchised bus operator will be required to offset the increase by first using the balance of the Fund such that the magnitude of the fare increase shouldered by the passengers will be lowered. On the other hand, if the toll savings of franchised bus operators exceed the respective caps set by the Government, the savings would be distributed to their passengers through fare concessions.

With the mitigating effect from the Fund, the overall weighted average fare increase that shouldered by the passengers of Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) and New World First Bus Services Limited, implemented on 20 January 2019, was reduced from 9.9% to 7% and 5.6% respectively.

Since the implementation of the Fund and up to 31 January 2020, the total amount of toll saved in the Fund is about \$274,309,000. The breakdown by franchisees is tabled below:

<b>Bus company</b>	<b>Amount (\$'000)</b> (As at 31 January 2020)
The Kowloon Motor Bus Company (1933) Limited	145,860
New World First Bus Services Limited	44,507
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)	35,757
Citybus Limited (Franchise for Airport and North Lantau bus network)	19,864
Long Win Bus Company Limited	28,311
New Lantao Bus Company (1973) Limited	10
Total	274,309

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)123**

**(Question Serial No. 0125)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Since June 2019, a large number of public order events (POEs) happened in various districts. Please inform this Committee of the following:

- (1) What are the extent of damages caused to the buses owned by the franchised bus companies? What are the details of the maintenance cost and other expenditures involved?
- (2) What are the essential changes in bus frequencies required by the franchised bus companies due to the demonstrations and riots? How many passenger journeys were affected? What kind of assistance has been provided by the Transport Department (TD)?
- (3) What are the economic losses suffered by the franchised bus companies accordingly?
- (4) In light of the above, how will the authority respond in planning and formulating bus routes in the coming year?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 3)

Reply:

(1)

Since June 2019, about 490 franchised buses were vandalised to different extent during the POEs. The major damages include buses being burnt, smeared, glass windows being broken or vandalised, and tyres being deflated, etc. As the buses are owned by franchised bus companies, the Government does not have the information related to the maintenance costs and other expenditures associated with the damage to these buses.

(2) and (3)

During the POEs, there were traffic congestion and road blockages at different road sections, which affected the normal operation of bus services. A large number of franchised bus routes had to be temporarily suspended, re-routed, truncated or adjusted in respect of the headways, for different durations ranging from less than an hour to days or over weeks as in the cases of closure of the Tolo Highway and the Cross-Harbour Tunnel.

During these events, TD has worked closely with the franchised bus operators in working out the service adjustments, coupled with the introduction of temporary bus and ferry services as appropriate, in order to provide the affected passengers with alternative transport means as far as practicable. As compared to the first half of 2019, the average daily passenger journeys of most franchised bus companies had dropped by 3% to 8% in the second half of the year. In November 2019 when franchised buses were mostly affected, there was an average drop of 16% in patronage when compared with the same month in 2018.

The Financial Secretary announced on 22 October 2019 that the franchised bus companies would be reimbursed one-third of their actual fuel cost incurred during the six-month period between 1 July and 31 December 2019 to help them cope with the operating pressure in the prevailing economic environment. The above helping measure has been further expanded under the Anti-epidemic Fund such that the franchised bus companies will be subsidised one-third of their actual fuel cost incurred for another six-month period between 1 January and 30 June 2020.

(4)

TD will continue to closely monitor the provision of bus services and where necessary, adjust the services in order to meet the travelling need of commuting passengers. For the annual bus planning programme, TD will continue to optimise the existing bus service network having regard to factors including local developments, demographic changes, completion of new transport facilities, existing and planned public transport services in the districts concerned, etc.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)124****(Question Serial No. 0126)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out in table form the subsidy/allowance/exemption items granted by the Government in respect of franchised bus, non-franchised bus, tram, taxi, ferry, public light bus and MTR respectively and the respective expenditure incurred in the past year and this year to the latest position.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 4)Reply:

In 2018-19 and 2019-20, the Government provided various forms of exemption/subsidy items to the following public transport modes with details set out in the table below:

Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)	
		2018-19	2019-20 (as at 29 February 2020)
Franchised Bus	Exemption of vehicle licence fee (Note 1)	25,495	23,150
	Reimbursement of government rent and government land rental (Note 1)	380,048	295,407
	Exemption of tolls of government tunnels and roads (Note 2)	33,602	240,707
	Exemption of first registration tax	56,529	27,402
	Waiver of vehicle examination fees for registered commercial vehicles (Note 3)	Not Applicable	827
	Subsidy for installation of seats and estimated bus arrival time display panels at covered bus stops	4,298	2,868

Public Transport Modes	Exemption / Subsidy Items	Amount (\$'000)	
		2018-19	2019-20 (as at 29 February 2020)
Non-franchised bus	Waiver of vehicle licence fees for registered commercial vehicles (Note 3)	Not Applicable	2,160
	Waiver of vehicle examination fees for registered commercial vehicles (Note 3)	Not Applicable	351
	Waiver of fees payable for the new issue or renewal of Passenger Service Licence (PSL) for eligible types of vehicles (Note 3)	Not Applicable	31
	Waiver of fees payable for the new issue or renewal of Passenger Service Licence Certificate (PSLC) for eligible types of vehicles (Note 3)	Not Applicable	196
	Waiver of fees payable for the new issue or renewal of Closed Road Permit (CRP) for eligible types of vehicles (Note 3)	Not Applicable	83
Tram	Subsidy for tram track replacement at critical locations (Note 4)	4,291	7,609
Taxi	Waiver of vehicle licence fees for registered commercial vehicles (Note 3)	Not Applicable	7,354
	Waiver of vehicle examination fees for registered commercial vehicles (Note 3)	Not Applicable	501
Ferry	Exemption of vessel licence fees (Note 5)	216	161
	Reimbursement of pier rentals (Note 5)	7,967	5,778
	Reimbursement under Special Helping Measures for the six major outlying island ferry routes (Note 6)	138,429	64,469
Public light bus	Waiver of vehicle licence fees for registered commercial vehicles (Note 3)	Not Applicable	4,590
	Waiver of vehicle examination fees for registered commercial vehicles (Note 3)	Not Applicable	163
	Waiver of fees payable for the new issue or renewal of PSL for eligible types of vehicles (Note 3)	Not Applicable	27
	Waiver of fees payable for the new issue or renewal of PSLC for eligible types of vehicles (Note 3)	Not Applicable	130

## Notes

1. The Government has exempted franchised buses from annual vehicle licence fees, and reimbursed franchised bus operators the rentals of government land used for franchised bus operations under the Elderly Concessionary Fares Scheme.
2. Under the “Franchised Bus Toll Exemption Fund” (the Fund) arrangement, franchised buses have been exempted from paying tolls for government tunnels and roads since 17 February 2019, with a view to relieving fare increase pressure. The figures are provisional figures as at January 2020.
3. The Government has waived vehicle licence fees and vehicle examination fees for registered commercial vehicles, as well as fees payable for the new issue or renewal of PSL, PSLC and CRP for eligible types of vehicles for one year from December 2019 under the relief measures announced by the Financial Secretary on 15 August 2019.
4. The Government has made a total provision of about \$19.7 million to subsidise Hong Kong Tramways (HKT) to expedite the tram track replacement at sharp bends and key junctions with the use of the rail jacket technology on a matching basis. Under the matching basis, for every metre of the track which HKT has replaced, the Government will provide funding for installation for another metre of the track on a reimbursement basis. A total of 2.35 km of tram tracks has been identified for replacement.
5. The Government has exempted ferries from annual vessel licence fees, and reimbursed ferry operators the rental of ferry piers used for franchised and licensed ferry operations under the Elderly Concessionary Fares Scheme.
6. The six major outlying island ferry routes include “Central – Cheung Chau”, “Central – Mui Wo”; “Inter-Islands” between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; “Central – Peng Chau”; “Central – Yung Shue Wan”; and “Central – Sok Kwu Wan” routes. Reimbursable items under the Special Helping Measures include vessel survey fee, vessel insurance, vessel repairs and maintenance cost, 50% of the annual depreciation cost of vessel and fleet improvement, private mooring charge, pier electricity, water and cleansing charges, balance of revenue forgone due to provision of elderly and child fare concessions and visiting scheme to outlying islands.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)125****(Question Serial No. 0127)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government is actively encouraging the franchised bus companies to implement environmental measures. Please advise:

1. the number of environmental-friendly buses owned by each franchised bus company and the corresponding percentage in respective fleet as at present;
2. what are the other environmental measures, other than environmental-friendly buses, taken by each franchised bus company? Please list out these measures in tables; and
3. has the Government provided any relevant subsidy? If yes, what are the subsidy schemes and the corresponding amount of subsidies? What are the progress of the relevant measures as at present?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 5)Reply:

1. As at 31 December 2019, the majority of licensed franchised buses meets Euro V or Euro VI emission standards. There are also electric buses fully subsidised by the Environmental Protection Department for trial operation by the franchised bus companies. Their respective number and corresponding percentage in the fleet under each franchised bus company are as follows:

<b>Franchised bus company</b>	<b>Euro V buses</b>	<b>Euro VI buses</b>	<b>Electric buses</b>	<b>Total number of licensed franchised buses</b>
The Kowloon Motor Bus Company (1933) Limited	2 823 (69%)	220 (5%)	16 (<1%)	4 065

<b>Franchised bus company</b>	<b>Euro V buses</b>	<b>Euro VI buses</b>	<b>Electric buses</b>	<b>Total number of licensed franchised buses</b>
Citybus Limited	896 (90%)	67 (7%)	5 (1%)	992
New World First Bus Services Limited	528 (77%)	108 (16%)	4 (1%)	685
Long Win Bus Company Limited	225 (81%)	0 (0%)	4 (1%)	279
New Lantao Bus Company (1973) Limited	113 (72%)	5 (3%)	2 (1%)	156

2. and 3.

The progress of franchised bus-related environmental measures and the details of corresponding subsidies provided by the Government are as follows: –

<b>Environmental measures</b>	<b>Details and progress</b>	<b>The Estimated Amount of Subsidy (HK\$)</b>
Franchised Bus Low Emission Zones (FBLEZs)	The Government has set up FBLEZs at three busy road sections in Causeway Bay, Central and Mong Kok since 31 December 2015. Franchised bus companies were required to deploy buses meeting Euro IV or higher emission standards or Euro II and III buses retrofitted with selective catalytic reduction (SCR) devices and diesel particulate filters to routes running through the zones. To further improve roadside air quality within the zones, the Government has tightened the emission requirements of buses running through the zones to Euro V or above emission standards on 31 December 2019.	Not applicable
Retrofitting Euro II and III franchised buses with SCR devices	The Government fully subsidised the franchised bus companies to retrofit 1 030 Euro II and III franchised buses with SCR devices in order to upgrade their emission performance to Euro IV or above level. All retrofitting works were completed in end-2017.	\$197 million

<b>Environmental measures</b>	<b>Details and progress</b>	<b>The Estimated Amount of Subsidy (HK\$)</b>
Trial of double-deck hybrid franchised buses	<p>The Government fully subsidised the franchised bus companies to purchase six double-deck hybrid buses for conducting a two-year trial. The trial commenced in end-2014 and concluded in end-2016.</p> <p>The relevant franchised bus companies are required to continue to deploy the hybrid buses for providing franchised bus service until the end of their economical service life or until they reach the normal retirement age of 18 years.</p>	\$33 million
Trial of single-deck electric franchised buses	<p>The Government fully subsidised the franchised bus companies to purchase 36 single-deck electric buses for conducting two-year trials on a number of routes to test out their operational performance, reliability and economic feasibility in local conditions.</p> <p>As at 31 December 2019, 14 buses had completed the trials, 19 were under trial, and the remaining three buses would commence the trial in 2020. Among the 14 buses that have their trials completed, 12 are licensed and in operation, and two are under maintenance.</p>	\$180 million
Trial of retrofitting Euro IV and V franchised buses with enhanced SCR systems	<p>The Government will fully subsidise the franchised bus companies to conduct a trial of retrofitting Euro IV and V diesel double-deck buses of dominant bus models with enhanced SCR systems, so as to test the technical feasibility of the retrofitting work, and confirm the emission reduction performance of the enhanced SCR systems from different suppliers under local road and operational conditions. The trial will commence within 2020.</p>	\$38 million

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)126**

**(Question Serial No. 0128)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that it will take forward in phases the recommendations of the study on parking for commercial vehicles (CVs). What are the recommendations? What is the expenditure for taking forward the recommended items? What is the progress? Please provide a breakdown of the information in tabular form. Also, apart from the study on parking for CVs, will the Government consider taking forward a study on parking for private cars? If the Government has such a plan, what are the timetable and the expenditure to be involved?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 6)

Reply:

The recommendations arising from the consultancy study on parking for commercial vehicles (CVs) commissioned by the Transport Department (TD) and the latest progress of implementation are tabulated at Annex. The work in relation to taking forward the recommendations is undertaken by TD's existing staff as part of their normal duties. There is no separate breakdown of the expenditure involved.

In August 2018, TD commissioned a review on the parking standards for private car parking spaces in the Hong Kong Planning Standards and Guidelines (HKPSG) as part of the consultancy study on parking for CVs with a view to increasing the provision of private car parking spaces in future housing developments where possible. The review was substantially completed in December 2019 with an expenditure of \$1.78 million incurred as the consultancy fee. TD plans to promulgate the revised parking standards under HKPSG within 2020 after consultation with relevant stakeholders.

**Recommendations of  
the Consultancy Study on Parking for CVs and  
the Latest Progress of Implementation**

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time parking spaces	In 2019, 53 new on-street night-time CV parking spaces were provided.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2019/20 school year, 17 schools provided about 50 parking spaces for student service vehicles.
(3) Provide more on-street parking spaces and picking-up/setting-down facilities for coaches	In 2019, 61 new parking spaces and 109 picking-up/ setting-down facilities were provided for coaches.
(4) Specify in the tenancy agreement of suitable short-term tenancy car parks a minimum number of parking spaces for CVs	As at December 2019, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 30 short-term tenancy car parks, involving a total of some 1 670 CV parking spaces.
(5) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	Eight suitable sites for public CV parks have been identified. TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for provision of public CV parks at these sites.
(6) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines with a view to increasing the parking provision.	TD plans to promulgate the revised parking standards within 2020 after consulting relevant stakeholders.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)127**

**(Question Serial No. 0129)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that it will continue to prepare for the re-commissioning of the “Central – Hung Hom” ferry route and launching of the pilot “water taxi” ferry service.

1. What are the details of the re-commissioning of the “Central – Hung Hom” ferry route and the timetable for its implementation? Up to the present moment, what is the expenditure involved in this plan?
2. So far, what is the progress of launching of the pilot “water taxi” ferry service and when is it expected to be formally implemented?
3. Except for the re-commissioning of the “Central – Hung Hom” ferry route and launching of the pilot “water taxi” ferry service, does the Government have any plan to resume or introduce other inner-harbour route? If yes, what is the current progress?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 7)

Reply:

The Transport Department (TD) invited tenders for operation of the “Central – Hung Hom” ferry route and “water taxi” licensed ferry service on 13 December 2019 and completed the tender assessment in mid-March 2020. An operator has been selected and has started gearing up for the services. It is expected the “Central – Hung Hom” ferry route and “water taxi” licensed ferry service will commence operation in the second quarter of 2020 and the fourth quarter of 2020 respectively.

The planning and tender work related to the introduction of the “Central – Hung Hom” ferry route and “water taxi” licensed ferry service are undertaken by the existing staff of TD as part of their normal duties. There is no separate breakdown of manpower and expenditure involved.

Hong Kong has a well-developed public transport system which comprises different transport modes to meet public demand, among which in-harbour ferry services primarily

play a supplementary role. The Government will keep in view any need and opportunity for introducing new ferry services in the light of new developments at waterfront areas over the territory. At the same time, the Government welcomes operators to run new ferry services should they consider such services financially and operationally viable. Operators who are interested in providing new licensed ferry services are welcomed to submit applications any time. When considering such applications, the Government will take into account all relevant factors, including marine traffic, passenger demand, financial and operational viability.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)128**

**(Question Serial No. 0130)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that it is taking forward the implementation of the new long-term operation model for outlying island ferry services. What are the details of this model? What is the estimated expenditure involved? Please list out in detail the various proposals under this model, the estimated expenditure for each item, and the progress up to now.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 8)

Reply:

The Government has completed a review on the long-term operation model of outlying island ferry services and announced in the 2019 Policy Address to –

- (a) continue to provide Special Helping Measures (SHM) to the six major outlying island ferry routes (six major routes)<sup>Note 1</sup> and extend the measures to eight other routes<sup>Note 2</sup>; and
- (b) launch a new Vessel Subsidy Scheme (VSS) to replace the fleets of 11 ferry routes<sup>Note 3</sup> and introduce greener vessels.

To enhance the financial viability of ferry services and alleviate the burden of fare increases on passengers, since 2011 the Government has been providing SHM to the six major routes. Subsidies are made through reimbursement of certain expenses associated with the operation of the ferry service. Reimbursement items under the SHM include pier-related expenses (e.g. pier electricity, water and cleansing charges), vessel-related expenses (e.g. vessel repairs and maintenance cost, insurance cost, vessel survey fee and private mooring charge) and fare concession-related expenses (e.g. revenue forgone due to provision of child fare concessions, elderly fare concessions and “Visiting Scheme to Outlying Islands”). Reimbursement are made according to actual expenses subject to the caps of subsidy amount.

Under the long-term operation model, the SHM will be extended to cover the other eight routes which also provide essential public transport to the outlying islands and are facing



financial difficulty. We estimate that the amount of SHM required for the first five-year licence periods spanning from 2020 to 2026 will be more than \$1.2 billion. In addition, we will continue to apply the profit-sharing mechanism that requires the operators to share any windfall profit exceeding the profit margin of an average of 6% with passengers on a 50:50 basis through offering fare concessions.

In order to improve fleet quality and promote environmental protection while alleviating the huge pressure of fare increases for passengers, the Government will also launch a new VSS to replace the fleets of 11 ferry routes and introduce greener vessels with newer facilities in two phases starting from 2021, involving some 47 new vessels. The vessel replacement is expected to take place throughout a period of about ten years (i.e. throughout two five-year licence periods, spanning across 2021 to 2031). Moreover, at least six new vessels being hybrid vessels will be deployed for trial run. The first batch will cover 22 fast vessels of the six major routes, with at least six new vessels being hybrid vessels for trial. The second batch will cover the remaining 11 vessels of the six major routes, and the whole fleet of 14 vessels of the five other routes. If the trial of hybrid vessels is successful, more hybrid vessels will be procured in the second round of the new VSS. The estimated total cost for the new VSS will be about \$6.9 billion <sup>Note 4</sup>.

Subject to funding approval by the Legislative Council, SHM will be provided starting from the second quarter of 2020, whereas the new VSS will take place in around ten years' time starting from 2021.

Note 1: The six major routes are "Central – Cheung Chau", "Inter-islands" between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, "Central – Mui Wo", "Central – Peng Chau", "Central – Yung Shue Wan", and "Central – Sok Kwu Wan" routes.

Note 2: The eight other routes are "Aberdeen – Cheung Chau", "Aberdeen – Yung Shue Wan via Pak Kok Tsuen", "Aberdeen – Sok Kwu Wan via Mo Tat", "Tuen Mun – Tung Chung – Sha Lo Wan – Tai O", "Discovery Bay – Mui Wo", "Ma Wan – Central", "Ma Wan – Tsuen Wan" and "Discovery Bay – Central" routes. The "Aberdeen – Cheung Chau" ferry route ceased operation with effect from 1 January 2020. If there are any operators interested in operating this ferry route in future, they can submit an application to the Transport Department (TD). TD will consider the applications in accordance with established procedures and provide SHM to the new operator.

Note 3: These 11 routes include the six major routes mentioned in Note 1, as well as the "Aberdeen – Cheung Chau", "Aberdeen – Yung Shue Wan via Pak Kok Tsuen", "Aberdeen – Sok Kwu Wan via Mo Tat", "Tuen Mun – Tung Chung – Sha Lo Wan – Tai O", and "Discovery Bay – Mui Wo" routes. The "Aberdeen – Cheung Chau" ferry route ceased operation with effect from 1 January 2020. If there are any operators interested in operating this ferry route in future, they can submit an application to TD. TD will consider the applications in accordance with established procedures and include the route in the new VSS.

Note 4: The estimated cost includes the cost of purchasing six diesel-fuel engine vessels for the six major routes to replace the six hybrid vessels if the trial run of hybrid vessels reveals that general deployment of hybrid vessel is not yet ready. If the

trial run is successful, the estimated total cost for the new VSS will be around \$5.8 billion.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)129****(Question Serial No. 0132)**

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:

Regarding boundary-crossing facilities, please provide the following information:

1. Please set out in table form the current numbers of parking spaces at various boundary control points and their utilisation rates in the past three years.
2. Pre-booking parking service is currently available at the Hong Kong-Zhuhai-Macao Bridge (HZMB). Please advise of the monthly usage of this service since its launch and the monthly cost involved.
3. Is pre-booking parking service available at other boundary control points besides the HZMB? If no, will the Government consider introducing it at other boundary control points?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 10)

Reply:

1. The HZMB Hong Kong Port (HKP), commissioned on 24 October 2018, is currently the only boundary control point with the provision of public car parks managed by the Government. The public car parks at the HZMB HKP provide a total of 733 parking spaces, comprising 661 for private cars, 12 for the disabled, 25 for motorcycles, 14 for light goods vehicles and 21 for out-of-service taxis. The monthly utilisation rates of the public car parks are tabulated below:

Utilisation Rates of the Public Car Parks at the HZMB HKP					
Year	Month	Private car parking spaces	Motorcycle parking spaces	Light goods vehicles parking spaces	Out-of-service taxi parking spaces
2018	Oct*	4.7%	8.4%	6.3%	3.3%
	Nov	6.6%	5.6%	11.2%	1.6%
	Dec	8.7%	4.4%	19.2%	1.9%

Utilisation Rates of the Public Car Parks at the HZMB HKP					
Year	Month	Private car parking spaces	Motorcycle parking spaces	Light goods vehicles parking spaces	Out-of-service taxi parking spaces
2019	Jan	7.2%	4.8%	12.7%	2.6%
	Feb	10.8%	6.7%	22.0%	4.7%
	Mar	9.2%	7.1%	20.0%	4.9%
	Apr	12.8%	6.5%	27.4%	5.8%
	May	11.2%	5.9%	25.9%	5.3%
	Jun	14.0%	7.2%	35.3%	6.6%
	Jul	15.2%	7.5%	31.4%	8.4%
	Aug	18.9%	8.3%	38.2%	8.9%
	Sep	15.5%	12.2%	32.9%	8.9%
	Oct	16.5%	15.2%	31.3%	7.3%
	Nov	19.6%	19.0%	36.7%	9.2%
	Dec	20.7%	17.2%	37.4%	8.8%
2020	Jan	16.0%	15.3%	34.4%	7.7%

Source: the Government Property Agency

\* The car parks only have eight days of operation in October 2018 (i.e. 24-31 October).

- Of the 733 parking spaces, about half of them are available for hourly or daily pre-booking. Motorists can use the on-line pre-booking service to reserve parking spaces. According to the operator of public car parks, the monthly usage rates of the pre-booking services since the commissioning of the HZMB HKP are set out below:

Year	Month	Percentage of car park users who have made pre-booking
2018	Oct*	25.0%
	Nov	18.6%
	Dec	19.3%
2019	Jan	17.6%
	Feb	16.1%
	Mar	20.8%
	Apr	26.1%
	May	30.2%
	Jun	31.7%
	Jul	34.3%
	Aug	38.2%
	Sep	37.2%
	Oct	35.6%
	Nov	37.3%
	Dec	37.9%
2020	Jan	25.7%

Source: the Government Property Agency

\* The car parks only have eight days of operation in October 2018 (i.e. 24 to 31 October).

The pre-booking system is managed by the operator of the public car parks at its own cost as required under the tenancy agreement.

3. Apart from the HZMB HKP, a public car park managed by the Government will be provided at the future Heung Yuen Wai Boundary Control Point, for which on-line pre-booking services will be available.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)130**

**(Question Serial No. 0133)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please set out the passenger reward measures offered by each franchised bus company upon deduction of its permitted return under the existing fare adjustment arrangement and the respective sums involved over the past year.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 11)

Reply:

According to the Passenger Reward Arrangement (PRA) under the Fare Adjustment Arrangement for Franchised Buses, when the rate of return on the average net fixed asset (ANFA) for a franchised bus operator reaches or exceeds the threshold of 8.7% in a particular year, the franchised bus operator shall share any profit over and above the threshold with passengers on a 50:50 basis in the form of fare concessions. The franchised bus operators are required to use any amount in the passenger reward balance exceeding the equivalent of 1% of the annual revenue for the provision of fare concession within 12 months after the disclosure of the passenger reward balance.

In 2018, the rate of return on ANFA for Citybus Limited (Franchise for Airport and North Lantau Bus Network) (CTB(F2)) exceeded the threshold and the passenger reward balance of CTB(F2) exceeded 1% of its annual revenue. Hence, CTB(F2) was required to share its profit under the PRA and provide fare concessions in 2019. Regarding other franchised bus operators, although their rate of return did not exceed the threshold in 2018, some of them also used their passenger reward balance accumulated under the PRA in previous years to offer fare concessions to passengers in 2019. Details of the fare concession schemes offered by the franchised bus operators under the PRA are as follows:

<b>Fare concession scheme offered by the franchised bus operators under the PRA in 2019</b>	<b>Amount used (\$ million)</b>	<b>Number of beneficiaries (million, in term of passenger trips)</b>
<b>The Kowloon Motor Bus Company (1933) Limited</b> 1. Free ride for the elderly on the Senior Citizen's Day on 17 November 2019	<b>0.7</b>	<b>0.4</b>
<b>Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)</b> 1. \$2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes, Kowloon Urban routes and New Territories routes (except cross-harbour routes, recreation routes and racecourse routes)	<b>0.8</b>	<b>0.7</b>
<b>New World First Bus Services Limited</b> 1. Free ride for the elderly on the Senior Citizen's Day on 17 November 2019	<b>0.1</b>	<b>0.05</b>
<b>Citybus Limited (Franchise for Airport and North Lantau Bus Network)</b> 1. Same day return discounts on "Airbus Services" routes; 2. Concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff and staff of the Hong Kong Port of the Hong Kong – Zhuhai – Macao Bridge; 3. Concession on prepaid tickets on "Airbus Services" routes; and 4. Free ride for the elderly on the Senior Citizen's Day on 17 November 2019	<b>37.6</b>	<b>3.3</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)131**

**(Question Serial No. 0134)**

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:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), please provide the following figures (up to the present):

1. the total amount of subsidy received by commuters altogether and the average amount of subsidy received by each commuter, with breakdown by the following categories: below \$50, \$51 to \$100, \$101 to \$150, \$151 to \$200, \$201 to \$250 and \$251 or above;
2. the number of Octopus cards with expired subsidy with breakdown by month; and
3. the monthly amount of government subsidy provided under the Scheme and the related administrative costs. Please list out separately.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 12)

Reply:

1. The Scheme was launched on 1 January 2019. Based on the actual public transport expenses of commuters in 2019, the total subsidy amount is about \$1,873.6 million, involving an average of around 2.14 million beneficiaries per month. The average amount of monthly subsidy per beneficiary is about \$73.

The Scheme has been enhanced since 1 January 2020, where the fare subsidy rate was increased from one-fourth to one-third of the monthly public transport expenses in excess of \$400 and the subsidy cap was raised from \$300 to \$400 per month per Octopus. The total subsidy amount for January and February 2020 is about \$260.8 million, involving an average of around 1.5 million beneficiaries per month. The average amount of monthly subsidy per beneficiary is about \$87. It should be noted that the public transport patronage in February 2020 was seriously affected due to the COVID-19, which leads to a lower number of beneficiaries in the first two months of 2020 than in 2019.

The distribution of beneficiaries by subsidy amount before and after the Scheme enhancement is listed below:



Subsidy amount	Number of beneficiaries (rounded off to the nearest thousand)	
	Monthly average from January to December 2019 (before scheme enhancement)	Monthly average from January to February 2020 (after scheme enhancement)
\$0.1-\$100.0	1 583 000	1 005 000
\$100.1-\$200.0	438 000	350 000
\$200.1-\$300.0	117 000	101 000
\$300.1-\$400.0	Not Applicable	37 000

2. Under the Scheme, the subsidy for each month is valid for collection within three months. The subsidy for November 2019 remains valid for collection up to 15 March 2020. Having regard to the fact 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 have not collected their subsidies for January to March 2019 within the collection period were allowed to apply for claiming the expired subsidies. The number of beneficiaries with expired subsidy from January to October 2019 is listed below:

Month	Number of Beneficiaries with expired subsidy (rounded off to the nearest thousand)
January 2019	326 000
February 2019	259 000
March 2019	403 000
April 2019	363 000
May 2019	395 000
June 2019	387 000
July 2019	396 000
August 2019	390 000
September 2019	375 000
October 2019	314 000

3. The monthly subsidy amount from January 2019 to February 2020 is listed below:

Month	Subsidy amount (\$ million)
January 2019	185.7
February 2019	120.9
March 2019	181.8
April 2019	152.8
May 2019	171.2
June 2019	158.1
July 2019	169.6
August 2019	162.5
September 2019	157.0

Month	Subsidy amount (\$ million)
October 2019	141.0
November 2019	121.7
December 2019	151.3
January 2020	170.4
February 2020	90.4

The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2019-20 is \$42.8 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)132**

**(Question Serial No. 0135)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the co-ordination of the maintenance and renovation of ferry piers, please provide information on the works for each ferry pier. What is the progress of the works up to now? What are the anticipated completion dates and expenditures involved? Please set out the information in tabular form.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 13)

Reply:

The Transport Department (TD) takes up the co-ordinating role in the maintenance and renovation works of ferry piers used by franchised and licensed ferry services, while the relevant works departments such as the Architectural Services Department (ArchSD), the Civil Engineering and Development Department and the Electrical and Mechanical Services Department are responsible for the repair and maintenance of those ferry piers. The routine repair and maintenance works are covered by the recurrent expenditure of the respective works departments.

With a view to providing ferry passengers with a more comfortable waiting environment, TD, supported by ArchSD, has embarked on a pilot renovation project for the Yung Shue Wan Ferry Pier. The scope of the pilot project includes the provision of better lighting, passengers' facilities (including additional toilet facilities and new baby-care room with facilities for breastfeeding), more seats for waiting passengers, as well as other interior refurbishment. The site works at the Yung Shue Wan Ferry Pier commenced in July 2019 for scheduled completion in the second quarter of 2021. The estimated total expenditure of this minor works project is around \$29 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)133**

**(Question Serial No. 0138)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the "Driving on Lantau Island Scheme" (the Scheme)

1. What are the details of the first phase of the Scheme and the participation situation? What is the administration cost involved?
2. What are the considerations for implementing the second phase of the Scheme? Please list out the considerations. What is the expected implementation timetable?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 14)

Reply:

1. The Transport Department (TD) introduced the first phase of the Scheme on 26 February 2016. Under the Scheme, members of the public may submit online applications for driving their own private cars on the closed roads on South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25 private cars, five are reserved for electric private cars. Since the introduction of the Scheme, public response has been very positive, with the overall utilisation rate exceeding 90%. In 2019, the average number of successful applications per month was about 470. The work arising from the Scheme is undertaken by the existing staff of TD as part of their normal duties. There is no separate breakdown on the expenditure involved.
2. When considering the implementation of the second phase of the Scheme (i.e. increasing the daily quota of private cars from 25 to 50), TD will take into account the local traffic conditions, supply and utilisation of parking spaces on South Lantau as well as views of relevant stakeholders. The implementation timetable will be worked out in due course.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)134**

**(Question Serial No. 0139)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that it will set aside \$1 billion for setting up the Smart Traffic Fund (the Fund) to provide funding support for research and application on vehicle-related innovation and technology. What are the details of this funding scheme?

It is noted that the Government has already implemented smart mobility initiatives and intelligent transport systems. Will these initiatives overlap with the Fund?

Please list out the projects put forward by the Government to promote smart mobility and intelligent transport systems in the past three years. What is the expenditure involved? What are the service providers?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 17)

Reply:

The Fund aims to provide funding support for enterprises or organisations to conduct research and application on vehicle-related innovation and technology (I&T). The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund, which is expected to commence operation in 2020-21.

The technologies developed by projects supported by the Fund may facilitate I&T application in and the further development of smart mobility initiatives being implemented by the Transport Department (TD), including intelligent transport systems.

The total estimated expenditure and service providers of smart mobility initiatives (other than the Fund) being implemented by TD in the past three years are tabulated as follows –

Smart mobility initiatives	Total estimated expenditure	Service providers
1. Integrate existing applications (HKeTransport, HKeRouting and eTraffic News) into an all-in-one mobile application “HKeMobility” and expand walking path information on “HKeMobility” to 18 districts	\$1.6 million	Mappa Systems Limited
2. Complete the installation of about 1 200 traffic detectors in all strategic roads to provide additional real-time traffic information	\$456.7 million	Autotoll Limited and CPB Contractors Pty Limited
3. Introduce pilot real-time adaptive traffic signal systems with sensors for pedestrians and vehicles to help optimise the green times allocated to vehicles and pedestrians	\$6.6 million	Siemens Mobility Limited
4. Continue to facilitate trials of autonomous vehicles at suitable locations in Hong Kong	This is an on-going task undertaken by the existing staff of TD. No separate breakdown of expenditure involved.	Not applicable
5. Facilitate public transport (PT) operators’ plans to introduce new electronic payment systems for PT fare collection	This is an on-going task undertaken by the existing staff of TD. No separate breakdown of expenditure involved.	Not applicable
6. Develop and set up hardware/software for provision of real-time arrival information for green minibuses	\$31 million	Not available yet
7. Complete trial of geo-fencing technology on vehicles for possible implementation on franchised buses for enhancing bus safety	\$2.16 million	Hong Kong Productivity Council

<b>Smart mobility initiatives</b>	<b>Total estimated expenditure</b>	<b>Service providers</b>
8. Release real-time information of franchised buses through mobile devices and information display panels at 1 300 covered bus stops, including government public transport interchanges	The estimated subsidy for the installation of real-time bus arrival information display panels is \$28 million.	Not applicable
9. Install new on-street parking meters to support multiple payment systems (including Faster Payment System and remote payment through mobile application) with provision of real-time parking vacancy information	\$304 million	Hong Kong Telecommunications Limited & Flowbird Joint Venture
10. Encourage operators of existing public car parks to provide real-time parking vacancy information; and include relevant conditions in land leases and tenancy agreements requiring new public car parks to provide real-time parking vacancy information	This is an on-going task undertaken by the existing staff of TD. No separate breakdown of expenditure involved.	Not applicable
11. Commission automated parking system (APS) pilot projects in batches for application in public car parks	\$3.0 million (for the consultancy fee in relation to the pilot study on APS)	Ove Arup & Partners Hong Kong Limited

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)135**

**(Question Serial No. 0269)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Due to the social event occurred in the past six months, many traffic lights and traffic signs were vandalised. What was the expenditure incurred for the repairs? Was it necessary to redeploy resources to cover the non-recurrent expenditure?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 37)

Reply:

The expenditure incurred for repairing traffic lights and traffic signs vandalised in the public order events is estimated to be about \$40 million, which is borne by the recurrent expenditure of the Transport Department, the Electrical and Mechanical Services Department and the Highways Department.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)136****(Question Serial No. 2412)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide information on the interchange fare concession arrangements between different public transport operators in the past year:

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 40)Reply:

To facilitate intermodal interchange, there are interchange fare concession arrangements between different public transport operators. Information on such arrangements in 2019 is set out in the table below. Given the large number of routes involved, information is presented in aggregate form.

<b>Public transport operators involved in the interchange schemes</b> (Note 1)	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefited</b>
Railway and franchised bus (10 routes)	\$1.0	17 000
Railway and green minibus (GMB) operators (545 routes) (Note 2)	\$0.3 - \$3.0	476 000
Bus-bus interchange between different franchised bus companies (505 routes)	\$0.5 - \$24.0	31 900

<b>Public transport operators involved in the interchange schemes</b> (Note 1)	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefited</b>
Franchised bus and GMB (76 routes)	\$1.0	379
Franchised bus and tram (29 routes)	\$2.6	1 766
GMB-GMB interchange between different GMB operators (38 routes)	\$1.0 - \$10.3	NA (Note 3)
Ferry-ferry interchange between different ferry operators (2 routes)	Mondays to Saturdays: \$3.6 Sundays and Public Holidays: \$6.5	30

Notes:

- (1) The above table does not cover interchange concessionary fare arrangements for routes operated by the same operator.
- (2) With effect from 3 June 2018, the MTR Corporation Limited introduced a railway and GMB interchange scheme under which a discount of a maximum of \$0.3 is offered to passengers using Octopus for interchange between MTR and GMB. As at December 2019, 545 GMB routes have joined the scheme.
- (3) The Transport Department does not have passenger trip figures of GMB-GMB interchange schemes.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)137****(Question Serial No. 2414)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It was mentioned that the Government is conducting the Study on “Congestion Charging” (the Study) to examine the hierarchy and level of tolls of government tolled tunnels and Control Areas. In this connection, please advise of the following:

1. what is the progress of the Study; and
2. please list out the revenues and expenditures of various government tolled tunnels over the past five years.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 44)

Reply:

1. The Transport Department (TD) commenced the Study in July 2019. The Study would adopt the principle of “Efficiency First” to enable efficient people carriers to enjoy lower tolls for using government tolled tunnels and roads, while imposing higher tolls on vehicles with low carrying capacity. TD expects to consult relevant stakeholders on the recommendations arising from the Study in 2021.
2. The expenditures and revenues of government tolled tunnels from 2014-15 to 2018-19 are tabulated below:

Tunnel <sup>1</sup>	Expenditure (\$ million)					Revenue (\$ million)				
	2018-19	2017-18	2016-17	2015-16	2014-15	2018-19	2017-18	2016-17	2015-16	2014-15
Cross-Harbour Tunnel <sup>2</sup>	79	79	70	63	63	723	726	734	742	731
Eastern Harbour Crossing <sup>2,3</sup>	103	103	67	N/A	N/A	857	855	555	N/A	N/A
Tate's Cairn Tunnel <sup>2,3</sup>	64	N/A	N/A	N/A	N/A	398	N/A	N/A	N/A	N/A
Lion Rock Tunnel	72	70	75	69	74	267	269	273	271	267

Tunnel <sup>1</sup>	Expenditure (\$ million)					Revenue (\$ million)				
	2018-19	2017-18	2016-17	2015-16	2014-15	2018-19	2017-18	2016-17	2015-16	2014-15
Shing Mun Tunnels	94	67	67	65	57	99	100	100	98	95
Tseung Kwan O Tunnel	60	56	55	53	53	105	103	102	99	97
Aberdeen Tunnel	80	80	77	71	73	111	111	116	118	119
Route 8K <sup>4</sup>	265	271	300	271	260	179	183	163	150	140

- 1 Tai Lam Tunnel and Western Harbour Crossing are not included as they are “Build-Operate-Transfer” (BOT) tunnels which are owned and operated by the respective franchisees during the period.
- 2 Cross-Harbour Tunnel, Eastern Harbour Crossing and Tate’s Cairn Tunnel were BOT tunnels, of which the capital costs were not funded by the Government. The expenditures shown in the table represent the management fees paid to the management, operation and maintenance contractors of the respective tunnels for the years concerned.
- 3 Eastern Harbour Crossing and Tate’s Cairn Tunnel were reverted to Government ownership on 7 August 2016 and 11 July 2018 respectively upon expiry of the respective franchise periods.
- 4 The expenditures and revenues cover the section of Route 8 between Shatin and Cheung Sha Wan, including Tai Wai Tunnel, Lai Chi Kok Viaduct, Eagle’s Nest Tunnel and Sha Tin Heights Tunnel.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)138**

**(Question Serial No. 2417)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please set out the passenger reward measures offered by each franchised bus company upon deduction of its permitted return under the existing fare adjustment arrangement and the respective sums involved over the past two financial years.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 47)

Reply:

According to the Passenger Reward Arrangement (PRA) under the Fare Adjustment Arrangement for Franchised Buses, when the rate of return on the average net fixed asset (ANFA) for a franchised bus operator reaches or exceeds the threshold (revised from 9.7% to 8.7% on 8 January 2019) in a particular year, the franchised bus operator shall share any profit over and above the threshold with passengers on a 50:50 basis in the form of fare concessions. The franchised bus operators are required to use any amount in the passenger reward balance exceeding the equivalent of 1% of the annual revenue for the provision of fare concession within 12 months after the disclosure of the passenger reward balance.

In 2017 and 2018, the rate of return on ANFA for Citybus Limited (Franchise for Airport and North Lantau Bus Network) (CTB(F2)) exceeded the threshold and the passenger reward balance of CTB(F2) exceeded 1% of its annual revenue. Hence, CTB(F2) was required to share its profit under the PRA and provide fare concessions in 2018 and 2019. Regarding other franchised bus operators, although their rate of return did not exceed the threshold in 2017 and 2018, some of them also used their passenger reward balance accumulated under the PRA in previous years to offer fare concessions to passengers in 2018 and 2019. Details of the fare concession schemes offered by the franchised bus operators under the PRA are as follows:

Year	Fare concession scheme offered by the franchised bus operators under the PRA	Amount used (\$ million)	Number of beneficiaries (million, in term of passenger trips)
2018	<b>The Kowloon Motor Bus Company (1933) Limited</b> 1. Free ride for the elderly on the Senior Citizen's Day on 18 November 2018	0.7	0.4
	<b>Long Win Bus Company Limited</b> 1. Concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; and 2. Same day return discounts on "Airbus Services" with forward trip on "North Lantau External Services" between 1 October 2017 and 30 June 2018 (Note)	0.2	0.02
	<b>Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network)</b> 1. \$2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes, Kowloon Urban routes and New Territories routes (except cross-harbour routes, recreation routes and racecourse routes); and 2. Free ride for the elderly on the Senior Citizen's Day on 18 November 2018	1.1	1.0
	<b>New World First Bus Services Limited</b> 1. Free ride for the elderly on the Senior Citizen's Day on 18 November 2018	0.1	0.06
	<b>Citybus Limited (Franchise for Airport and North Lantau Bus Network)</b> 1. Same day return discounts on "Airbus Services" routes; 2. Concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff and staff of the Hong Kong Port of the Hong Kong – Zhuhai – Macao Bridge; 3. Concession on prepaid tickets on "Airbus Services" routes; and 4. Free ride for the elderly on the Senior Citizen's Day on 18 November 2018.	39.7	3.4

<b>Year</b>	<b>Fare concession scheme offered by the franchised bus operators under the PRA</b>	<b>Amount used (\$ million)</b>	<b>Number of beneficiaries (million, in term of passenger trips)</b>
<b>2019</b>	<b>The Kowloon Motor Bus Company (1933) Limited</b> 1. Free ride for the elderly on the Senior Citizen's Day on 17 November 2019	<b>0.7</b>	<b>0.4</b>
	<b>Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)</b> 1. \$2 flat fare for passengers aged between 60 and 64 on Sunday and Public Holidays on Hong Kong Island routes, Kowloon Urban routes and New Territories routes (except cross-harbour routes, recreation routes and racecourse routes)	<b>0.8</b>	<b>0.7</b>
	<b>New World First Bus Services Limited</b> 1. Free ride for the elderly on the Senior Citizen's Day on 17 November 2019	<b>0.1</b>	<b>0.05</b>
	<b>Citybus Limited (Franchise for Airport and North Lantau Bus Network)</b> 1. Same day return discounts on "Airbus Services" routes; 2. Concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff and staff of the Hong Kong Port of the Hong Kong – Zhuhai – Macao Bridge; 3. Concession on prepaid tickets on "Airbus Services" routes; and 4. Free ride for the elderly on the Senior Citizen's Day on 17 November 2019	<b>37.6</b>	<b>3.3</b>

Note:

The concession period of this time-limited fare concession started in October 2017. The figures on the amount used and number of beneficiaries in the table cover the period from 1 January 2018 to 30 June 2018 when the scheme ended.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)139**

**(Question Serial No. 2419)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

With the full commissioning of Central-Wan Chai Bypass (CWB) last year, please advise the following:

1. the changes in traffic flows of the following road sections during peak hours before and after the commissioning of CWB. Please provide the figures in tabular form with breakdown by eastbound and westbound traffic:
  - (1) Gloucester Road near Central Plaza;
  - (2) Harcourt Road near the former Red Cross Headquarters;
  - (3) Connaught Road Central in the vicinity of City Hall;
  - (4) Western Harbour Crossing (Hong Kong Island bound); and
  - (5) Eastern Harbour Crossing (Hong Kong Island bound).
2. Whether the above changes in traffic flows were anticipated by the Government. If yes, please provide the reasons.
3. It is understood that CWB aims to alleviate cross-harbour traffic congestion during peak hours. Please provide the statistics and reasons.
4. Whether franchised bus companies have adjusted the frequencies of the bus routes operating via the CWB and whether they have increased or reduced the numbers of these bus routes. If yes, please provide the details.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 56)



Reply:

1. CWB was fully commissioned on 24 February 2019. The traffic volumes at morning and evening peak hours of the road sections concerned before and after its commissioning are at Annex 1.
2. As anticipated, upon the full commissioning of CWB, the traffic volumes of Connaught Road Central and Gloucester Road during morning and evening peak hours have decreased significantly, signifying that CWB has served its intended function of relieving traffic congestion in major corridors.
3. CWB provides a direct road link between Hong Kong Island East and Hong Kong Island West, and helps redistribute cross-harbour traffic among Cross-Harbour Tunnel (CHT), Eastern Harbour Crossing (EHC) and Western Harbour Crossing. However, the possible redistribution among the three tunnels has been overshadowed by the significant difference in their toll levels. As such, after the full commissioning of CWB in February 2019, and notwithstanding (2) above, similar traffic queues are still observed at CHT and EHC during peak hours.
4. After the commissioning of CWB, franchised bus companies have diverted seven bus routes and introduced two new bus routes to route through CWB. For the diverted bus routes, one bus route has one departure added. The details are shown at Annex 2.

Traffic volumes of road sections concerned before and after the commissioning of CWB

Road Section	Traffic volume at morning peak hour <sup>1</sup> (vehicles/hour)		Traffic volume at evening peak hour <sup>2</sup> (vehicles/hour)	
	Before CWB Commissioning	After CWB Commissioning	Before CWB Commissioning	After CWB Commissioning
Gloucester Road (eastbound) near Central Plaza <sup>3,4</sup>	4 390	2 735	4 070	2 490
Gloucester Road (westbound) near Central Plaza <sup>3,4</sup>	5 610	4 455	4 400	3 615
Harcourt Road (eastbound) near the former Red Cross Headquarters <sup>3,4</sup>	3 250	-	2 620	-
Harcourt Road (westbound) near the former Red Cross Headquarters <sup>3,4</sup>	6 770	-	6 200	-
Connaught Road Central (eastbound) in the vicinity of City Hall <sup>3,4</sup>	4 420	2 445	3 840	2 765
Connaught Road Central (westbound) in the vicinity of City Hall <sup>3,4</sup>	4 480	2 965	4 520	2 870
Western Harbour Crossing (Hong Kong Island bound) <sup>5</sup>	3 200	3 400	2 100	2 200
Eastern Harbour Crossing (Hong Kong Island bound) <sup>5</sup>	2 900	3 000	2 500	2 500

Notes:

- 1 The busiest one hour for respective road sections between 7:00am and 10:00am on weekdays.
- 2 The busiest one hour for respective road sections between 4:00pm and 7:00pm on weekdays.
- 3 Traffic volume before CWB commissioning: based on the traffic flow data obtained through the Annual Traffic Census 2018.
- 4 Traffic volume after CWB commissioning: based on the traffic flow data obtained through a traffic survey conducted in March 2019, in which Harcourt Road was not covered.
- 5 Compiled by tunnel operators through toll collection systems.

**Bus routes travelling via the CWB**

<b>Bus route</b>	<b>Operating days and frequency (as at February 2020)</b>
1. NWFB 18X: Shau Kei Wan – Kennedy Town (Belcher's Bay)	Mon to Sun Whole day service Frequency: 20 mins
2. NWFB 33X: Cyberport to Sai Wan Ho  [Note: New route introduced after the commissioning of CWB]	Mon to Fri One morning peak eastbound departure
3. NWFB 88X: Siu Sai Wan (Island Resort) – Kennedy Town (Belcher's Bay)	Mon to Fri One morning peak westbound and one evening peak eastbound departure  [Note: The evening peak eastbound departure was added on 30 December 2019 after the commissioning of CWB.]
4. NWFB 720X: (Sai Wan Ho (Grand Promenade) to Central (Rumsey Street))  [Note: New route introduced after the commissioning of CWB]	Mon to Fri Two morning peak westbound departures
5. KMB 960B: Quarry Bay to Hung Shui Kiu (Hung Fuk Estate)	Mon to Fri Four evening peak westbound departures
6. KMB 960X: Hung Shui Kiu (Hung Yuen Road) to Quarry Bay	Mon to Fri Five morning peak eastbound departures
7. Citybus 962C: Tuen Mun (Lung Mun Oasis) / Sam Shing to Taikoo (Kornhill Plaza)	Mon to Fri Two morning peak eastbound departures
8. KMB 968X: Yuen Long (West) – Quarry Bay	Mon to Fri Four morning peak westbound and two evening peak eastbound departures

<b>Bus route</b>	<b>Operating days and frequency (as at February 2020)</b>
9. Citybus 969C: Tin Shui Wai (Tin Shui Estate) to Taikoo (Kornhill Plaza)	Mon to Fri Two morning peak eastbound departures

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)140**

**(Question Serial No. 1819)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under this Programme that the Government will conduct studies for transport planning for Hong Kong to deal with traffic congestion. Will the Government inform this Committee of the following:

1. What was the situation of enforcement against illegal parking in Kai Tak New Development Area in the past year? Has the Government identified illegal parking black spots in the district and focused on combating illegal parking? If yes, please provide in tabulated form the details of the illegal parking black spots and enforcement actions taken.
2. Does the Government have any plan to study the use of short-term tenancies (STTs) in Kai Tak New Development Area to provide parking spaces for various types of vehicle and to reduce illegal parking? If yes, what are the detailed locations, estimated numbers of various types of parking spaces, expenditures of works and anticipated completion dates?
3. In the long run, does the Government have any plan to conduct an inter-departmental study on providing multi-storey car parks in Kai Tak New Development Area, with a view to solving the traffic congestion problem arising from serious illegal parking in the district? If yes, what are the details of the plan?

Asked by: Hon CHAN Hoi-yan (LegCo internal reference no.: 41)

Reply:

1. The Hong Kong Police Force keeps information on fixed penalty tickets issued against illegal parking by Police Region. Hence, enforcement figures for individual districts are not available.
2. At present, there is one STT car park at Sung Wong Toi Road, which provides 313 parking spaces, including 22 spaces for coaches, two spaces for heavy / medium goods vehicles, 34 spaces for light goods vehicles and 255 spaces for private cars. The Transport

Department (TD) will continue to liaise with relevant government departments so as to identify more suitable sites for public parking.

3. Following the principle of “single site, multiple uses”, TD is currently liaising with relevant government departments to explore the feasibility of providing an underground public car park at a “Government, Institution or Community” site at Shing Kai Road, Kai Tak. The project is at its preliminary stage and its planning parameters are yet to be finalised.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)141**

**(Question Serial No. 1031)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will provide subsidy to the franchised bus companies and monitor their installation of appropriate safety devices on existing buses. In this connection, please advise on this Committee on the following:

- (a) the type and quantity of appropriate safety devices to be installed;
- (b) the installation timetable and target; and
- (c) will TD subsidise non-franchised buses (NFBs) to install appropriate safety devices on existing buses?

Asked by: Hon CHAN Kin-por (LegCo internal reference no.: 10)

Reply:

With a view to further enhancing the safety and reliability of franchised bus services, all new double-deck buses procured by franchised bus operators from July 2018 will be equipped with seat belts on all passenger seats, Electronic Stability Control (ESC) which can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

To take forward the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service, cost-benefit analyses have been conducted on retrofitting ESC, speed limiting retarder and seat belts on existing franchised buses. Having regard to the results of the cost-benefit analyses, the franchised bus operators will install ESC and speed limiting retarder on around 4 200 buses, and install seat belts on all seats in the upper deck on around 1 900 buses. Installation works will commence progressively from the second quarter of 2020 for target completion in three years for installation of seat belts and in four years for ESC and speed limiting retarder.

Regarding NFBs, as agreed at the working group convened by TD with the NFB trade on the enhancement of safety of NFB, the trade will install seat belts on all passenger seats and

electronic data recording devices (commonly known as “black box”) for all new buses procured on or after 1 July 2019. The cost-benefit analysis conducted for NFBs reveals that it is not cost-effective to retrofit seat belt on existing NFBs. As for other safety devices, the trade has undertaken to conduct trials on the installation of such devices, including ESC and speed limiter, on some of the buses at their own costs.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)142**

**(Question Serial No. 2606)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

1. In 2020-21, will the Government, when planning for existing and future roads, take into account the “bicycle-friendly” principle so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?
2. In 2020-21, will the Government make reference to neighbouring regions, such as Taiwan and Japan, in improving the road system in Hong Kong to allow cyclists to share the use of the road facilities? If yes, what are the details and estimated expenditure involved?
3. In 2020-21, will the Government comprehensively improve the existing cycle tracks and construct cycling facilities in the urban area? If yes, what are the details and estimated expenditure involved?
4. In 2020-21, will the Government comprehensively develop cycle track network in all new development areas under planning? If yes, what are the details and estimated expenditure involved?
5. In 2020-21, will the Government make reference to the practices in Taiwan and comprehensively review the feasibility of designating bicycle and motorcycle only lanes in the existing road network, so as to allow cyclists to share the use of road facilities? If yes, what are the details and estimated expenditure involved?

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 52)

Reply:

The Government is committed to creating a “bicycle-friendly” environment in new towns and new development areas to foster a green community, by continuing to improve existing cycle tracks and bicycle parking facilities, as well as enhancing education and publicity on cycling safety, so as to facilitate the public to ride bicycles for short-distance commuting or leisure purposes.

Except on expressways, government road tunnels and individual road sections designated as bicycle prohibition zones, cyclists have the same right to use the roads as other road users and the same obligation to comply with traffic regulations.

Traffic in urban areas of Hong Kong is generally very heavy, with narrow and crowded roads, frequent on-street loading and unloading activities and many vehicles passing by and needing to stop temporarily. Cyclists using roads in urban areas may have to change between outer and inner lanes due to the alighting and boarding of public transport passengers, hence increasing possible risks on roads. If a large number of cyclists share the busy roads in urban areas with motorists of other vehicles, the risks of accidents will also increase. Hence, owing to road safety considerations, the Government does not encourage the public to use bicycles as a mode of transport in urban areas.

On the other hand, given the relatively limited road space in urban areas, if dedicated cycle lanes are to be designated, the existing walkways or carriageways will inevitably be narrowed, bringing inconvenience to other road users and aggravating road traffic congestion. In view of the above, the Government currently does not have any plan to designate dedicated cycle and motorcycle lanes on existing roads in urban areas.

In 2020-21, the details of the planned cycle tracks in the new development areas to be implemented by the Civil Engineering and Development Department are at [Annex](#).

Regarding the improvement of cycle tracks and cycling facilities in nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of improvement measures for the cycle tracks and cycling facilities which will be implemented by phases. The improvement measures include providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 450 sites, commenced in the first quarter of 2020 for completion by end 2021.

The expenditure of the first batch of improvement works was about \$4 million. The estimated cost of the second batch of improvement works is about \$56 million, of which the estimated expenditure in 2020-21 is about \$30 million.

As for the third batch of improvement works, which involve about 160 remaining sites (subject to local consultation and feasibility assessment), since more extensive or complicated construction works will be required, TD is liaising with the Highways Department to undertake the design and construction for the improvement works, and work out the estimated costs upon finalising the details of the works involved, with a view to prioritising the works and drawing up a programme for implementation.

**Planned Cycle Tracks in New Development Areas**

	<b>New development area</b>	<b>Length of cycle track (kilometres)</b>	<b>Estimated expenditure in 2020-21 (\$ million)</b>
1	Tung Chung New Town Extension	12	The proposed cycle tracks are subsumed under the related development projects; hence no separate breakdown on the estimated expenditure of the cycle track planning is available.
2	Kai Tak Development	13	
3	First Phase of Kwu Tung North/Fanling North New Development Area	4	
4	Hung Shui Kiu New Development Area	20	
5	Yuen Long South development project	12.5	

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)143**

**(Question Serial No. 2608)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

- (1) In 2020-21, will the Government conduct a comprehensive review on the public transport services in remote areas, including Tung Chung, Ma Wan, Tin Shui Wai and Tseung Kwan O, etc., and consider introducing more public transport operators in these districts? If yes, what are the details and estimated expenditure involved?
- (2) In 2020-21, will the Government comprehensively examine the adequacy of the supply of urban, New Territories (NT) and Lantau taxis and issue additional taxi licences immediately? If yes, what are the details and estimated expenditure involved?
- (3) Has the Government conducted any public consultation on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long under the "Area Approach" over the past five years? If yes, what were the details and specific expenditure involved? Will the Government conduct any public consultation on the bus service rationalisation for Sha Tin, Tai Po, Tsing Yi and Yuen Long under the "Area Approach"? If yes, what are the details and estimated expenditure involved?
- (4) In 2020-21, what are the details and estimated expenditure involved in conducting the Public Transport Strategy Study (PTSS)? Will the Government consult the public on this, and what are the details and estimated expenditure involved?

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 54)

Reply:

- (1)  
The Transport Department (TD) closely monitors the operation and quality of public transport services in different districts, and will make timely adjustments to the services in accordance with the demand of passengers. When there are proven demand for new or enhanced services, TD will make necessary arrangements in conjunction with the operators to meet such demand. Close liaison with the relevant District Councils will be maintained throughout the process. The work to review and monitor the public transport services is

undertaken on an ongoing basis by the existing staff of TD. There is no separate breakdown of the expenditure involved.

(2)

It is the Government's established policy to consider issuing new taxi licences as and when necessary, having regard to the passenger demand, operating conditions of the taxi trade and likely impact of the increase in the number of taxis on traffic conditions. In order to better understand the passenger demand for taxi services and operating conditions of the taxi trade, TD conducts annual surveys on the overall taxi service level. The latest survey on the urban, NT and Lantau taxis conducted in 2019 shows that the supply of these taxis is generally adequate. TD does not have any plan to issue new taxi licences in 2020-21.

TD will, through the established mechanism, continue to conduct annual surveys on the overall taxi service level, including collecting data on the number of taxi trips, passenger waiting time and occupancy rates of taxis, at major taxi stands and roadside observation checkpoints across the territory, as well as soliciting views from the taxi trade and passengers. In 2020-21, the estimated expenditure to be incurred by TD for engaging consultants to conduct service level surveys is about \$1.1 million. The monitoring of the surveys, as well as any follow up actions, is undertaken by the existing staff of TD.

Meanwhile, the Government proposes to introduce franchised taxis under a trial scheme to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features. The Government has introduced the Franchised Taxi Services Bill into the Legislative Council in May 2019, and the bill is being scrutinised by the relevant Bills Committee of the Legislative Council.

(3)

In the past several years, TD rationalised the franchised bus services using the Area Approach in Sha Tin, Tai Po, Tsing Yi and Yuen Long. The Area Approach rationalisation in these districts has been completed. Before the implementation of the rationalisation proposals, prior consultations with the Traffic and Transport Committees (TTCs) of the District Councils concerned were conducted from February to October 2014. Papers setting out the details of the proposals were issued and uploaded to TD's website. Representatives from TD and franchised bus operators also attended meetings of TTCs to brief members on the details and exchange views with them. The work involved in bus route rationalisation is undertaken by the existing staff of TD. There is no separate breakdown of the expenditure involved.

(4)

In June 2017, the Government completed PTSS, which lasted for two and a half years, to examine the roles and positioning of public transport services other than the heavy rail. The final report of the study was released in the same month. We will continue to follow up on the measures recommended under PTSS progressively. The Government does not have any plan to conduct another PTSS in 2020-21.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)144****(Question Serial No. 0808)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the fare increase applications of green minibus (GMB) routes received by the Transport Department (TD) in the past year, including the routes involved, rates of fare increase applied for and results of assessment.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 39)Reply:

The latest situation on fare adjustment applications of GMB routes received by TD in 2019-20 is as follows:

GMB route		Application date	Fare adjustment applied for	Result
1.	New Territories (NT) 801	April 2019	To increase by 18.0%	Increased by 8%
2.	NT 88D	May 2019	To increase by 15.2%	Increased by 8.7%
3.	NT 3	June 2019	To increase by 17.6%	Being processed
4.	NT 3A	June 2019	To increase by 8.5%	Being processed
5.	NT 4	June 2019	To increase by 12.1%	Being processed
6.	NT 4A	June 2019	To increase by 11.1%	Being processed
7.	NT 312	June 2019	To increase by 8.7%	Increased by 2.9%
8.	NT 313	June 2019	To increase by 8.2%	Increased by 2.4%
9.	Kowloon (Kln) 57M	July 2019	To increase by 13.2%	Being processed
10.	Kln 60	July 2019	To increase by 10 %	Being processed
11.	NT 31	July 2019	To increase by 16.0%	Increased by 12.0%
12.	NT 31A	July 2019	To increase by 16.0%	Increased by 12.0%
13.	NT 32	July 2019	To increase by 18.2%	Increased by 10.9%
14.	NT 46*	July 2019	To increase by 10.6%	Being processed
15.	NT 46A	July 2019	To increase by 10.6%	Being processed
16.	NT 60K	August 2019	To increase by 13.2%	Being processed

<b>GMB route</b>		<b>Application date</b>	<b>Fare adjustment applied for</b>	<b>Result</b>
17.	NT 60K (special service)	August 2019	To increase by 14.9%	Being processed
18.	NT 60R	August 2019	To increase by 13.2%	Being processed
19.	NT 60P	August 2019	To increase by 13.2%	Being processed
20.	NT 61M	August 2019	To increase by 14.1%	Being processed
21.	NT 61M (special service)	August 2019	To increase by 13.6%	Being processed
22.	NT 61S	August 2019	To increase by 12.8%	Being processed
23.	NT 62K	August 2019	To increase by 13.2%	Being processed
24.	NT 101M	August 2019	To increase by 12.4%	Being processed
25.	NT 102	August 2019	To increase by 12.5%	Being processed
26.	NT 102B	August 2019	To increase by 12.5%	Being processed
27.	NT 102S	August 2019	To increase by 12.2%	Being processed
28.	NT 111	August 2019	To increase by 12.5%	Being processed
29.	NT 308A	August 2019	To increase by 11.9%	Being processed
30.	NT 308M	August 2019	To increase by 11.9%	Being processed
31.	Kln 5M	September 2019	To increase by 20%	Being processed
32.	Kln 37A	September 2019	To increase by 20.5%	Being processed
33.	Kln 37M	September 2019	To increase by 20.5%	Being processed
34.	Kln 47	September 2019	To increase by 12.7%	Being processed
35.	NT 47S	September 2019	To increase by 25.0%	Being processed
36.	NT 48S	September 2019	To increase by 25.0%	Being processed
37.	NT 73	September 2019	To increase by 25.0%	Being processed
38.	NT 74	September 2019	To increase by 25.0%	Being processed
39.	NT 74A	September 2019	To increase by 26.5%	Being processed
40.	NT 501A	September 2019	To increase by 12.0%	Being processed
41.	NT 501K	September 2019	To increase by 12.0%	Being processed
42.	NT 501S	September 2019	To increase by 12.0%	Being processed
43.	Hong Kong Island (HKI) 39C	October 2019	To increase by 14.3%	Being processed
44.	HKI 39S	October 2019	To increase by 14.3%	Being processed
45.	HKI 39M	October 2019	To increase by 16.3%	Being processed
46.	HKI 40	October 2019	To increase by 15.7%	Being processed
47.	HKI 40X	October 2019	To increase by 15.7%	Being processed
48.	HKI N40	October 2019	To increase by 15.2%	Being processed
49.	Kln 26	October 2019	To increase by 23%	Being processed
50.	Kln 26A	October 2019	To increase by 23%	Being processed
51.	Kln 26W	October 2019	To increase by 4.2%	Being processed
52.	Kln 26X	October 2019	To increase by 23%	Being processed
53.	Kln 27M	October 2019	To increase by 21.6%	Being processed
54.	Kln 27MS	October 2019	To increase by 20%	Being processed
55.	Kln 28M	October 2019	To increase by 20%	Being processed
56.	Kln 28MS	October 2019	To increase by 20%	Being processed
57.	Kln 29A	October 2019	To increase by 20.4%	Being processed
58.	Kln 29B	October 2019	To increase by 20.4%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
59.	NT 71	October 2019	To increase by 12.8%	Being processed
60.	NT 71A	October 2019	To increase by 14.3%	Being processed
61.	NT 72	October 2019	To increase by 12.8%	Being processed
62.	NT 140M	October 2019	To increase by 9.4%	Being processed
63.	NT 406	October 2019	To increase by 11.6%	Being processed
64.	NT 407	October 2019	To increase by 12.0%	Being processed
65.	Kln 75	November 2019	To increase by 19.6%	Being processed
66.	Kln 75A	November 2019	To increase by 18.8%	Being processed
67.	NT 105	November 2019	To increase by 9.8%	Being processed
68.	NT 105S	November 2019	To increase by 13.3%	Being processed
69.	Kln 12	December 2019	To increase by 20%	Being processed
70.	Kln 12A	December 2019	To increase by 10.4%	Being processed
71.	Kln 12B	December 2019	To increase by 10.4%	Being processed
72.	Kln 12S	December 2019	To increase by 9.8%	Being processed
73.	NT 43	December 2019	To increase by 11.7%	Being processed
74.	NT 43S	December 2019	To increase by 11.7%	Being processed
75.	NT 43A	December 2019	To increase by 12.5%	Being processed
76.	NT 43B	December 2019	To increase by 11.9%	Being processed
77.	NT 43C	December 2019	To increase by 11.5%	Being processed
78.	NT 50K	December 2019	To increase by 11.9%	Being processed
79.	NT 50A	December 2019	To increase by 11.9%	Being processed
80.	NT 51K	December 2019	To increase by 11.3%	Being processed
81.	NT 57K	December 2019	To increase by 12.7%	Being processed
82.	NT 57K (special service)	December 2019	To increase by 11.7%	Being processed
83.	NT 58K	December 2019	To increase by 12.0%	Being processed
84.	NT 58S	December 2019	To increase by 11.9%	Being processed
85.	NT 75	December 2019	To increase by 15.2%	Being processed
86.	NT 75 (special service 1)	December 2019	To increase by 11.8%	Being processed
87.	NT 75 ((special service 2)	December 2019	To increase by 21.3%	Being processed
88.	NT 76	December 2019	To increase by 11.1%	Being processed
89.	NT 803	December 2019	To increase by 12.8%	Being processed
90.	NT 803K	December 2019	To increase by 10.8%	Being processed
91.	NT 804	December 2019	To increase by 21.4%	Being processed
92.	NT 805S	December 2019	To increase by 12.5%	Being processed
93.	NT 810	December 2019	To increase by 13.8%	Being processed
94.	NT 810A	December 2019	To increase by 13.8%	Being processed
95.	Kln 34M	January 2020	To increase by 14.7%	Being processed
96.	Kln 34S	January 2020	To increase by 14.7%	Being processed
97.	Kln 35	January 2020	To increase by 14.7%	Being processed
98.	Kln 36A	January 2020	To increase by 14.7%	Being processed
99.	NT 33	January 2020	To increase by 14.7%	Being processed
100.	NT 34	January 2020	To increase by 14.9%	Being processed
101.	NT 34A	January 2020	To increase by 14.9%	Being processed



<b>GMB route</b>		<b>Application date</b>	<b>Fare adjustment applied for</b>	<b>Result</b>
102.	NT 35	January 2020	To increase by 15.1%	Being processed
103.	NT 42	January 2020	To increase by 16.0%	Being processed
104.	NT 79S	January 2020	To increase by 14.8%	Being processed
105.	NT 310M	January 2020	To increase by 11.4%	Being processed
106.	NT410	January 2020	To increase by 10.4%	Being processed
107.	NT 608	January 2020	To increase by 11.9%	Being processed
108.	NT 609	January 2020	To increase by 10.6%	Being processed
109.	NT 610S	January 2020	To increase by 4.3%	Being processed
110.	Kln 48	February 2020	To increase by 11.9%	Being processed
111.	Kln 49	February 2020	To increase by 11.4%	Being processed
112.	NT 113	February 2020	To increase by 11.7%	Being processed

\* The fare increase application for Route NT 46 includes a new special service NT 46X under the main route NT 46 which has been introduced on 28 October 2019.

The processing time for GMB fare increase applications varies as, amongst other reasons, the time that the applicant takes to furnish the information required by TD may differ. In some cases, TD also requires the applicant to carry out certain improvement measures before approving the fare adjustment applications.

In addition, another 19 GMB routes applying for fare increase were either withdrawn by the operator or rejected by TD.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)145**

**(Question Serial No. 1836)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General non-recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Department will subsidise the franchised bus operators 80% of the relevant costs for retrofitting safety devices on appropriate existing franchised buses and monitor the implementation of the subsidy scheme. What performance indicator will be formulated to assess the effectiveness of the scheme? Will the Department increase the number of on-site or surprise check?

The Transport Department (TD) has worked with the Labour Department to organise thematic job fairs in various districts 2019 to assist the franchised bus operators in recruiting bus captains. Please provide the figures kept by the Department on the number of full-time bus captains, part-time bus captains, newly-recruited bus captains and turnover rate of bus captains in the past three years.

Asked by: Hon CHENG Chung-tai (LegCo internal reference no.: 44)

Reply:

With a view to further enhancing the safety and reliability of franchised bus services, all new double-deck buses procured by franchised bus operators from July 2018 will be equipped with seat belt on all passenger seats, Electronic Stability Control (ESC) which can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

To take forward the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service, cost-benefit analyses have been conducted on retrofitting ESC, speed limiting retarder and seat belts on existing franchised buses. Having regard to the results of the cost-benefit analyses, the franchised bus operators will install ESC and speed limiting retarder on around 4 200 buses, and install seat belts on all seats in the upper deck on around 1 900 buses.

TD will closely monitor the implementation of the subsidy scheme. Vehicle examiners of TD will undertake vehicle examinations for the concerned buses upon completion of the

installation of ESC, speed limiting retarder and seat belts. Moreover, spot checks will be conducted.

TD worked with the Labour Department and organised six thematic job fairs in Tung Chung, Tuen Mun, Tin Shui Wai, Tsuen Wan and Sheung Shui between March 2018 and July 2019, to assist the franchised bus operators in recruiting bus captains. The number of full-time and part-time bus captains in the past three years are tabulated as follows –

<b>Number of Bus Captains</b>	<b>End-2017</b>	<b>End-2018</b>	<b>End-2019</b>
Full-Time	12 724 (1 420)	12 743 (1 561)	13 133 (1 931)
Part-Time	980 (291)	1 175 (451)	1 305 (417)

Note: The figures in ( ) denote the number of newly-recruited bus captains in the respective year.

TD does not have information on the turnover rate of bus captains of the franchised bus operators.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)146**

**(Question Serial No. 1451)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. What is the progress of the study on Electronic Road Pricing pilot scheme in Central?
2. The Department said that it would formulate detailed options for further engagement with relevant stakeholders this year. What people or groups do "relevant stakeholders" refer to? When will the consultation take place (specify the month(s))?
3. Considering the epidemic and economic situation, will the study be shelved for the time being?

Asked by: Hon CHEUNG Kwok-kwan (LegCo internal reference no.: 36)

Reply:

The Transport Department (TD) is developing a detailed proposal for the Electronic Road Pricing pilot scheme in Central. In January 2020, an International Expert Panel comprising experts from the United Kingdom, the United States, Singapore, Sweden and Hong Kong was formed to advise TD on the pilot scheme. TD will take into due consideration the advice of the International Expert Panel and the latest social situation of Hong Kong before firming up the detailed proposal, including the timeframe and scope of stakeholder consultation.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)147****(Question Serial No. 1452)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Due to the anti-extradition bill protests since June 2019, please provide the locations and number of times the traffic lights and pedestrian signals being vandalised and repaired in the four districts of Hong Kong island (Central & Western, Wan Chai, Eastern, and Southern District);
2. The number of junctions of which the traffic signals resumed normal and the number of which the traffic signals are yet to resume normal; and
3. Since June 2019, the number of traffic accidents or casualties in the four districts of Hong Kong Island caused by traffic lights damaged by rioters. Please provide the date, location and classification.

Asked by: Hon CHEUNG Kwok-kwan (LegCo internal reference no.: 37)

Reply:

1. The locations of and numbers of times the traffic lights on Hong Kong Island that were vandalised and repaired during the period from June 2019 to February 2020 are tabulated as follows:

District	Traffic Lights		Number of times the traffic lights were vandalised and repaired
	Number of damaged sets	Locations of Junctions	
Wan Chai	1	Hennessy Road / Yee Wo Street / Jardine's Bazaar	9
	3	Hennessy Road / Stewart Road; Great George Street / Paterson Street; Hennessy Road / Marsh Road / Tin Lok Lane	7
	3	Great George Street / East Point Road / Lockhart Road; Hennessy Road / Percival Street; Hennessy Road / Tonnochy Road	6

District	Traffic Lights		Number of times the traffic lights were vandalised and repaired
	Number of damaged sets	Locations of Junctions	
Wan Chai	4	Hennessy Road / Fleming Road; Queen's Road East / Gresson Street; Yee Wo Street / Paterson Street; Hennessy Road / Canal Road	5
	5	Lockhart Road / Stewart Road; Hennessy Road / Luard Road; Hennessy Road / Fenwick Street; Queen's Road East / Tai Wong East Street; Lockhart Road / Marsh Road	4
	9	Lockhart Road / Tonnochy Road; Lockhart Road / Fleming Road; Lockhart Road / Luard Road; Lockhart Road / Fenwick Street; Queen's Road East / Landale Street; Causeway Road / Hing Fat Street; Causeway Road / Tung Lo Wan Road; Yee Wo Street outside Lok Sing Centre; Yee Wo Street / Irving Street / Pennington Street	3
	10	Johnston Road / Fleming Road / Wanchai Road; Johnston Road / O'Brien Road; Johnston Road / Fenwick Street; Queen's Road East / Wan Chai Road; Hing Fat Street / Electric Road; Causeway Road / Victoria Park Entrance; Lockhart Road / Percival Street; Percival Street / Matheson Street / Russell Street; Leighton Road / Percival Street; Lung Wui Road / Fenwick Pier Street / Lung Wo Road	2
	25	Fenwick Pier Street / Lung King Street; Gloucester Road / Tonnochy Road / Stewart Road; Hennessy Road / Arsenal Street; Queensway / Justice Drive / Queen's Road East; Wan Chai Road / Wood Road / Tak Yan Street; Wan Chai Road / Burrows Street; Queen's Road East / Kennedy Road; Queen's Road East / Spring Garden Lane; Causeway Road / Moreton Terrace; Kingston Street / Gloucester Road; Kingston Street / Cleveland Street / Paterson Street; Leighton Road / Yun Ping Road; Leighton Road / Caroline Hill Road / Hoi Ping Road; Wan Chai Road / Tin Lok Lane; Morrison Hill Road / Sharp Street West; Leighton Road / Morrison Hill Road; Canal Road West / Sharp Street West; Leighton Road / Canal Road; Leighton Road / Wong Nai Chung Road; Percival Street / Foo Ming Street; Leighton Road / Hysan Avenue; Whitfield Road / Watson Road; Electric Road / Gordon Road; Hing Fat Street / Wing Hing Street / Victoria Park Road; King's Road / Lau Sin Street	1

District	Traffic Lights		Number of times the traffic lights were vandalised and repaired
	Number of damaged sets	Locations of Junctions	
Central and Western	1	Des Voeux Road Central / Pedder Street	7
	1	Connaught Road Central / Pedder Street	5
	3	Chater Road / Murray Road / Lambeth Walk; Chater Road / Ice House Street; Des Voeux Road Central outside Hong Kong Bank Headquarters	4
	2	Chater Road / Statue Square; Des Voeux Road Central / Ice House Street	3
	7	Pokfulam Road / Pokfield Road; Des Voeux Road West / Hill Road; Queensway / Cotton Tree Drive; Queensway / Garden Road; Pedder Street / Queen's Road Central / Wyndham Street; Des Voeux Road Central / Pottinger Street; Des Voeux Road Central / Jubilee Street	2
	26	Bonham Road / Hing Hon Road; Pokfulam Road / Bonham Road / Hill Road; Third Street / Kwong Fung Lane; Pokfulam Road near Belcher's Garden; Queen's Road West / Praya Kennedy Town; Praya Kennedy Town / Collison Street; Praya Kennedy Town / Sai Cheung Street North; Praya Kennedy Town / Holland Street; Catchick Street / Praya Kennedy Town / Sands Street; Connaught Road Central / Connaught Place; Harcourt Road / Cotton Tree Drive; Chater Road / Jackson Road; Queen's Road Central / Bank Street; Des Voeux Road Central / Queen Victoria Street; Des Voeux Road Central / Gilman Street; Connaught Place / Man Yiu Street / Harbour View Street; Man Yiu Street / Man Cheung Street / Lung Wo Road; Lung Wo Road / Yiu Sing Street; Lung Wo Road / Edinburgh Place; Lung Wo Road / Tim Wa Avenue; Connaught Road Central / Rumsey Street; Connaught Road Central / Morrison Street; Des Voeux Road Central / Rumsey Street; Des Voeux Road Central / Hillier Street; Des Voeux Road Central / Cleverly Street; Lung Wo Road / Legislative Council Road	1
Eastern	1	Chai Wan Road / San Ha Street	5
	1	Shau Kei Wan Road / Tai Hong Street / Tai Lok Street	4
	1	King's Road / Lau Li Street	3
	6	King's Road / Oil Street; King's Road / Jupiter Street; King's Road / Wing Hing Street; Shau Kei Wan Road / Hoi Ning Street / Holly Cross Path; Island Eastern Corridor Link / Tai Hong Street / Hong Cheung Street; Oi Shun Road / Tai On Street / Hong Cheung Street	2

District	Traffic Lights		Number of times the traffic lights were vandalised and repaired
	Number of damaged sets	Locations of Junctions	
Eastern	18	Java Road / Healthy Street East; King's Road / Healthy Street East; King's Road / Healthy Street Central; Java Road / Man Hong Street; King's Road / Healthy Street West / Man Hong Street; King's Road / Tin Chiu Street; King's Road / Kam Hong Street; King's Road / Tong Shui Road; King's Road / North Point Road; King's Road / Cheung Hong Street / Tin Chong Street; Chai Wan Road outside Shau Kei Wan Fire Station; Shau Kei Wan Road / Aldrich Bay Road / Sun Sing Street; Oi Shun Road / Oi Yee Street; Shau Kei Wan Road / Tai On Street / Sai Wan Ho Street; Shau Kei Wan Road / Hoi An Street / Hing Man Street; Lei King Road / Tai Hong Street; Kornhill Road / Hong On Street; King's Road pedestrian crossing outside no. 989	1
Southern	1	Shek Pai Wan Road / Tin Wan Hill Road	1

- All the vandalised traffic lights by and large resumed operation as at end February 2020.
- The details of traffic accidents on Hong Kong Island involving environmental contributory factor of "defective traffic signal" from June 2019 to February 2020 are tabulated below:

District	Date	Accident Location	Severity	Casualties		
				Driver	Passenger	Pedestrian
Wan Chai	7 August 2019	Junction of Irving Street and Pennington Street	Slight	1	0	0
Central and Western	6 October 2019	Junction of Connaught Road Central and Pedder Street	Slight	1	1	0

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)148**

**(Question Serial No. 1453)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. What are the roads and locations that have been closed due to demonstrations, processions or riots on Hong Kong Island since June last year? What are the closure periods?
2. What are the respective numbers of bus, minibus and tram routes that have been suspended or diverted due to demonstrations, processions or riots on Hong Kong Island since June last year? What is the estimated number of commuters affected?

Asked by: Hon CHEUNG Kwok-kwan (LegCo internal reference no.: 38)

Reply:

1. Between June 2019 and January 2020, full or partial closure of a total of 109 roads on Hong Kong Island were recorded during the public demonstration/procession events. The list of roads affected is at the Annex. The road closure periods ranged from less than an hour to nearly two weeks (as in the case of the Cross-Harbour Tunnel).
2. During the public events, as there were traffic congestion and road blockages at different road sections on Hong Kong Island, some franchised bus, green minibus (GMB) and tram services had to be temporarily suspended, re-routed, truncated or with frequencies adjusted. According to the Transport Department's record, about 180 franchised bus routes, 45 green minibus routes and all tram routes operating on Hong Kong Island were affected, at one time or another. As compared to the first half of 2019, the drop in average daily passenger trips of franchised bus services on Hong Kong Island ranged from 2.1% to 9.7% in the second half of the year. For GMB routes on Hong Kong Island and tram, the average daily passenger trips dropped by 6.6% and 11.9% respectively.

**List of roads affected due to public order events**  
**on Hong Kong Island between June 2019 and January 2020**

1. Arsenal Street
2. Bank Street
3. Bonham Road
4. Canal Road East
5. Canal Road Flyover
6. Canal Road West
7. Causeway Road
8. Central-Wan Chai Bypass
9. Chai Wan Road Roundabout
10. Chater Road
11. Cleveland Street
12. Club Street
13. Connaught Place
14. Connaught Road Central
15. Connaught Road Central Underpass
16. Connaught Road West
17. Connaught Road West Flyover
18. Convention Avenue
19. Cotton Tree Drive
20. Cross-Harbour Tunnel
21. Des Voeux Road Central
22. Des Voeux Road West
23. Drake Street
24. Edinburgh Place
25. Expo Drive
26. Expo Drive Central
27. Expo Drive East
28. Fenwick Pier Street
29. Fenwick Street
30. Fleming Road
31. Garden Road
32. Garden Road Flyover
33. Gloucester Road
34. Gloucester Road Flyover
35. Gloucester Road Service Road
36. Great George Street
37. Harbour Road
38. Harbour View Street
39. Harcourt Road
40. Hennessy Road

41. Heung Yip Road
42. Hill Road
43. Hill Road Flyover
44. Hing Fat Street
45. Ice House Street
46. Irving Street
47. Island Eastern Corridor
48. Jaffe Road
49. Jardine's Bazaar
50. Java Road
51. Johnston Road
52. Justice Drive
53. Keswick Street
54. King's Road
55. Kingston Street
56. Lambeth Walk
57. Lap Tak Lane
58. Lee Garden Road
59. Legislative Council Road
60. Leighton Road
61. Lockhart Road
62. Lower Albert Road
63. Luard Road
64. Lung Hop Street
65. Lung Wo Road
66. Lung Wui Road
67. Man Cheung Street
68. Man Chiu Street
69. Man Po Street
70. Man Yiu Street
71. Marsh Road
72. Moreton Terrace
73. Morrison Hill Road
74. Murray Road
75. Oi Kwan Road
76. Paterson Street
77. Pedder Street
78. Pennington Street
79. Percival Street
80. Pok Fu Lam Road
81. Praya, Kennedy Town
82. Queen Victoria Street
83. Queen's Road Central
84. Queen's Road East
85. Queen's Road West
86. Queensway
87. Rodney Street

88. Rumsey Street
89. Shau Kei Wan Road
90. Shipyard Lane
91. Sugar Street
92. Sung Tak Street
93. Tai On Street
94. Taikoo Shing Road
95. Tak Yan Street
96. Tamar Street
97. Tang Lung Street
98. Tim Mei Avenue
99. Tim Wa Avenue
100. Tin Lok Lane
101. Tsing Fung Street
102. Upper Albert Road
103. Victoria Park Road
104. Victoria Road
105. Water Street
106. Western Street
107. Wong Chuk Hang Road
108. Yee Wo Street
109. Yiu Sing Street

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)149**

**(Question Serial No. 1454)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. On 13 November last year, the Cross-Harbour Tunnel (CHT) was occupied by rioters from the nearby Hong Kong Polytechnic University and was forced to be closed for almost two weeks. What is the amount of property loss as a result of the damage caused by the violent activities?
2. Has the department estimated the loss in toll revenue as a result of the two-week closure of CHT? Will it explore the feasibility of pursuing responsibilities or claims for compensations?
3. Has the department estimated the number of cross-harbour vehicle trips affected during the two-week closure of CHT?

Asked by: Hon CHEUNG Kwok-kwan (LegCo internal reference no.: 39)

Reply:

1. The total expenditure incurred by the Government for reinstating the structures, facilities and equipment of CHT damaged during the public order events in November 2019 (mainly at the toll booths and the CHT Administration Building) is about \$46 million.
- 2 and 3. Based on past traffic data, it is estimated that during the closure of CHT from 13 November 2019 to 27 November 2019, about 1.45 million vehicle trips were affected, resulting possibly in a loss of toll revenue of about \$22.85 million. The incident has been reported to the Police for investigation.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)150****(Question Serial No. 0570)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

On matters relating to outlying island ferry routes, will the Government advise this Committee of the following:

- the total patronage of the 14 outlying island ferry routes in each of the past three years and their year-on-year rates of change;
- the financial performance of operators of the above outlying island ferry routes in each of the past three years and their year-on-year rates of change;
- the subsidy amount of the Special Helping Measures (SHM) proposed by the Government and its share in the operating expenses of the above outlying island ferry routes; and
- whether the Government will consider in the long term making those financially non-viable outlying island ferry routes as public-owned services so as to maintain the provision of the concerned public transport services; if no, what are the reasons?

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 7)Reply:(a)

The yearly patronage of the 14 outlying island ferry routes in the past three years (2017 to 2019) and their year-on-year rates of change are set out in the table below:

Ferry Routes	Yearly Patronage (‘000)		
	2017	2018 (change in %)	2019 (change in %)
<b>New World First Ferry Services Limited</b>			
“Central – Cheung Chau”	9 160	8 800 (-4%)	8 375 (-5%)

Ferry Routes	Yearly Patronage ('000)		
	2017	2018 (change in %)	2019 (change in %)
“Inter-islands”	357	352 (-1%)	374 (+6%)
“Central – Mui Wo”	2 218	2 156 (-3%)	2 239 (+4%)
<b>Hong Kong &amp; Kowloon Ferry Holdings Limited</b>			
“Central – Peng Chau”	2 547	2 561 (+1%)	2 453 (-4%)
“Central – Yung Shue Wan”	3 338	3 309 (-1%)	3 074 (-7%)
“Central – Sok Kwu Wan”	460	434 (-6%)	354 (-18%)
<b>Fortune Ferry Company Limited</b>			
“Tuen Mun – Tung Chung – Sha Lo Wan – Tai O”	368	387 (+5%)	411 (+6%)
<b>Chuen Kee Ferry Limited</b>			
“Aberdeen – Sok Kwu Wan via Mo Tat”	229	228 (0%)	222 (-3%)
<b>Tsui Wah Ferry Service (H.K.) Limited</b>			
“Aberdeen – Yung Shue Wan via Pak Kok Tsuen”	290	294 (+1%)	302 (+3%)
<b>Discovery Bay Transportation Services Limited</b>			
“Discovery Bay – Central”	3 867	3 671 (-5%)	3 449 (-6%)
<b>Maris Ferry Service Limited</b>			
“Aberdeen – Cheung Chau” (Note 1)	191	182 (-5%)	213 (+17%)
<b>Peng Chau Kai To Limited</b>			
“Discovery Bay – Mui Wo”	93	95 (+2%)	96 (+1%)
<b>Park Island Transport Company Limited</b>			
“Ma Wan – Central”	1 072	1 067 (0%)	1 132 (+6%)
“Ma Wan – Tsuen Wan”	100	100 (0%)	111 (+11%)

Note 1: The “Aberdeen – Cheung Chau” ferry route ceased operation with effect from 1 January 2020. If there are any operators interested in operating this ferry route in future, they can submit an application to the Transport Department (TD). TD will consider the applications in accordance with established procedures and provide SHM to the new operator.

(b)

The average profit margins for three years spanning across 2016/17 and 2018/19 of the ferry operators operating the 14 outlying island ferry routes are set out in the table below:

<b>Ferry Operators</b>	<b>Average Profit Margin between 2016/17 and 2018/19 (before tax) (Note 2)</b>
New World First Ferry Services Limited (Note 3)	8%
Hong Kong & Kowloon Ferry Holdings Limited's three subsidiaries (Note 3)	3%
Fortune Ferry Company Limited	1%
Chuen Kee Ferry Limited	-2%
Tsui Wah Ferry Service (H.K.) Limited	-9%
Discovery Bay Transportation Services Limited	-11%
Maris Ferry Service Limited	-52%
Peng Chau Kai To Limited	-85%
Park Island Transport Company Limited	-96%

Note 2: Ferry operators carried out vessel repairs and maintenance, and service improvements according to their operational need and vessel maintenance schedules, etc. Hence, the operating costs may vary significantly from year to year. To better reflect the financial performance of the ferry operators, three-year average figures from 2016/17 to 2018/19 are provided.

Note 3: The average profit margins of New World First Ferry Services Limited and Hong Kong & Kowloon Ferry Holdings Limited's three subsidiaries take into account the effects of SHM.

(c) and (d)

Under the long-term operation model of outlying island ferry services, the Government will provide SHM to the 14 outlying island ferry routes in their new licence periods, and launch a new Vessel Subsidy Scheme (VSS) to replace the fleets of 11 ferry routes and introduce greener vessels. We estimate that the amount of SHM required for the first five-year licence periods of the 14 routes spanning from 2020 to 2026 will be more than \$1.2 billion, which is estimated to account for about 30% of the total operating costs of the 14 routes. Under the new VSS, the Government will introduce 47 new greener vessels with newer facilities in two phases starting from 2021, with a view to improving fleet quality and



promote environmental protection while alleviating the huge pressure of fare increases for passengers.

It is the Government's established policy that public transport services should be run by the private sector in accordance with commercial principles to enhance efficiency and cost-effectiveness. As compared to the long-term operation model we now adopt (which involves the provision of the SHM and the implementation of the new VSS through the private sector under the Government's scrutiny), contracting out the operation of ferry services would involve a much larger public spending but provide no guarantee of further service improvement. On balance, we consider the long-term operation model for outlying island ferry services a better option.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)151**

**(Question Serial No. 0571)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On matters relating to hillside escalator links and elevator systems (HEL), will the Government inform this Committee of the following:

- a. The Government has pledged to “conduct assessment exercises periodically to assess new proposals received” for implementation of HEL projects. How many applications received involve multiple ownership or technicalities? For those applications, how many of them are rejected? What are their categories? Please provide the information with a breakdown by 18 districts.
- b. Will the Government consider taking the lead in co-ordinating applications involving multiple ownership or technicalities? If yes, what are the details? If no, what are the reasons?
- c. What are the expenditure and staff establishment involved for taking forward HEL proposals?

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 8)

Reply:

- a. The Transport Department (TD) has engaged a consultant to review and improve the existing assessment mechanism for HEL. The proposed revisions to the assessment mechanism were reported to the Legislative Council on 13 November 2019. The consultant is currently conducting technical and land ownership assessments and drawing up preliminary alignments of the 114 HEL proposals received over the past years. Consultation with District Councils will be conducted upon completion of the assessments and preliminary alignments by 2020. Information on the 114 proposals with a breakdown by 18 districts is at **Annex**.
- b. When taking forward HEL projects, the Government will, depending on the nature of the case, consider whether land resumption pursuant to the Roads (Works, Use and Compensation) Ordinance (Cap. 370) is justified and necessary. TD will continue to

co-ordinate with relevant departments and the consultant to resolve technical difficulties and land issues of HEL proposals with a view to drawing up feasible proposals for implementation.

- c. The estimated fee of the consultancy study is about \$22 million. The management of the consultancy study is undertaken by the existing staff of TD. There is no separate breakdown of manpower involved.

**List of HEL Proposals under the Consultancy Study**  
**(totalling 114 proposals)**

No.	Name of HEL Proposal	Preliminary Alignment
<b>Central and Western District (20 items)</b>		
HKI01	Extension of Centre Street Escalator from Bonham Road to Conduit Road	From Park Road near Oaklands Path to Conduit Road
HKI02	Ladder Street from Lok Ku Road to Hollywood Road	From Lok Ku Road to Hollywood Road
HKI03	Pokfield Path at Kennedy Town connecting Kennedy Town MTR station and Pokfield Road	From Pokfield Road along Pokfield Path to Smithfield
HKI04	From Sands Street near Academic Terrace to Pokfield Road	From Sands Street near Academic Terrace to Pokfield Road
HKI05	From Hill Road near Hill Road Flyover to Pok Fu Lam Road	From Hill Road near S.K.H. St. Peter's Primary School to Pok Fu Lam Road
HKI06	Robinson Road near Garden Terrace	Robinson Road near Garden Terrace
HKI07	From Conduit Road (Botanic Terrace) to Hornsey Road (Pearl Gardens)	From Conduit Road near Botanic Terrace to Hornsey Road near Pearl Gardens
HKI08	Staircase beside 242 Queen's Road Central to Gough Street	From 242 Queen's Road Central to Gough Street
HKI09	Staircase from 97A Robinson Road to 56-56A Conduit Road	From 97A Robinson Road to 56-56A Conduit Road
HKI10	Extension of Pound Lane Escalator from Bonham Road to Conduit Road	From Bonham Road near Bonham Court to Conduit Road
HKI11	Extension of Pound Lane Escalator from Hollywood Road to Sheung Wan MTR Station	From Lok Ku Road to Queen's Road Central
HKI12	Shing Wong Street from Hollywood Road to Caine Road	From Hollywood Road along Shing Wong Street to Caine Road
HKI13	Sai Ying Pun Jockey Club Polyclinic, 134 Queen's Road West (i) 102-128 Queen's Road West (ii) 128 - 138 Queen's Road West	Queen's Road West near Sai Ying Pun Jockey Club Polyclinic

No.	Name of HEL Proposal	Preliminary Alignment
HKI14	From Queen's Road Central near the Court of Final Appeal to Battery Path	From Queen's Road Central near HSBC Main Building to Battery Path
HKI15	Garden Road near Hong Kong Zoological and Botanical Gardens	Staircase at Garden Road near Hong Kong Zoological and Botanical Gardens
HKI16	Near Kennedy Road Station, The Peak Tram	Staircase near Kennedy Road Station, The Peak Tram
HKI17	404-406, 410-411 Victoria Road, Mount Davis	Between 406 and 410 Victoria Road
HKI18	Staircase beside Caine Road linking to Seymour Road	From Caine Road near Argenta to Seymour Road
HKI19	From Peel Street and Mosque Junction to Robinson Road	From Peel Street and Mosque Junction to Robinson Road
HKI20	Retaining wall outside University of Hong Kong (HKU) Lyttelton Road exit to Babington Path	From HKU Lyttelton Road exit to Babington Path
<b>Wan Chai District (12 items)</b>		
HKI21	From Stubbs Road to Shiu Fai Terrace near Stubbs Road Children's Playground	From Stubbs Road near Children's Playground to Shiu Fai Terrace
HKI22	Pedestrian access (Structure No. HF136) from Tai Hang Road to Sun Chun Street	From Ormsby Street to Tai Hang Road
HKI23	From Wood Road to Queen's Road East near St Joseph's Primary School	From Wood Road to Queen's Road East near St Joseph's Primary School
HKI24	From Stone Nallah Lane to Kennedy Road near Wan Chai Pak Tai Temple	From Stone Nallah Lane to Kennedy Road near Wan Chai Pak Tai Temple
HKI25	From Tai Hang Drive to Chun Fai Road near 5 Chun Fai Road	From Tai Hang Drive to Chun Fai Road near 5 Chun Fai Road
HKI26	Pedestrian access (Structure No. HF112) from Wun Sha Street to Tai Hang Road near Illumination Terrace	From Wun Sha Street to Tai Hang Road near Illumination Terrace
HKI27	From Tai Hang Road to Wong Nai Chung Gap Road near Valley View Court	From Tai Hang Road to Wong Nai Chung Gap Road near Valley View Court
HKI28	From On Lok Lane to Wan Chai Road	From On Lok Lane to Wan Chai Road
HKI29	From Tai Hang Road to Tai Hang Drive near C.C.C. Kung Lee College	From Tai Hang Road to Tai Hang Drive near C.C.C. Kung Lee College

No.	Name of HEL Proposal	Preliminary Alignment
HKI30	Lau Sin Street to Tin Hau Temple Road	From Lau Sin Street to Tin Hau Temple Road
HKI31	Pedestrian access (Structure No. HK64) from Lin Fa Kung Street East to Lai Tak Tsuen Road	From Lin Fa Kung Garden to Lai Tak Tsuen Road
HKI32	Pedestrian access (Structure No. HF119) from Stubbs Road Flyover to Tai Hang Road	From Tai Hang Road to Wong Nai Chung Gap Road near Valley View Court
<b>Eastern District (6 items)</b>		
HKI33	From Tai Man Street to Chai Wan Road (near Neptune Terrace)	From Tai Man Street to Chai Wan Road near Neptune Terrace
HKI34	Near Holy Cross Catholic Church, Sai Wan Ho	From Sai Wan Ho Street to Sai Wan Ho Holy Cross Catholic Church
HKI35	Healthy Street East to Pak Fuk Road	From Healthy Street East to Pak Fuk Road
HKI36	Staircase at Cheung Hong Street near North Point Methodist Church	From Cheung Hong Street to Tin Hau Temple Road
HKI37	Staircase between Tsat Tsz Mui Road and Tin Hau Temple Road	From Tsat Tsz Mui Road near Cheong Yuen to Tin Hau Temple Road
HKI38	Staircase between Tsat Tsz Mui Road and Kam Ping Street	From Tsat Tsz Mui Road near Cheong Yuen to Kam Ping Street
<b>Southern District (9 items)</b>		
HKI39	Staircase from Repulse Bay Road to Beach Road	From Repulse Bay Road to Beach Road
HKI40	Ap Lei Chau Praya Road to Lei Tung Estate Road	From Ap Lei Chau Praya Road near Larvotto to Lei Tung Estate Road
HKI41	Walkway/path from Ap Lei Chau Estate (West) to Main Street, Ap Lei Chau	From Ap Lei Chau Estate (West) to Lee Chi Street
HKI42	Victoria Road to Sha Wan Drive	From Victoria Road near Scenic Villa to Sha Wan Drive
HKI43	Staircase between Ap Lei Chau Main Street beside Manly House and Ap Lei Chau Bridge Road	From Ap Lei Chau Main Street near Manly House to Ap Lei Chau Bridge Road

No.	Name of HEL Proposal	Preliminary Alignment
HKI44	(1) Staircase between Yue Kwong Road and Yue Fai Road near Aberdeen Kai Fong Welfare Association Services Centre (2) Staircase between Yue Kwong Road and Aberdeen Main Road near Rest Garden	From Yue Kwong Road to Old Main Street Aberdeen
HKI45	Connecting Tin Wan Estate with Tin Wan Street	From Tin Wan Estate to Tin Wan Street
HKI46	Connecting Queen Mary Hospital Block S and Main Block with Pokfulam Road	From Block S and Main Block of Queen Mary Hospital to Pokfulam Road
HKI47	Connecting Yue Kwong Road and Aberdeen Main Road	From Yue Kwong Road to Aberdeen Main Road
<b>Island District (1 item)</b>		
NTE01	From Cheung Kwai Road to Cheung Kwai Estate in Cheung Chau	From Ping Chong Road to Cheung Kwai Estate
<b>Sai Kung District (2 items)</b>		
NTE02	Clear Water Bay Second Beach (Upper); Clear Water Bay Second Beach (Middle); and Clear Water Bay Second Beach (Lower)	From Clear Water Bay Second Beach bus terminus to Clear Water Bay Second Beach refreshment kiosk
NTE03	Tsui Lam Estate and King Ming Court to To Lok Road, Tseung Kwan O	From Tsui Lam Estate and King Ming Court to To Lok Road
<b>Shatin District (6 items)</b>		
NTE04	Staircase connecting Sha Tin Tau Road and footway beside Greenview Garden (for residents to/from between Sun Tin Wai Estate and Sun Chui Estate)	From Sha Tin Tau Road to the footway near Greenview Garden
NTE05	Staircase connecting Lion Rock Tunnel Road and Sha Tin Tau Road near Sun Tin Wai Estate	From Lion Rock Tunnel Road to Sha Tin Tau Road near Sun Tin Wai Estate
NTE06	Near Caritas Ma On Shan Secondary School	From Sai Sha Road to Block 6 of Saddle Ridge Garden

No.	Name of HEL Proposal	Preliminary Alignment
NTE07	Uphill, to the north of Fu Po Road near Block 10 Saddle Ridge Garden; Uphill, to the south of Kam Ying Road near Block 10 Saddle Ridge Garden; and Kam Ying Road near Block 8 Saddle Ridge Garden	From Kam Ying Road near Block 10 of Saddle Ridge Garden to Fu Po Road
NTE08	Pat Tsz Wo Street	From Pat Tsz Wo Village to Tsung Tau Ha Road
NTE09	(1) Stone steps (near Swire Coca-cola) at Siu Lek Yuen Road near Sha Lek Highway and Tate's Cairn Highway (2) From cycle track by the riverside to footpath at Siu Lek Yuen Road towards Castello	Staircase at Siu Lek Yuen Road near Sha Lek Highway and Tate's Cairn Highway
<b>Tsuen Wan District (5 items)</b>		
NTE10	Sham Tseng Tsuen Road to the footpaths in Sham Tseng Village	From Sham Tseng Tsuen Road to Sham Tseng Village
NTE11	Staircase connecting Tsuen King Circuit to On Yuk Road	From Tsuen King Circuit to On Yuk Road
NTE12	Tai Wo Hau MTR Station Exit A to staircase at Ho Pui Tsuen/Kwok Shui Road Park to Kwok Shui Road	From Kwok Shui Road to Kwok Shui Road Park
NTE13	Castle Peak Road connecting Sea Crest Villa and Anglers' Bay	From Castle Peak Road to Sea Crest Villa and Anglers' Bay
NTE14	Da Chuen Ping Village	Staircase at Da Chuen Ping Village
<b>Yuen Long District (1 item)</b>		
NTW01	Staircase and ramp from Pat Heung Road to Tsing Long Highway (Kowloon bound)	From Pat Heung Road to Tsing Long Highway (Kowloon bound)
<b>Kwai Tsing District (19 items)</b>		
NTW02	From Wo Yi Hop Road to Tai Loong Street	From Wo Yi Hop Road near HKTA The Yuen Yuen Institute No.1 Secondary School to Tai Loong Street
NTW03	From Shek Pai Street to Tai Loong Street	From Tai Loong Street to Shek Pai Street Park
NTW04	From Lai Kong Street to Lai Chi Ling Road	From Lai Kong Street to Lai Chi Ling Road



No.	Name of HEL Proposal	Preliminary Alignment
NTW05	Lai King from Lai Cho Road, Lim Cho Street to Lai Kong Street, Kwai Chung	From Lai Cho Road, Lim Cho Street to Lai Kong Street
NTW06	From Lai Cho Road to Lai King Hill Road	From Lai Cho Road to Lai King Hill Road
NTW07	High Prosperity Terrace and Upper Tai Wo Hau Estate (from Kwai Shing Circuit to Shek Tau Street)	From Kwai Shing Circuit near High Prosperity Terrace to Shek Tau Street
NTW08	Shing Fung House, Kwai Shing East Estate from Kwai Shing Circuit to Tai Wo Hau Road (1) Shing Fung House to Kwai Shing Circuit (2) Kwai Shing Circuit to Tai Wo Hau Road	From Kwai Shing Circuit to Shing Fung House
NTW09	From Lai Cho Road (near Kai Him Lau) to the junction of Lai King Hill Road/King Cho Road, Kwai Chung	From Lai Cho Road near Kai Him Lau to King Cho Road
NTW10	Wah Sing Street towards Kwai Hing MTR Station	From Castle Peak Road - Kwai Chung to Wah Sing Street
NTW11	Stone steps by Kam Shek Building connecting Tai Pak Tin Street with Shek Yam Road	From Tai Pak Tin Street near Kam Shek Building to Shek Yam Road
NTW12	Shek Pai Street Park	From Shek Pui Street to Shek Pai Street Park
NTW13	Kwai Shing West Estate and Kwai Fong (from Kwai Luen Road to Wing Fong Road) (1) Kwai Luen Road to Kwai Shing Circuit (2) Kwai Shing Circuit to Wing Fong Road	From Kwai Luen Road near Luen Yat House to Kwai Shing Circuit
NTW14	Cheung Wang Estate, Tsing Yi (near service reservoir) to Cheung Hang Estate	From Liu To Road Playground to Cheung Wang Estate
NTW15	Bank Building at Tai Loong Street to Shek Lei Shopping Centre	From Tai Loong Street near Bank Building to Shek Lei Shopping Centre
NTW16	Kwai Fat Building and Lai Shek House	From Kwai Fat Building to Lai Shek House

No.	Name of HEL Proposal	Preliminary Alignment
NTW17	Shek Yam East Estate footbridge to Tai Pak Tin Street bus stops	From Shek Yam East Estate footbridge to Tai Pak Tin Street bus stops
NTW18	Connecting Cheung Hong Estate to Chung Mei Road near Sheung Ko Tan Street and HyD's Footbridge (Structure No. NF123)	From Cheung Hong Estate to Chung Mei Road near Sheung Ko Tan Street
NTW19	Wo Yi Hop Road (next to Kam Heng Building) to Tai Pak Tin Street	From Wo Yi Hop Road near Kam Heng Building to Tai Pak Tin Street
NTW20	Shek Yam Road Staircase (next to Yi Wo Building) to Tai Pak Tin Street	From Shek Yam Road near Yi Wo Building to Tai Pak Tin Street
<b>Tuen Mun District (1 item)</b>		
NTW21	King San Path	From San Hui Path to King San Path
<b>Sham Shui Po District (5 items)</b>		
KLN01	From Lei Cheng Uk Rest Garden to Chak On Estate, Tai Po Road	From Lei Cheng Uk Rest Garden to Chak On Estate
KLN02	From Tai Hang Tung Road near Yau Yat Chuen School to Magnolia Road	From Tai Hang Tung Road near Yau Yat Chuen School to Magnolia Road
KLN03	From Chak On Estate to Pak Tin Estate, Sham Shiu Po	From Chak On Estate to Pak Tin Estate
KLN04	Lai King Hill Road near Ching Lai Commercial Centre & Ching Cheung Road footbridge (Structure No. KF115) near Mei Foo MTR Station	From Lai King Hill Road near Ching Lai Commercial Centre to Ching Cheung Road footbridge near Mei Foo MTR Station
KLN05	From Tai Hang Tung Road beside Concordia Lutheran School to Begonia Road	From Tai Hang Tung Road near Concordia Lutheran School to Begonia Road
<b>Yau Tsim Mong District (1 item)</b>		
KLN06	From Cliff Road to King's Park	From Cliff Road to King's Park
<b>Wong Tai Sin District (10 items)</b>		
KLN07	From GMB Terminus at Clear Water Bay Road to Pak Fung House of Choi Wan Estate	From GMB terminus at Clear Water Bay Road to Pak Fung House of Choi Wan Estate
KLN08	From footpath of Chuk Yuen Road to Chuk Yuen North Estate beside Chuk Yuen Sports Centre	From Chuk Yuen Road near Chuk Yuen Sports Centre to Chuk Yuen North Estate

No.	Name of HEL Proposal	Preliminary Alignment
KLN09	From Chuk Yuen Road to Tsui Chuk Plaza to - southern Chuk Yuen Road near Ma Chai Hang Recreation Ground connecting to Chuk Yuen Shopping Centre/Kindergarten	From Chuk Yuen Road to Tsui Chuk Plaza
KLN10	Choi Wan Area	Within Choi Wan (I) and (II) Estates
KLN11	From access at Pak Fung House, Choi Wan (I) Estate to Choi Hung MTR Station	From GMB terminus at Clear Water Bay Road to Pak Fung House of Choi Wan Estate
KLN12	From Choi Wan Estate Community Centre to Ping Ting Road East	From Choi Wan Estate Community Centre to Ping Ting Road East
KLN13	From Lung Cheung Road near Bauhinia Garden and Wang Tau Hom Estate	From Lung Cheung Road near Bauhinia Garden to Wang Tau Hom Estate
KLN14	From Tsz Wan Shan Road along Shatin Pass Road to Chuk Yuen North Estate (connecting to the Rank No. 8 HEL proposals - Pedestrian Link at Chuk Yuen North Estate)	From Tsz Wan Shan Road along Shatin Pass Road to Chuk Yuen North Estate
KLN15	From Blocks 11 & 12 of Tsui Chuk Garden to Chui Chuk Street	From Blocks 11 & 12 of Tsui Chuk Garden to Chui Chuk Street
KLN16	From Blocks 5 & 6 of Tsui Chuk Garden to Chuk Yuen Road	From Blocks 5 & 6 of Tsui Chuk Garden to Chuk Yuen Road
<b>Kowloon City District (2 items)</b>		
KLN17	Dyer Avenue near Wing Wing Building	From Man Tai Street to Dyer Avenue near Wing Wing Building
KLN18	Staircase connecting footpath near Fat Kwong Street Flyover and Man Yue Street	From Fat Kwong Street Flyover to Man Yue Street
<b>Kwun Tong District (14 items)</b>		
KLN19	From Choi Tak Estate to Kwun Tong Road, Kwun Tong	From Choi Tak Estate to Kwun Tong Road
KLN20	From Tsui Ping Road to Hiu Kwong Street, Kwun Tong	From Tsui Ping Road to Hiu Kwong Street
KLN21	From Shung Yan Street to Shui Ning Street, Kwun Tong	From Shung Yan Street to Hong Ning Road Recreation Ground

<b>No.</b>	<b>Name of HEL Proposal</b>	<b>Preliminary Alignment</b>
KLN22	Staircase at Shui Ning Street (near CCC Kei Chi Secondary School)	From Shung Yan Street to Shui Ning Street
KLN23	From Kung Lok Road to Hong Lee Road, Kwun Tong	From Kung Lok Road to Hong Lee Road
KLN24	From Lei Yue Mun Road to Kai Tin Road	From Lei Yue Mun Road to Kai Tin Road
KLN25	From Choi Ha Road to Ngau Tau Kok Road near Cheerful Court	From Choi Ha Road to Ngau Tau Kok Road near Cheerful Court
KLN26	Hong Tin Court near Yue Hong House	From Hong Tin Court near Yue Hong House to Sceneway Garden
KLN27	From Po Tat Estate and Sau Mau Ping Estate to Kwun Tong MTR station	From Hiu Ming Street to Tsui Yung House, Tsui Ping North Estate
KLN28	From Anderson Road Development to Kwun Tong MTR station	From Hiu Ming Street to Tsui Yeung House, Tsui Ping North Estate
KLN29	Near Jordan Valley St Joseph's Catholic Primary School	From Choi Ha Road to the subway near Jordan Valley St Joseph's Catholic Primary School
KLN30	From Choi Hing Road to Choi Wan Road near Salt Water Service Reservoir	From Choi Hing Road to Choi Wan Road near salt water service reservoir
KLN31	Near Kwun Tong Road Rest Garden	From Kwun Tong Road to Horse Shoe Lane
KLN32	Kai Tin Road near S.K.H. Kei Hau Secondary School	From Lei Yue Mun Road to Kai Tin Road near S.K.H. Kei Hau Secondary School

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**CONTROLLING OFFICER'S REPLY**

**THB(T)152**

**(Question Serial No. 0573)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On matters relating to taxi services, will the Government inform this Committee of the following:

- a. What are the Government's annual expenditure and manpower establishment for overseeing various measures to enhance taxi service quality?
- b. Online hailing of "pak pai service" has become increasingly popular. What are the numbers of enforcement actions taken against "pak pai service" engaged in illegal carriage of passengers for hire or reward in the past three years and the year-on-year percentage changes in such numbers (please provide a breakdown by case progress (i.e. under investigation, charged with an offence and convicted))?
- c. As the epidemic persists, will the Government introduce other relief measures (which may include providing infection-protection supplies and encouraging taxi owners to reduce taxi rentals substantially) for front-line trade practitioners apart from providing fuel subsidy to help the trade tide over their hardship? If yes, what are the details?

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 11)

Reply:

- a. As the task of overseeing various measures to enhance taxi service quality is undertaken by existing staff of the Transport Department (TD), no separate breakdown of manpower and expenditure can be provided.
- b. The numbers of enforcement actions taken by the Police against the activities involving illegal carriage of passengers for hire or reward in the past three calendar years are tabulated below:

	2017	2018	2019
No. of enforcement actions taken by the Police (Year-on-year percentage change as compared with previous year)	50 (+178%)	69 (+38%)	184 (+167%)

The Police does not maintain a breakdown by the case progress.

- c. The Government announced on 22 October 2019 the introduction of a six-month fuel subsidy or a one-off subsidy to the transport trades to help them cope with the operating pressure in light of the prevailing economic environment. With a view to providing comprehensive and continuous financial support to the various trades hard hit by the COVID-19, the Government announced on 21 February 2020 the expansion of the aforementioned proposal under the Anti-epidemic Fund. For taxi drivers, a \$1.0 discount per litre of liquefied petroleum gas (LPG) will be offered to LPG taxis, and one-third of the actual fuel cost will be reimbursed for petrol taxis, both for a period of 12 months. The TD is in active discussion with the oil companies on the implementation details. Subject to the system readiness of the oil companies, the initiative is expected to be rolled out in mid-2020.

In addition, as a temporary measure to assist the trade to tide over this difficult period, the Government has made short-term storage arrangements for taxis at the car parks at Hong Kong West Kowloon Station of the Express Rail Link, San Tin and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)153**

**(Question Serial No. 2853)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding public transport arrangements at land boundary crossings, will the Government inform this Committee of the following:

- (a) Please list out the existing public transport services plying directly between urban areas and boundary control points (BCPs) in Hong Kong on the boundary with the Mainland, with a breakdown by mode of public transport.
- (b) What are the average waiting time and occupancy rate of the above public transport services? Please list out the information with a breakdown by mode of public transport.
- (c) Will the Government encourage public transport operators to increase public transport services for the BCPs of Hong Kong on the boundary with the Mainland, taking into account the needs of the districts? If yes, what are the details and relevant measures? If no, what are the reasons?
- (d) What are the government departments involved in introducing public transport services to access the land boundary crossings? What are the related expenditure and staff establishment?

Asked by: Hon HO Kai-ming (LegCo internal reference no.: 10)

Reply:

(a) and (b)

At present, there are seven land-based BCPs between Hong Kong and the Mainland. Two of them are rail-based BCPs, i.e. Lo Wu (LW) and Lok Ma Chau Spur Line (LMCSL). Five of them are road-based BCPs, i.e. Shenzhen Bay Port (SBP), Lok Ma Chau (LMC), Man Kam To (MKT), Sha Tau Kok (SKT) and Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port. Among them, LW, LMCSL, SBP, LMC and HZMB Hong Kong Port are served by local public transport services. The local public transport services serving these five BCPs, their average occupancy rates and headways are given in the table below:

BCP	Mode of Public Transport (Note 1)	Route number	Origin and Destination		Average Daily Occupancy Rate (Note 2)	Headway (minutes)
<b>Rail-based BCPs</b>						
LW	Railway	East Rail Line	Hung Hom Station	Lo Wu Station	Not applicable (Note 3)	Sheung Shui to Lo Wu: 6 - 8
LMCSL	Railway	East Rail Line	Hung Hom Station	Lok Ma Chau Station		Sheung Shui to Lok Ma Chau: 10 - 12
	Franchised bus	B1	LMCSL BCP	Tin Tsz Estate	64%	7 - 15
	Green minibus (GMB)	75		Fook Hong Street	73%	3 - 10
<b>Road-based BCPs</b>						
SBP	Franchised bus	B2	SBP BCP	Yuen Long Station	39%	10 - 20
		B2P		Tin Tsz Estate	43%	5 - 20
		B2X		Tin Yiu Estate	25%	10 - 20
		B3		Tuen Mun Pier Head	38%	15 - 30
		B3A		Shan King Estate	35%	25 - 35
		B3X		Tuen Mun Town Centre	42%	15 - 25
		B3M		Tuen Mun Station	24%	30
	GMB	618		Tin Yan Estate	64%	8



BCP	Mode of Public Transport (Note 1)	Route number	Origin and Destination		Average Daily Occupancy Rate (Note 2)	Headway (minutes)
LMC (Note 4)	GMB	44B	LMC BCP	Tuen Mun Station	68%	15 - 20
		44B1		Tuen Mun Ferry Pier	71%	15 - 20
		78		Pat Heung Road	78%	15 - 25
		79S		Tin Shui Wai	83%	14 - 23
		616S		Mong Kok	40%	5 - 15
HZMB Hong Kong Port	Franchised bus	B4	HZMB Hong Kong Port	Airport	19%	12 - 30
		B5		Sunny Bay Station	11%	10 - 20
		B6		Tung Chung	15%	10 - 30
		A11	Airport (Ground Transportation Centre) (via HZMB Hong Kong Port)	North Point Ferry Pier	28%	15 - 35
		A17		Shum Wan	5%	60
		A21		Hung Hom Station	27%	8 - 20
		A22		Lam Tin Station	37%	15 - 40
		A23		Tsz Wan Shan (North)	19%	30
		A29		Po Lam	43%	15 - 60
		A31		Nina Tower	27%	15 - 30
		A33X		Fu Tai Estate	27%	20 - 60
		A35		Mui Wo	24%	Five departures in each direction daily
		A36		Long Ping Station	30%	20 - 60
		A41		Yu Chui Court	28%	10 - 30

<b>BCP</b>	<b>Mode of Public Transport</b> (Note 1)	<b>Route number</b>	<b>Origin and Destination</b>		<b>Average Daily Occupancy Rate</b> (Note 2)	<b>Headway (minutes)</b>
	GMB	901	HZMB Hong Kong Port	Tung Chung North	55%	12 - 30

Note:

- (1) All road-based BCPs in the above table and LMCSL BCP are also served by taxis.
- (2) The average occupancy rate is based on the patronage of the public transport services in a normal week in December 2019, or January 2020 (for those services which commenced operation since then).
- (3) As MTR is an open network where passengers may enter and exit at any stations, there is no information on the occupancy rate for the cross-boundary sections of East Rail Line.
- (4) GMBs and taxis are permitted to provide services at the LMC BCP daily from 11:00 pm to 6:30 am the next day.

The Transport Department (TD) has no record on the waiting time for passengers of the above public transport services to BCPs.

(c)

In the planning of public transport services for the above BCPs, TD has taken into account factors including anticipated passenger demand, provision of transport facilities, existing and planned public transport services in the vicinity of the BCPs concerned, etc. After the commissioning of the BCPs concerned, TD closely monitors the provision of local public transport services, and where necessary, will make adjustments to the services, such as operating supplementary bus routes and enhancing the frequency of such transport services, in order to meet the travelling need of cross-boundary passengers.

(d)

TD is responsible for the planning of local road-based public transport services for BCPs. On the other hand, the Railway Development Office of the Highways Department (HyD) is responsible for formulating plans for the development of railway network.

The work arising from the planning of public transport services for BCPs is undertaken by the existing staff of TD and HyD as part of their normal duties. There is no separate breakdown of the manpower resources and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)154**

**(Question Serial No. 1618)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

There has been a long-standing shortage of parking spaces in Hong Kong, which is far behind the growth rate of vehicles. It is mentioned in the Controlling Officer's Report of the Transport Department (TD) (under "Matters Requiring Special Attention in 2020-21") that the department will take forward in phases the recommendations of the study on parking for commercial vehicles (CVs). In this connection, will the Government inform this Committee of the following:

1. What are the proposals for addressing the shortage of parking spaces for CVs after the study?
2. What is the current shortfall of parking spaces for CVs in the territory? What is the estimated number of additional parking spaces required for CVs in the coming five financial years?
3. Will the Government examine developing underground smart car parks in various districts to increase the number of parking spaces?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 35)

Reply:

1. The recommendations arising from the consultancy study on parking for CVs and the latest progress of implementation are tabulated at Annex.
2. TD does not compile statistics on shortfall of parking spaces, as it is not practicable to ascertain the utilisation of parking spaces in private premises which are essential data in determining the actual shortfall. Hence, TD is not able to make a specific projection on the number of additional parking spaces required for CVs in the coming years.
3. To provide more parking spaces and to increase spatial efficiency, TD is actively studying pilot projects for automated parking system (APS) in Hong Kong. The

relevant consultancy study is expected to be completed in April 2020. TD is taking forward six APS pilot projects to acquire and consolidate experience in building, operating and managing different types of APS and the associated financial arrangements. This will pave the way for the wider application of APS in government and privately operated public car parks in the future.

TD has so far identified four sites for launching APS pilot projects, including a short-term tenancy site in Tsuen Wan, a public open space site at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, and two proposed government building sites at Chung Kong Road in Sheung Wan and Sheung Mau Street in Chai Wan. Of the four pilot projects with locations identified, the one in Sham Shui Po is tentatively planned to involve underground APS.

**Recommendations of  
the Consultancy Study on Parking for CVs and  
the Latest Progress of Implementation**

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time parking spaces	In 2019, 53 new on-street night-time CV parking spaces were provided.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2019/20 school year, 17 schools provided about 50 parking spaces for student service vehicles.
(3) Provide more on-street parking spaces and picking-up/setting-down facilities for coaches	In 2019, 61 new parking spaces and 109 picking-up/ setting-down facilities were provided for coaches.
(4) Specify in the tenancy agreement of suitable short-term tenancy car parks a minimum number of parking spaces for CVs	As at December 2019, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 30 short-term tenancy car parks, involving a total of some 1 670 CV parking spaces.
(5) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	Eight suitable sites for public CV parks have been identified. TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for provision of public CV parks at these sites.
(6) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines with a view to increasing the parking provision.	TD plans to promulgate the revised parking standards within 2020 after consulting relevant stakeholders.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)155**

**(Question Serial No. 3273)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General Non-Recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) indicated in last year's reply of THB(T)208 that it would "review the regulation of electric mobility devices (EMDs) in overseas regions and evaluate the implications of the use of these devices in Hong Kong on road safety, accessibility and road users, as well as the relevant legal requirements, management and implementation issues, etc." What is the progress of the relevant work? Please advise the work details, and the expenditure and manpower required for reviewing the use of EMDs in Hong Kong in the coming year.

Please provide the progress of the "Consultancy Study on Enhancing the Walkability in Hong Kong" (the Study). As for the work of taking forward the "Walk in HK" initiative, please set out the work details, and the expenditure and manpower to be involved in the coming year.

Asked by: Hon HUI Chi-fung (LegCo internal reference no.: 56)

Reply:

Under the "Walk in HK" initiative, TD is conducting the Study, which is expected to be completed within 2020. Apart from examining key walkability issues, the Study would review the use of EMDs in Hong Kong and the prevailing regulatory policies in overseas regions. The Government will make reference to the findings of the Study to consider the need for a regulatory regime for EMDs and conducting a trial scheme to study the technical issues and safety considerations in greater detail.

While the study is ongoing, some walkability enhancement measures arising from the Study have been put on trial in two pilot areas, namely Central and Sham Shui Po. The short-term measures, including decluttering of traffic signs and railings, have been implemented progressively since December 2019. The long-term measures are being refined, taking into account the public comments received from the public engagement exercise last year.

The management of the Study and implementation of the enhancement measures are undertaken by the existing staff of TD, and there is no separate breakdown of manpower involved. The fee for the Study is approximately \$13.9 million and the estimated expenditure in 2020-21 is \$7 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)156**

**(Question Serial No. 0353)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, there has been an increasing shortage of public parking spaces in Hong Kong, which has led to illegal parking in various districts and aggravated road traffic congestion. In this connection, will the Government inform this Committee of the following:

1. the numbers of different types of parking spaces (including publicly operated and privately operated ones) in each district over the past five years;
2. the details of illegal parking in each district over the past five years (please tabulate the number of summons issued against illegal parking in each district);
3. whether the Government has drawn up a vehicle-to-parking space target ratio in respect of each class of vehicles; if yes, what are the details; if no, what are the reasons; and
4. the government facilities under planning in which the Government plans to provide underground public smart car parks under the principle of "Single Site, Multiple Uses" over the next five years (please tabulate the information by district, type of facility under planning, estimated number of parking spaces to be provided and estimated expenditure to be involved).

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 28)

Reply:

1. The numbers of different types of parking spaces in each of the 18 districts over the past five years are provided in Annex 1.
2. The Hong Kong Police Force (HKPF) keeps information on fixed penalty tickets for illegal parking by Police Region. In the past five years, the numbers of fixed penalty tickets issued by HKPF against illegal parking under the Fixed Penalty (Traffic



Contraventions) Ordinance (Cap. 237) in each of the five Police Regions are set out in Annex 2.

3. Given the limited land resources in Hong Kong and the competing priorities for different land uses, it is neither reasonable nor practicable for the Government to set and pursue any specific target parking space ratio for each vehicle type. Nonetheless, the Government has been actively pursuing a host of short- and medium- to long-term measures to increase the supply of parking spaces, including but not limited to the following:
  - (a) designating suitable on-street locations as night-time parking spaces;
  - (b) encouraging schools to allow school buses to park within school premises after school hours;
  - (c) requiring developers to provide parking spaces at the higher end of the current parking standards under the Hong Kong Planning Standards and Guidelines (HKPSG) for new developments as far as practicable;
  - (d) reviewing the respective standards on parking spaces and loading/unloading bays for commercial vehicles as well as the standards on parking spaces for private cars stipulated in HKPSG with a view to updating the requirements and thereby increasing the number of private parking spaces in future housing developments;
  - (e) providing public parking spaces in suitable “Government, Institution or Community” facilities and public open space (POS) projects in line with the “single site, multiple uses” principle; and
  - (f) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.
  
4. To provide more parking spaces and to increase spatial efficiency, the Transport Department (TD) is actively studying pilot projects for APS in Hong Kong. The relevant consultancy study is expected to be completed in April 2020. TD is taking forward six APS pilot projects to acquire and consolidate experience in building, operating and managing different types of APS and the associated financial arrangements. This will pave the way for the wider application of APS in government and privately operated public car parks in the future.

TD has so far identified four sites for launching APS pilot projects, including a short-term tenancy site in Tsuen Wan, a POS site at the junction of Yen Chow Street and Tung Chau Street in Sham Shui Po, and two proposed government building sites at Chung Kong Road in Sheung Wan and Sheung Mau Street in Chai Wan. Of the four pilot projects with locations identified, the one in Sham Shui Po is tentatively planned to involve underground APS. The exact number of parking spaces to be provided and estimated expenditure for the project could only be worked out after completion of technical feasibility assessment.

**Numbers of parking spaces by type of vehicle and district in the past five years**

District	Situation as at	Private Car <sup>#</sup>	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Central & Western	Feb-20	38 706	1 142	80	1 415	41 343
	Feb-19	38 436	1 171	84	1 412	41 103
	Feb-18	37 988	1 216	84	1 348	40 636
	Feb-17	38 837	1 221	89	1 362	41 509
	Feb-16	37 778	1 238	77	1 301	40 394
Wan Chai	Feb-20	39 641	420	130	1 305	41 496
	Feb-19	39 425	396	130	1 289	41 240
	Feb-18	39 319	389	131	1 293	41 132
	Feb-17	39 021	389	131	1 269	40 810
	Feb-16	38 632	382	133	1 268	40 415
Eastern	Feb-20	46 637	1 839	340	2 473	51 289
	Feb-19	45 914	1 885	368	2 381	50 548
	Feb-18	45 216	1 889	291	2 267	49 663
	Feb-17	44 881	1 953	375	2 253	49 462
	Feb-16	44 115	1 921	370	2 163	48 569
Southern	Feb-20	39 416	1 157	356	1 864	42 793
	Feb-19	39 274	1 197	354	1 830	42 655
	Feb-18	38 792	1 205	262	1 809	42 068
	Feb-17	38 654	1 203	279	1 787	41 923
	Feb-16	37 633	1 063	287	1 742	40 725
Yau Tsim Mong	Feb-20	34 664	2 520	282	2 099	39 565
	Feb-19	33 487	2 386	285	2 101	38 259
	Feb-18	33 135	2 428	261	2 025	37 849
	Feb-17	32 992	2 430	266	2 007	37 695
	Feb-16	31 665	2 473	257	1 943	36 338
Sham Shui Po	Feb-20	29 282	3 257	413	1 990	34 942
	Feb-19	29 157	3 248	435	1 978	34 818
	Feb-18	28 641	3 201	422	1 886	34 150
	Feb-17	28 519	3 217	472	1 800	34 008
	Feb-16	28 585	3 031	427	1 646	33 689

District	Situation as at	Private Car#	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Kowloon City	Feb-20	48 820	1 293	232	1 948	52 293
	Feb-19	49 617	1 539	637	1 936	53 729
	Feb-18	49 171	1 641	715	1 875	53 402
	Feb-17	48 115	1 668	834	1 750	52 367
	Feb-16	45 613	1 676	975	1 554	49 818
Wong Tai Sin	Feb-20	20 864	1 288	160	2 276	24 588
	Feb-19	20 834	1 290	136	2 239	24 499
	Feb-18	20 859	1 254	136	2 257	24 506
	Feb-17	21 102	1 291	136	2 211	24 740
	Feb-16	20 822	1 312	151	2 125	24 410
Kwun Tong	Feb-20	47 028	3 276	176	4 279	54 759
	Feb-19	45 371	3 268	202	4 060	52 901
	Feb-18	44 926	3 733	200	3 818	52 677
	Feb-17	44 439	3 719	353	3 705	52 216
	Feb-16	43 983	4 020	352	3 537	51 892
Tsuen Wan	Feb-20	37 071	1 946	415	1 491	40 923
	Feb-19	36 863	1 976	425	1 426	40 690
	Feb-18	35 787	1 947	426	1 281	39 441
	Feb-17	34 981	1 919	396	1 230	38 526
	Feb-16	34 590	1 852	396	1 152	37 990
Tuen Mun	Feb-20	41 329	2 558	191	1 737	45 815
	Feb-19	40 974	2 524	171	1 681	45 350
	Feb-18	40 661	2 523	175	1 644	45 003
	Feb-17	39 843	2 529	175	1 614	44 161
	Feb-16	39 328	2 506	169	1 543	43 546
Yuen Long	Feb-20	41 688	2 105	357	1 771	45 921
	Feb-19	41 255	2 112	360	1 723	45 450
	Feb-18	40 857	2 108	346	1 677	44 988
	Feb-17	39 590	1 998	328	1 554	43 470
	Feb-16	38 206	1 852	353	1 475	41 886
North	Feb-20	21 625	1 714	77	842	24 258
	Feb-19	21 655	1 834	77	812	24 378
	Feb-18	21 290	1 818	79	781	23 968
	Feb-17	21 468	1 835	79	778	24 160
	Feb-16	20 846	1 737	74	754	23 411

District	Situation as at	Private Car#	Goods Vehicle	Coach/Bus	Motorcycle	Total*
Tai Po	Feb-20	29 524	1 133	140	1 032	31 829
	Feb-19	28 516	1 191	140	956	30 803
	Feb-18	28 396	1 194	140	966	30 696
	Feb-17	28 176	1 319	141	955	30 591
	Feb-16	27 969	1 329	160	927	30 385
Sai Kung	Feb-20	41 896	1 563	330	3 023	46 812
	Feb-19	40 963	1 542	339	2 922	45 766
	Feb-18	39 819	1 585	339	2 783	44 526
	Feb-17	38 720	1 567	373	2 746	43 406
	Feb-16	35 772	1 511	395	2 516	40 194
Sha Tin	Feb-20	73 554	2 676	232	2 965	79 427
	Feb-19	72 885	2 722	219	2 866	78 692
	Feb-18	72 189	2 740	215	2 803	77 947
	Feb-17	70 346	2 726	214	2 768	76 054
	Feb-16	70 033	2 697	233	2 669	75 632
Kwai Tsing	Feb-20	35 937	11 088	401	2 702	50 128
	Feb-19	35 717	11 053	296	2 682	49 748
	Feb-18	35 473	10 954	252	2 629	49 308
	Feb-17	35 452	10 585	321	2 614	48 972
	Feb-16	34 413	10 039	342	2 493	47 287
Islands	Feb-20	16 710	791	287	610	18 398
	Feb-19	16 107	793	226	574	17 700
	Feb-18	15 565	779	226	520	17 090
	Feb-17	16 479	829	226	516	18 050
	Feb-16	15 188	852	101	415	16 556
Total	Feb-20	684 392	41 766	4 599	35 822	766 579
	Feb-19	676 450	42 127	4 884	34 868	758 329
	Feb-18	668 084	42 604	4 700	33 662	749 050
	Feb-17	661 615	42 398	5 188	32 919	742 120
	Feb-16	645 171	41 491	5 252	31 223	723 137

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within private car parking spaces.

\* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

**Numbers of fixed penalty tickets issued against illegal parking in the past five years**

Police Region	Year				
	2015	2016	2017	2018	2019
Hong Kong Island	268 544	328 429	377 175	385 196	287 149
Kowloon East	194 503	237 281	299 716	351 968	251 430
Kowloon West	371 494	453 621	476 374	517 842	339 549
New Territories South	201 633	224 073	323 803	396 975	296 732
New Territories North	289 938	366 224	362 995	374 532	249 884
Total	1 326 112	1 609 628	1 840 063	2 026 513	1 424 744

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)157****(Question Serial No. 0357)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the franchised bus services, will the Government inform this Committee of the following:

1. Please advise on the lost trip rates of each franchised bus company in the past five years;
2. The number of complaints received related to lost trips and service delays of franchised buses in the past five years;
3. Please advise the existing mechanism for monitoring the lost trip situations of the franchised bus companies and its effectiveness; and
4. Will the Government establish a mechanism for imposing penalties on franchised bus companies to improve the lost trip situation? If yes, please advise the details; if not, what are the reasons?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 30)

Reply:

(1)

The lost trip rates of each franchised bus company in the past five years are set out below:

Franchised Bus Company (Note 1)	2015	2016	2017	2018	2019 (Note 2)
KMB	1.3%	1.5%	2.0%	3.3%	2.8%
CTB(F1)	1.7%	2.0%	1.9%	2.0%	2.5%
CTB(F2)	1.2%	1.7%	1.6%	1.0%	1.2%
NWFB	2.0%	2.4%	2.6%	2.9%	2.9%
LW	1.2%	0.7%	1.4%	1.0%	1.1%
NLB	0.0%	0.3%	0.4%	0.5%	0.5%

Franchised Bus Company (Note 1)	2015	2016	2017	2018	2019 (Note 2)
<b>Overall</b>	<b>1.4%</b>	<b>1.6%</b>	<b>2.0%</b>	<b>2.9%</b>	<b>2.6%</b>

Note 1: KMB—The Kowloon Motor Bus Company (1933) Limited

CTB(F1)—Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)

CTB(F2)—Citybus Limited (Franchise for Airport and North Lantau Bus Network)

NWFB—New World First Bus Services Limited

LW—Long Win Bus Company Limited

NLB—New Lantao Bus Company (1973) Limited

Note 2: The presented lost trip rates in 2019 have discounted the impact of public events on the regularity of franchised bus services between June and December 2019.

(2)

The numbers of complaints received by the Transport Department (TD) through the Transport Complaints Unit (TCU) under the Transport Advisory Committee and the Government's 1823 Call Centre related to lost trips and service delays of franchised buses in the past five years are set out below:

Year	2015	2016	2017	2018	2019
Number of Complaints	4 597	3 585	3 652	4 352	8 932 (Note 3)

Note 3: TCU received a total of 3 265 complaints about regularity of franchised bus services from two complainants in the first quarter to the third quarter of 2019.

(3) and (4)

Lost trips may be caused by factors within the control of the franchised bus companies, such as shortage of drivers and vehicles, vehicle breakdown, etc. On the other hand, some of the factors are external, such as public events, traffic congestion, traffic accidents and inclement weather, etc. TD has been closely monitoring the regularity and level of bus services through various channels, such as examining the operating returns submitted by the franchised bus companies, conducting surveys regularly and taking note of passengers' complaints or suggestions. Since 2015, TD has adopted a new methodology for calculating lost trip rates to reflect more accurately the lost trip situations for specific periods for appropriate follow-up actions. In addition, TD has put forward a mechanism for handling franchised bus operators' lost trips which sets out the procedures and steps on the issuance of letters of different degrees of gravity (such as reminding letters, advisory letters and warning letters) depending on the frequency and level of lost trips incurred as well as rectification actions taken by the franchised bus operators. The warning letters will pave the way for initiating further statutory sanctions under section 22 of the Public Bus Services Ordinance (Cap. 230), such as financial penalty, revocation of operating right of a particular bus route or of its franchise in the event that no apparent improvement is made by the franchised bus operator concerned without providing any reasonable explanations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)158**

**(Question Serial No. 0361)**

Head: (186) Transport Department

Subhead (No. & title): (700) General Non-recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has earmarked about \$1.15 billion in 2020-21 under the Subhead of General Non-recurrent for setting up the Smart Traffic Fund (the Fund) to provide funding support for enterprises or organisations to conduct research in and application of vehicle-related innovation and technology. The Fund is expected to commence operation in 2020-21. Will the Government advise of the following:

- 1) the specific details and progress of the preparation work;
- 2) the eligibility criteria for the Fund and the target number of beneficiary organisations;
- 3) whether there is any specific value-for-money measure to ensure proper use of funding; and
- 4) whether the Government has a plan to establish a mechanism for regular review.

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 3)

Reply:

Our reply to the various parts of the question is as follows:

The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund, which is expected to commence operation in 2020-21. The application eligibility, selection criteria, target applicants, implementation timetable, management and review mechanism of the Fund will be formulated taking into account the advice of the Task Force.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)159**

**(Question Serial No. 0362)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2020-21, the Transport Department (TD) will continue to review the operating conditions of public light buses (PLBs). Will the Government advise of the following:

- 1) the progress of the review and whether the public, the trade and the Legislative Council have been consulted; and
- 2) whether there is a timetable for the review and whether there is an interim report for reference?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 4)

Reply:

The maximum seating capacity of PLBs has been increased from 16 to 19 since 7 July 2017. TD has been conducting a regular survey on the market occupancy rate of PLBs since late 2018, based on which the supply of, and demand for, PLB services since the implementation of the new maximum seating capacity will be examined for the review of the operation of PLBs. TD has been maintaining close communications with the PLB trade in the course of our review.

The review is expected to be completed within the first half of 2020. We will brief the Legislative Council Panel on Transport and the PLB trade upon completion. There is no interim report of the review.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)160**

**(Question Serial No. 0363)**

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:

In 2020-21, the Transport Department (TD) will actively work with the industry as well as research and development institutions involved in automated driving systems to examine the feasibility of conducting joint trials of new autonomous vehicles (AVs) and related technology on public roads. Would the Government inform this Committee:

- 1) What criteria are being applied to evaluate the suitability of road environment for the development of automated driving system?
- 2) In the industry, who are the stakeholders from the commercial vehicle sector?
- 3) What are the supporting measures for rendering suitable and safe road environment for the trial of AVs?

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 5)

Reply:

(1)

To facilitate the development of AV technology, TD issued in mid-2017 “Movement Permits” to nine different models of AVs, enabling 30 trials to take place at designated routes under safe environment. In assessing whether a proposed route is suitable for trial of AVs, TD will take into account such major considerations as road type, speed limit, traffic flow, road configurations and conditions, etc. of the proposed route. For each trial, TD would also assess the competency of the AV operators as well as the road worthiness of the AV concerned. If necessary, TD may impose specific conditions in the movement permit to ensure that a trial is carried out in a safe manner.

In December 2019, TD published a new set of “Guidance Notes on the Trials of Autonomous Vehicles” (the Guidance Notes) to stipulate safety guidelines on the trials of AVs. The Guidance Notes give the testing organisations and the AV trade a firmer grasp of the requirements for conducting AV trials on roads under the existing legislation.

(2) and (3)

On promoting AV technology, TD set up the Technical Advisory Committee on the Application of Autonomous Vehicle Technologies in Hong Kong (the Committee) in November 2019. The Committee comprises stakeholders and experts from the AV trade, testing organisations and relevant research and development institutes, including the Applied Science and Technology Research Institute, Hong Kong Productivity Council, Hong Kong Science and Technology Parks Corporation, Cyberport, etc. The Committee will explore how best to draw up an appropriate regulatory framework for AVs.

Separately, TD has commenced studying the necessary legislative amendments with a view to allowing the trade to conduct trials of innovative technologies and is working in close collaboration with the trade to jointly stipulate the regulatory model for AVs as well as the conditions and supporting measures required for trials of AVs.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)161**

**(Question Serial No. 0364)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2020-21, the Transport Department (TD) will take forward in phases the recommendations of the study on parking for commercial vehicles (CVs). Will the Government advise of the following:

- 1) the current number of parking spaces for CVs in each district;
- 2) the shortfall of parking spaces for CVs in each district; and
- 3) the progress of and timetable for taking forward the recommendations of the study.

Asked by: Hon IP LAU Suk-ye, Regina (LegCo internal reference no.: 6)

Reply:

- 1) The numbers of parking spaces for CVs as at February 2020 in each of the 18 districts are provided at Annex 1.
- 2) TD does not compile statistics on the shortfall of parking spaces, as it is not practicable to ascertain the utilisation of parking spaces in private premises which are essential data in determining the actual shortfall.
- 3) The recommendations arising from the consultancy study on parking for CVs are taken forward by TD as on-going measures to increase the provision of parking spaces for CVs. The latest progress of implementation is tabulated at Annex 2.

**Numbers of Parking Spaces for CVs by District  
(as at February 2020)**

<b>District</b>	<b>Number of parking spaces for CVs</b>
Central and Western	1 222
Wan Chai	550
Eastern	2 179
Southern	1 513
Yau Tsim Mong	2 802
Sham Shui Po	3 670
Kowloon City	1 525
Wong Tai Sin	1 448
Kwun Tong	3 452
Tsuen Wan	2 361
Tuen Mun	2 749
Yuen Long	2 462
North	1 791
Tai Po	1 273
Sai Kung	1 893
Sha Tin	2 908
Kwai Tsing	11 489
Islands	1 078
<b>Total</b>	<b>46 365</b>

**Recommendations of  
the Consultancy Study on Parking for CVs and  
the Latest Progress of Implementation**

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time parking spaces	In 2019, 53 new on-street night-time CV parking spaces were provided.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2019/20 school year, 17 schools provided about 50 parking spaces for student service vehicles.
(3) Provide more on-street parking spaces and picking-up/setting-down facilities for coaches	In 2019, 61 new parking spaces and 109 picking-up/ setting-down facilities were provided for coaches.
(4) Specify in the tenancy agreement of suitable short-term tenancy car parks a minimum number of parking spaces for CVs	As at December 2019, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 30 short-term tenancy car parks, involving a total of some 1 670 CV parking spaces.
(5) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	Eight suitable sites for public CV parks have been identified. TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for provision of public CV parks at these sites.
(6) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines with a view to increasing the parking provision.	TD plans to promulgate the revised parking standards within 2020 after consulting relevant stakeholders.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)162****(Question Serial No. 3127)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the Government has taken forward different transport infrastructure projects such as Central Kowloon Route. Please advise the volume/capacity (v/c) ratios during peak hours and non-peak hours of the major sections of strategic routes in Hong Kong in the past five years. The Transport and Housing Bureau is responsible for monitoring the development of the transport system in Hong Kong. Please provide the following information in table form with a breakdown by each tunnel:

- (1) Name of tunnel
  - (2) Management, operation and maintenance (MOM) contract operator
  - (3) Average daily peak hour traffic v/c ratio
  - (4) Average daily peak hour traffic v/c ratio
  - (5) Average daily non-peak hour traffic volume
  - (6) Average daily non-peak hour traffic v/c ratio
  - (7) Estimated daily peak hour traffic volume during construction
  - (8) Estimated daily peak hour v/c ratio during construction
  - (9) Estimated daily non-peak hour traffic volume during construction
  - (10) Estimated daily non-peak hour v/c ratio during construction
- (a) Aberdeen Tunnel
  - (b) Cross-Harbour Tunnel
  - (c) Eastern Harbour Crossing
  - (d) Western Harbour Crossing
  - (e) Kai Tak Tunnel
  - (f) Lion Rock Tunnel
  - (g) Tate's Cairn Tunnel
  - (h) Tseung Kwan O Tunnel
  - (i) Eagle's Nest Tunnel and Sha Tin Heights Tunnel
  - (j) Shing Mun Tunnels
  - (k) Cheung Tsing Tunnel
  - (l) Tai Lam Tunnel
  - (m) Nam Wan Tunnel
  - (n) Discovery Bay Tunnel

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 23)

Reply:

The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means that the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means that the congestion is getting serious.

Since the morning and evening peak traffic demand at Cross-Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel, Tate's Cairn Tunnel and Tseung Kwan O Tunnel, has exceeded their respective design capacities, traffic queues are formed at the slip roads leading to the tunnels. The v/c ratios in the tables below are the ratios of actual traffic volume to design capacity of the respective tunnels, which have not taken into account those vehicles queueing to enter the tunnels. Therefore, the v/c ratios of the five above-mentioned tunnels would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity. In addition, traffic congestion at the northbound portal of the Aberdeen Tunnel during peak hours occasionally necessitates intermittent closure arrangements to control the number of vehicles entering the tunnel, thereby reducing the actual traffic volume and in turn lowering the v/c ratio concerned.

Further, the actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned, geometry of the road section, etc. It should therefore point out that a mere comparison between the actual traffic volume and the design capacity (based on number of lanes and width of the tunnel) may not truly reflect the actual traffic condition of the tunnels.

With the above caveats, the peak hour and non-peak hour traffic volume of each of the tunnels in Hong Kong and their respective v/c ratio in the past five years are provided in the two tables below <sup>Note 1</sup>:



(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	Tunnel operator	Direction	Year	Average hourly traffic volume (peak hour)	Average hourly v/c ratio (peak hour)	Average hourly traffic volume (non-peak hour)	Average hourly v/c ratio (non-peak hour)
Aberdeen Tunnel	Transport Infrastructure Management Limited	Northbound	2019	1 500	0.6	1 100	0.4
			2018	1 500	0.6	1 100	0.4
			2017	1 500	0.6	1 100	0.4
			2016	1 600	0.6	1 100	0.4
			2015	1 600	0.6	1 100	0.4
		Southbound	2019	1 900	0.7	1 200	0.5
			2018	1 800	0.7	1 200	0.5
			2017	1 800	0.7	1 200	0.5
			2016	1 900	0.7	1 300	0.5
			2015	2 000	0.8	1 300	0.5
Cross-Harbour Tunnel <sup>Note 4</sup>	Chun Wo Tunnel Management Limited	Northbound	2019	2 700	1.0	2 100	0.8
			2018	2 700	1.0	2 200	0.8
			2017	2 700	1.0	2 200	0.8
			2016	2 700	1.0	2 200	0.8
			2015	2 700	1.0	2 200	0.8
		Southbound	2019	2 800	1.1	2 200	0.8
			2018	2 800	1.1	2 200	0.8
			2017	2 800	1.1	2 200	0.8
			2016	2 800	1.1	2 200	0.8
			2015	2 900	1.1	2 300	0.9
Eastern Harbour Crossing	Pacific Infrastructure Limited	Northbound	2019	2 600	1.0	1 500	0.6
			2018	2 700	1.0	1 500	0.6
			2017	2 700	1.0	1 400	0.5
			2016	2 600	1.0	1 400	0.5
			2015	2 700	1.0	1 400	0.5
		Southbound	2019	2 700	1.0	1 400	0.5
			2018	2 700	1.0	1 300	0.5
			2017	2 700	1.0	1 300	0.5
			2016	2 700	1.0	1 300	0.5
			2015	2 800	1.1	1 300	0.5

(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	Tunnel operator	Direction	Year	Average hourly traffic volume (peak hour)	Average hourly v/c ratio (peak hour)	Average hourly traffic volume (non-peak hour)	Average hourly v/c ratio (non-peak hour)
Western Harbour Crossing	Western Harbour Tunnel Co. Ltd	Northbound	2019	2 600	0.6	1 300	0.3
			2018	2 500	0.6	1 300	0.3
			2017	2 500	0.6	1 300	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 400	0.6	1 200	0.3
		Southbound	2019	2 700	0.6	1 300	0.3
			2018	2 700	0.6	1 200	0.3
			2017	2 600	0.6	1 200	0.3
			2016	2 500	0.6	1 200	0.3
			2015	2 500	0.6	1 100	0.3
Lion Rock Tunnel	Chun Wo Tunnel Management Limited	Northbound	2019	2 500	1.0	1 700	0.7
			2018	2 500	1.0	1 700	0.7
			2017	2 500	1.0	1 800	0.7
			2016	2 500	1.0	1 800	0.7
			2015	2 500	1.0	1 800	0.7
		Southbound	2019	2 600	1.0	1 600	0.6
			2018	2 700	1.0	1 600	0.6
			2017	2 700	1.0	1 700	0.7
			2016	2 600	1.0	1 600	0.6
			2015	2 700	1.0	1 600	0.6
Tate's Cairn Tunnel	Pacific Infrastructure Management Limited	Northbound	2019	2 300	0.9	1 100	0.4
			2018	2 300	0.9	1 100	0.4
			2017	2 200	0.8	1 100	0.4
			2016	2 200	0.8	1 100	0.4
			2015	2 200	0.8	1 000	0.4
		Southbound	2019	2 300	0.9	900	0.3
			2018	2 300	0.9	900	0.3
			2017	2 300	0.9	900	0.3
			2016	2 200	0.8	900	0.3
			2015	2 300	0.9	900	0.3

(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	Tunnel operator	Direction	Year	Average hourly traffic volume (peak hour)	Average hourly v/c ratio (peak hour)	Average hourly traffic volume (non-peak hour)	Average hourly v/c ratio (non-peak hour)
Tseung Kwan O Tunnel	Chun Wo Tunnel Management Limited	Westbound	2019	2 700	1.0	1 700	0.7
			2018	2 700	1.0	1 600	0.6
			2017	2 700	1.0	1 600	0.6
			2016	2 700	1.0	1 600	0.6
			2015	2 700	1.0	1 800	0.7
		Eastbound	2019	2 800	1.1	1 800	0.7
			2018	2 800	1.1	1 800	0.7
			2017	2 800	1.1	1 700	0.7
			2016	2 700	1.0	1 700	0.7
			2015	2 700	1.0	1 800	0.7
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	TIML MOM Limited	Northbound	2019	2 300	0.5	1 100	0.2
			2018	2 200	0.5	1 100	0.2
			2017	2 100	0.4	1 000	0.2
			2016	2 000	0.4	1 000	0.2
			2015	1 800	0.4	900	0.2
		Southbound	2019	2 400	0.5	1 000	0.2
			2018	2 400	0.5	1 000	0.2
			2017	2 300	0.5	900	0.2
			2016	2 200	0.5	800	0.2
			2015	2 000	0.4	800	0.2
Shing Mun Tunnels	Chun Wo Tunnel Management Limited	Westbound	2019	1 800	0.7	900	0.3
			2018	1 900	0.7	1 000	0.4
			2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3
		Eastbound	2019	1 800	0.7	900	0.3
			2018	1 800	0.7	900	0.3
			2017	1 800	0.7	900	0.3
			2016	1 800	0.7	900	0.3
			2015	1 800	0.7	900	0.3

(I) Tolled tunnels <sup>Note 2,3</sup>							
Name of tunnel	Tunnel operator	Direction	Year	Average hourly traffic volume (peak hour)	Average hourly v/c ratio (peak hour)	Average hourly traffic volume (non-peak hour)	Average hourly v/c ratio (non-peak hour)
Tai Lam Tunnel	Route 3 (CPS) Co. Ltd.	Northbound	2019	1 800	0.4	1 100	0.2
			2018	1 800	0.4	1 100	0.2
			2017	1 800	0.4	1 100	0.2
			2016	1 800	0.4	1 100	0.2
			2015	1 800	0.4	1 100	0.2
		Southbound	2019	2 300	0.5	1 000	0.2
			2018	2 400	0.5	1 100	0.2
			2017	2 400	0.5	1 100	0.2
			2016	2 300	0.5	1 100	0.2
			2015	2 400	0.5	1 100	0.2

(II) Toll-free tunnels <sup>Note 5</sup>					
Name of tunnel	Tunnel operator	Direction	Year	Average hourly traffic volume	Average hourly v/c ratio
Kai Tak Tunnel	Chun Wo Tunnel Management Limited	Westbound	2019	1 200	0.5
			2018	1 200	0.5
			2017	1 200	0.5
			2016	1 200	0.5
			2015	1 200	0.5
		Eastbound	2019	1 000	0.4
			2018	1 000	0.4
			2017	1 000	0.4
			2016	1 000	0.4
			2015	1 000	0.4
Cheung Tsing Tunnel	TIML MOM Limited	Westbound	2019	1 700	0.4
			2018	1 800	0.4
			2017	1 800	0.4
			2016	1 700	0.4
			2015	1 700	0.4
		Eastbound	2019	1 500	0.3
			2018	1 500	0.3
			2017	1 500	0.3
			2016	1 500	0.3
			2015	1 400	0.3
Nam Wan Tunnel	TIML MOM Limited	Westbound	2019	1 100	0.2
			2018	1 100	0.2
			2017	1 000	0.2
			2016	900	0.2
			2015	900	0.2
		Eastbound	2019	1 100	0.2
			2018	1 200	0.3
			2017	1 100	0.2
			2016	1 100	0.2
			2015	1 100	0.2

Note 1: Most of the government tunnels were constructed a long time ago and the Transport Department (TD) does not have their estimated peak hour and non-peak hour traffic volumes and estimated v/c ratios at the time of construction.

- Note 2: The figures in Table (I) above refer to the average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions, which are compiled by tunnel operators through toll collection systems. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays.
- Note 3: TD does not have the data of Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles.
- Note 4: The average traffic flow and v/c ratio for Cross-Harbour Tunnel above have discounted the period from 13 November to 31 December 2019 due to closure and repair of damaged facilities.
- Note 5: For toll-free tunnels, including Kai Tak Tunnel, Cheung Tsing Tunnel and Nam Wan Tunnel, without toll collection systems through which records can be compiled, TD does not have breakdown of the traffic data for peak hours and non-peak hours. The figures with respect to toll-free tunnels in the Table (II) above are the average hourly vehicular flows for both directions provided by tunnel operators and their respective average v/c ratios.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)163**

**(Question Serial No. 3138)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government provide the traffic flow for the major roads below, and tabulate the following categories of the past year:

(1) Road name, (2) Average daily peak hour traffic flow (3) Average daily peak hour traffic volume/capacity (v/c) ratio (4) Average daily non-peak hour traffic flow (5) Average daily non-peak hour traffic v/c ratio (6) Estimated daily peak hour traffic volume at the time of construction (7) Estimated daily peak hour traffic v/c ratio at the time of construction (8) Estimated daily non-peak hour traffic volume at the time of construction (9) Estimated daily non-peak hour traffic v/c ratio at the time of construction.

Major Roads

Tuen Mun Road (Siu Lam Section) Eastbound

Tuen Mun Road (Siu Lam Section) Westbound

Tuen Mun Road (Sham Tseng Section) Eastbound

Tuen Mun Road (Sham Tseng Section) Westbound

West of Tsing Lung Tau

East of Tsing Lung Tau

Tai Lam Tunnel Southbound

Tai Lam Tunnel Northbound

Ting Kau Bridge Southbound

Ting Kau Bridge Northbound

Tuen Mun Road (Town Centre Section) Southbound

Tuen Mun Road (Town Centre Section) Northbound

North Lantau Highway Eastbound

North Lantau Highway Westbound

Lantau Link Eastbound

Lantau Link Westbound  
Yuen Long Highway near Lam Tei Interchange Southbound  
Yuen Long Highway near Lam Tei Interchange Northbound  
Yuen Long Highway near Tan Kwai Tsuen Southbound  
Yuen Long Highway near Tan Kwai Tsuen Northbound  
Stonecutters Bridge Eastbound  
Stonecutters Bridge Westbound  
Cheung Tsing Tunnel Eastbound  
Cheung Tsing Tunnel Westbound  
Castle Peak Road Tsing Lung Tau Section Eastbound  
Castle Peak Road Tsing Lung Tau Section Westbound  
Kong Sham Western Highway Southbound  
Kong Sham Western Highway Northbound  
Central-Wan Chai Bypass Eastbound  
Central-Wan Chai Bypass Westbound

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 34)

Reply:

As the traffic volume statistics in the Annual Traffic Census (ATC) are currently available up to 2018, the peak hour traffic volumes and peak hour traffic v/c ratios of the major roads concerned in 2018 as well as their design maximum capacities are at Annex.

As most of the major roads concerned were constructed a long time ago, the Transport Department does not have information on their estimated peak hour and non-peak hour traffic volumes at the time of construction. ATC does not contain information on the non-peak hour traffic volumes.



Major roads	Peak hour traffic volume <sup>1</sup> in 2018 (vehicle/hour)	Peak hour traffic v/c ratio <sup>2</sup> in 2018	Design maximum capacity <sup>3</sup> (vehicle/hour)
Tuen Mun Road (Siu Lam Section) (eastbound) <sup>4</sup>	-	-	4 700
Tuen Mun Road (Siu Lam Section) (westbound) <sup>4</sup>	-	-	4 700
Tuen Mun Road (Sham Tseng Section) (eastbound) East of Tsing Lung Tau, including the slip road from Sham Tseng	5 850	0.9	6 300
Tuen Mun Road (Sham Tseng Section) (westbound) East of Tsing Lung Tau Section	5 480	1.2	4 700
Tuen Mun Road – West of Tsing Lung Tau Section <sup>4</sup>	-	-	4 700
Tai Lam Tunnel (southbound)	3 720	0.8	4 700
Tai Lam Tunnel (northbound)	2 600	0.6	4 700
Ting Kau Bridge (southbound)	5 440	1.2	4 700
Ting Kau Bridge (northbound)	4 310	0.9	4 700
Tuen Mun Road (Town Centre Section) (southbound) (between Pui To Road and Tsing Chui Path)	4 430	0.9	4 700
Tuen Mun Road (Town Centre Section) (northbound) (between Pui To Road and Tsing Chui Path)	4 300	0.7	6 300
North Lantau Highway (eastbound) (between Tung Chung Eastern Interchange and Chek Lap Kok)	2 020	0.4	4 700
North Lantau Highway (westbound) (between Tung Chung Eastern Interchange and Chek Lap Kok)	1 760	0.4	4 700
Lantau Link (eastbound) (between Tsing Ma Bridge eastern end at Tsing Yi and Ngong Shuen Au)	3 750	0.8	4 700
Lantau Link (westbound) (between Tsing Ma Bridge eastern end at Tsing Yi and Ngong Shuen Au)	3 810	0.8	4 700
Yuen Long Highway near Lam Tei Interchange (southbound)	3 750	0.8	4 700
Yuen Long Highway near Lam Tei Interchange (northbound)	3 980	0.8	4 700
Yuen Long Highway near Tan Kwai Tsuen (southbound) <sup>4</sup>	-	-	4 700
Yuen Long Highway near Tan Kwai Tsuen (northbound) <sup>4</sup>	-	-	4 700

Major roads	Peak hour traffic volume <sup>1</sup> in 2018 (vehicle/hour)	Peak hour traffic v/c ratio <sup>2</sup> in 2018	Design maximum capacity <sup>3</sup> (vehicle/hour)
Stonecutters Bridge (eastbound)	2 060	0.4	4 700
Stonecutters Bridge (westbound)	1 770	0.4	4 700
Cheung Tsing Tunnel (eastbound)	3 170	0.7	4 700
Cheung Tsing Tunnel (westbound)	2 740	0.6	4 700
Castle Peak Road Tsing Lung Tau Section (eastbound) <sup>4</sup>	-	-	3 000
Castle Peak Road Tsing Lung Tau Section (westbound) <sup>4</sup>	-	-	3 000
Kong Sham Western Highway (northbound) <sup>4</sup>	-	-	3 000
Kong Sham Western Highway (southbound) <sup>4</sup>	-	-	3 000
Central-Wan Chai Bypass (eastbound) <sup>4</sup>	-	-	4 700
Central-Wan Chai Bypass (westbound) <sup>4</sup>	-	-	4 700

Note:

1. The peak hour refers to the busiest one hour from 7:00 am to 10:00 am and from 4:00 pm to 7:00 pm on weekdays (i.e. Mondays to Fridays, except public holidays).
2. The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means that the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means that the congestion is getting serious.
3. The design maximum capacity is calculated based on the number of traffic lanes and width of the road section concerned.
4. ATC does not contain information on the traffic volumes of these road sections.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)164**

**(Question Serial No. 3139)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In the past five years, would the Government advise the following land-based Boundary Control Points (BCPs) in respect of:

- (1) the inward and outward passenger flow and the percentage difference compared to the original estimate;
- (2) the average daily peak hour vehicular traffic volume;
- (3) the average daily peak hour vehicular traffic volume/capacity (v/c) ratio;
- (4) the average daily non-peak hour vehicular traffic volume;
- (5) the estimated daily peak hour vehicular traffic volume during construction;
- (6) the estimated daily peak hour v/c ratio during construction;
- (7) the estimated daily non-peak hour vehicular traffic volume during construction;
- (8) the estimated daily non-peak hour v/c ratio during construction;

for (A) Lo Wu (LW), (B) Lok Ma Chau Spur Line (LMCSL), (C) Lok Ma Chau (LMC), (D) Man Kam To (MKT), (E) Sha Tau Kok (STK), (F) Shenzhen Bay Port (SBP), (G) Heung Yuen Wai (HYW) (Liantang) and (H) Hong Kong-Zhuhai-Macao Bridge (HZMB).

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 35)

Reply:

According to the Immigration Department, the average daily numbers of cross-boundary passengers using the existing seven land-based BCPs at LW, LMCSL, LMC, MKT, STK, SBP and HZMB Hong Kong Port (HKP) in the past five years are as follows:

Year	Average Daily Numbers of Cross-boundary Passengers (Note 1)													
	LW		LMCSL		LMC		MKT		STK		SBP		HZMB HKP (Note 2)	
	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward
2015	115 327	112 638	81 889	87 807	42 458	35 441	6 270	4 678	4 424	4 156	51 350	51 903	--	--
2016	111 518	110 562	84 516	88 734	40 728	33 684	5 912	5 012	4 193	3 999	52 414	52 827	--	--
2017	111 197	112 661	80 994	81 992	43 038	35 572	6 187	5 431	4 309	4 147	55 450	55 857	--	--
2018	115 182	118 011	78 251	76 060	41 525	36 902	6 309	5 461	4 313	4 156	60 449	60 888	31 481	38 341
2019	105 470	108 871	69 343	68 072	35 730	32 220	5 291	4 642	3 731	3 616	52 690	52 861	24 270	28 944

**Note:**

(1) Figures in this table refer to all passengers passing through the BCPs excluding drivers and refused landing passengers.

(2) HZMB was commissioned on 24 October 2018.

LW and LMCSL are rail-based BCPs without clearance facilities for cross-boundary vehicles. LMC, MKT, STK, SBP and HZMB HKP are road-based BCPs. According to the Customs and Excise Department and the HZMB Authority (HZMBA), the average daily numbers of cross-boundary vehicular trips via these road-based BCPs in the past five years are as follows:

Year	Average Daily Numbers of Cross-boundary Vehicular Trips									
	LMC		MKT		STK		SBP		HZMB HKP (Note 1)	
	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward	Inward	Outward
2015	12 470	11 761	2 415	2 479	1 065	1 187	4 823	5 316	--	--
2016	12 119	11 607	2 408	2 452	1 037	1 200	5 606	5 899	--	--
2017	12 076	11 637	2 573	2 501	1 096	1 324	6 216	6 496	--	--
2018	11 283	11 006	2 297	2 272	1 067	1 246	6 537	6 645	1 725	1 769
2019	10 179	10 064	2 158	2 075	1 001	1 163	6 332	6 341	2 069	2 098

**Note:**

(1) HZMB was commissioned on 24 October 2018.

The Government does not have information on the percentage difference of existing passenger flow compared to the original estimate of LW, LMCSL, LMC, MKT, STK and SBP; or information broken down by peak and non-peak hours on vehicular traffic capacity and traffic volume projection figures during construction stage of the existing road-based BCPs between Hong Kong and Shenzhen (i.e. LMC, MKT, STK and SBP). The Government also does not keep a breakdown of the existing vehicular flow by peak and non-peak hours. Similarly, the vehicular flow figures of HZMB have not been categorised into peak and non-peak hours according to the HZMBA.

Construction of HYW BCP was substantially completed in 2019 and the preparatory work for commissioning is under way. Since the estimated vehicular flow figures of the HYW BCP have also not been categorised into peak and non-peak hours, no relevant information on parts (5) to (8) of the question is available.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)165**

**(Question Serial No. 3154)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government provide, for the past five years, the morning peak hour traffic volume/capacity (v/c) ratio, non-peak hour traffic volume, non-peak hour traffic v/c ratio, design maximum capacity, estimated daily peak hour traffic volume at the time of construction, estimated daily non-peak hour traffic volume at the time of construction:

Major Roads

Morning peak hour traffic volume

Tuen Mun Road (Siu Lam Section) Eastbound

Tuen Mun Road (Sham Tseng Section) Eastbound

West of Tsing Lung Tau

Tai Lam Tunnel Southbound

Ting Kau Bridge Southbound

Tuen Mun Road (Town Centre Section) Southbound

North Lantau Highway Eastbound

Lantau Link Eastbound

Yuen Long Highway near Lam Tei Interchange Northbound

Yuen Long Highway near Tan Kwai Tsuen Southbound

Stonecutters Bridge Eastbound

Cheung Tsing Tunnel Eastbound

Castle Peak Road Tsing Lung Tau Section Eastbound

Kong Sham Western Highway Southbound

Central-Wan Chai Bypass Eastbound Westbound (Since commissioning)

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 50)

Reply:

As the traffic volume statistics in the Annual Traffic Census (ATC) are currently available up to 2018, the morning peak hour traffic volumes and morning peak hour traffic v/c ratios of the major roads concerned from 2014 to 2018 as well as their design maximum capacities are at Annex.

As most of the major roads concerned were constructed a long time ago, the Transport Department does not have information on their estimated daily peak hour and non-peak hour traffic volumes at the time of construction. ATC does not contain information on the non-peak hour traffic volumes.

Major roads	Direction	Year	Morning peak hour traffic volume <sup>1</sup> (vehicle/hour)	Morning peak hour traffic v/c ratio <sup>2</sup>	Design maximum capacity <sup>3</sup> (vehicle/hour)
Tuen Mun Road (Siu Lam Section) <sup>4</sup>	Eastbound	-	-	-	4 700
Tuen Mun Road (Sham Tseng Section), East of Tsing Lung Tau, including the slip road from Sham Tseng	Eastbound	2018	5 850	0.9	6 300
		2017	5 830	0.9	
		2016	5 510	0.9	
		2015	4 870	0.8	
		2014	4 410	0.7	
Tuen Mun Road – West of Tsing Lung Tau Section <sup>4</sup>	Eastbound / Westbound	-	-	-	4 700
Tai Lam Tunnel	Southbound	2018	3 720	0.8	4 700
		2017	3 790	0.8	
		2016	3 760	0.8	
		2015	3 030	0.6	
		2014	3 600	0.8	
Ting Kau Bridge	Southbound	2018	5 440	1.2	4 700
		2017	4 740	1.0	
		2016	4 830	1.0	
		2015	4 950	1.1	
		2014	4 860	1.0	
Tuen Mun Road (Town Centre Section) (between Pui To Road and Tsing Chui Path)	Southbound	2018	4 430	0.9	4 700
		2017	4 530	1.0	
		2016	4 410	0.9	
		2015	4 300	0.9	
		2014	4 030	0.9	
North Lantau Highway (between Tung Chung Eastern Interchange and Chek Lap Kok)	Eastbound	2018	1 340	0.3	4 700
		2017	1 070	0.2	
		2016	1 340	0.3	
		2015	1 260	0.3	
		2014	1 080	0.2	
Lantau Link (between Tsing Ma Bridge eastern end at Tsing Yi and Ngong Shuen Au)	Eastbound	2018	2 390	0.5	4 700
		2017	2 290	0.5	
		2016	2 090	0.4	
		2015	2 030	0.4	
		2014	1 880	0.4	

Major roads	Direction	Year	Morning peak hour traffic volume <sup>1</sup> (vehicle/hour)	Morning peak hour traffic v/c ratio <sup>2</sup>	Design maximum capacity <sup>3</sup> (vehicle/hour)
Yuen Long Highway near Lam Tei Interchange	Northbound	2018	3 810	0.8	4 700
		2017	3 790	0.8	
		2016	3 680	0.8	
		2015	3 390	0.7	
		2014	3 290	0.7	
Yuen Long Highway near Tan Kwai Tsuen <sup>4</sup>	Southbound / Northbound	-	-	-	4 700
Stonecutters Bridge	Eastbound	2018	2 060	0.4	4 700
		2017	2 030	0.4	
		2016	2 010	0.4	
		2015	2 020	0.4	
		2014	1 910	0.4	
Cheung Tsing Tunnel	Eastbound	2018	3 170	0.7	4 700
		2017	3 250	0.7	
		2016	3 170	0.7	
		2015	3 110	0.7	
		2014	2 860	0.6	
Castle Peak Road - Tsing Lung Tau Section <sup>4</sup>	Eastbound	-	-	-	3 000
Kong Sham Western Highway <sup>5</sup>	Southbound	2017	600	0.2	3 000
Central-Wan Chai Bypass <sup>4,6</sup>	Eastbound / Westbound	-	-	-	4 700

Note:

1. The morning peak hour refers to the busiest one hour from 7:00 am to 10:00 am on weekdays (i.e. Mondays to Fridays, except public holidays).
2. The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means that the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means that the congestion is getting serious.
3. The design maximum capacity is calculated based on the number of traffic lanes and width of the road section concerned.
4. ATC does not contain information on the traffic volumes of these road sections.
5. The morning peak hour traffic volumes for years other than 2017 are not available.
6. Central-Wan Chai Bypass was fully commissioned in February 2019.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)166**

**(Question Serial No. 1571)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (1) Planning and Development, the provision for the coming year will be increased by 62.1% to \$1.039 billion. It is indicated in the "Matters Requiring Special Attention" that bus route rationalisation proposals will continue to be planned and formulated under the annual bus route planning programme, and the renovation project of the Ma On Shan Town Centre Public Transport Terminus (MOS PTT) will continue to be carried out on a pilot basis. In this connection, will the Government inform this Committee of the following:

In 2020-21 and 2021-22, which franchised bus routes will be introduced through tender exercise according to the study of the Transport Department (TD)? If different District Councils jointly submit bus route proposals within half a year, instead of waiting for TD's annual consultation, can the bus route proposals be implemented within these two financial years?

Based on the designated locations for arranging Bus-Bus Interchange (BBI) for franchised buses in the 18 districts, what are the average daily number of passenger trips using the interchange concessions in the past three years? After the Department obtains more funding, what are the plans for the introduction of large scale BBIs in the next two financial years and the additional number of passengers to be benefitted?

What are the works details, progress and expenses of the pilot project on renovation of the MOS PTT? How can the other public transport interchanges (PTIs) be included in the similar renovation programmes, say by negotiation among 18 district councils on agreeing the priority of the PTI locations?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 13)

Reply:

TD regularly reviews the transportation needs arising from infrastructure and housing developments as well as population growth in different districts, and considers the needs of introducing new franchised bus services under the annual bus route planning programme.

TD proposed to introduce 27 new bus routes in 2020 and 2021 under the bus route planning programme to cater for passenger demand. TD will select suitable franchised bus operators to operate these new bus services according to the established practice. Details of these routes are provided in the table below:

	Origin – Destination
1.	Tsuen Wan West – Sai Wan Ho (Tai On Street)
2.	San Tin – Sai Wan Ho (Tai On Street)
3.	Tuen Mun Area 54 – Sheung Shui (Tin Ping Estate)
4.	Tuen Mun Area 54 to Tsim Sha Tsui (Kowloon Station)
5.	Tuen Mun Area 54 to Kwun Tong Ferry Pier Public Transport Interchange
6.	Tuen Mun Area 54 – Wan Chai North
7.	Tuen Mun Area 54 – Sai Wan Ho (Tai On Street)
8.	Tuen Mun Area 54 – Siu Hong (North) (Circular)
9.	Pak Shek Kok – Wan Chai
10.	Fo Tan – Sai Wan Ho (Tai On Street)
11.	Tai Wai – Sai Wan Ho (Tai On Street)
12.	Wu Kai Sha Station – Hong Sing Garden
13.	Shek Mun Station – Choi Ming
14.	Queen’s Hill – Nam Cheong
15.	Queen’s Hill – Kai Tak
16.	Queen’s Hill – Hong Kong Station (Via Eastern Harbour Crossing)
17.	Queen’s Hill – Hong Kong Station (Via West Harbour Crossing)
18.	Nai Chung – Kwai Fong
19.	Tseung Kwan O Industrial Estate – Ngau Tau Kok Station (Circular)
20.	Kwai Chung (Shek Yam) to Hong Kong Science Park
21.	Kwai Chung (Shek Lei) – Airport (Ground Transportation Centre)
22.	Kwai Chung (Shek Lei) – Hong Kong-Zhuhai-Macao Bridge (Hong Kong Port) Public Transport Interchange
23.	Sha Tin (Shek Mun) – Airport (Ground Transportation Centre)
24.	Fo Tan (Royal Ascot) – Airport (Ground Transportation Centre)
25.	Tai Kok Tsui (Island Harbourview) to Kai Tak (Muk On Street)
26.	LOHAS Park Station Public Transport Interchange – Kowloon Bay (Circular)
27.	Siu Sai Wan (Island Resort) to Cyberport

TD consults the Traffic and Transport Committee of the District Councils (DCTTC) on the bus route planning programme as an annual exercise. TD is also a standing member of the DCTTC where, among others, franchised bus services are discussed. TD will assess bus service proposals received having regard to the passenger demand and travelling pattern, local developments, demographic changes, existing and planned public transport services and availability of the associated pick up/set down or terminating facilities, etc. The implementation timetable of feasible new bus routes or bus service adjustment proposals of existing routes will depend on the outcome of local consultation when needed, district development (such as the timing of population intake or commissioning of new transport infrastructure or facilities) and availability of bus resources, etc.

TD has all along been encouraging franchised bus operators to provide BBI schemes to benefit passengers. The average daily number of passengers benefited from BBI schemes offered by the franchised bus companies in 2017, 2018 and 2019 were about 187 000, 191 000 and 200 000 respectively.

In the coming two financial years (2020-21 and 2021-22), the Government plans to introduce three new BBIs at Tseung Kwan O Tunnel, Lam Tin – Tseung Kwan O Tunnel and Tuen Mun – Chek Lap Kok Link. TD does not have the information on the estimated number of additional passengers that will be benefited after the introduction of the above new BBIs.

TD, supported by the Architectural Services Department, is carrying out a pilot renovation project at MOS PTT with a view to providing passengers with a more comfortable waiting environment. The pilot project includes the provision of air-conditioned passenger waiting hall, bus regulator office with toilets and passenger's facilities (such as Wi-Fi services, electronic passenger information display panels and passenger seats at waiting areas etc.), as well as enhancement of lighting. Currently, the departments are working on the detailed design, and the construction works are planned to commence in end-2020 for completion in 2022. The estimated total expenditure of the project is about \$29 million. The Government will take into account the outcome of the MOS PTT pilot project and passengers' feedback to consider further renovation projects at other public transport interchanges.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)167**

**(Question Serial No. 1580)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

What is the expenditure involved in the provision of subsidy for installation of appropriate safety devices on franchised buses in this financial year? In addition to the monitoring on implementation of subsidy scheme for installation of appropriate safety devices on existing franchised buses, what is the latest progress for all recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service (IRC) to be carried out?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 29)

Reply:

The Government has set aside \$500 million to subsidise the franchised bus operators 80% of the relevant costs for retrofitting three safety devices, namely Electronic Stability Control (ESC), speed limiting retarder and seat belt, on appropriate existing franchised buses. About \$150 million has been earmarked for installation of ESC and speed limiting retarder, and about \$350 million has been earmarked for installation of seat belts.

The Government has been actively pursuing the recommendations put forward by the IRC in collaboration with the franchised bus operators. As at end-2019, among the 45 recommendations, 43 have been implemented or are being implemented (with some of them becoming on-going measures or actions). The Government is studying the remaining two recommendations, which involve legislative amendments or hinge on the implementation progress of the other initiatives, to formulate the next steps. The latest progress of the follow-up actions on the recommendations is at Annex.

**Report of the Independent Review Committee on  
Hong Kong's Franchised Bus Service**

**Summary of Recommendations and the latest progress on the follow-up actions**

<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
<p><i>(i) Safety Director</i></p> <p>(1) TD to establish a structure to develop a proactive approach to bus safety.</p>	<p><u>Being implemented</u></p> <p>TD has drawn up the various arrangements for appointing a Franchised Bus (FB) Safety Director and setting up a FB safety team, including the staff establishment and scope of work, etc. Subject to the approval by the Legislative Council on the funding for the manpower increase, it is expected that TD will set up a FB safety team, headed by a FB Safety Director, in 2020-21 so as to develop a proactive approach to take forward and implement relevant measures to ensure FB safety.</p>
<p>(2) TD to appoint a Safety Director and a small bus safety team.</p>	
<p>(3) Franchised bus operators to appoint their own Safety Directors.</p>	<p><u>Completed</u></p> <p>All FB operators have appointed their own Safety Directors.</p>
<p><i>(ii) Permanent Working Group on the enhancement of safety of franchised buses</i></p> <p>(4) Membership of the Permanent Working Group to be expanded to include independent members with expertise relevant to FB safety.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• The Working Group on the Enhancement of Safety of FB was turned into a permanent setup, and was revamped and renamed as the Committee on Enhancement of FB Safety (FB Safety Committee) in early 2019. Two local academic experts were appointed as members.</li> <li>• There are two sub-committees under the FB Safety Committee, namely the “Sub-Committee on In-vehicle Safety Devices and Technologies” and the “Sub-Committee on Training, Fatigue and Work Hour Management of Bus</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>Captains”. The sub-committees focus on the discussion of relevant topics and the monitoring of follow-up actions concerned. The sub-committees will also report work progress to the FB Safety Committee.</p> <ul style="list-style-type: none"> <li>• In 2019, meetings of the FB Safety Committee were held in April, June and November respectively, while a total of seven meetings were held by the two sub-committees.</li> </ul>
<p><i>(iii) Technological safety devices: TD’s technology team</i></p> <p>(5) A dedicated technology team to be formed urgently in TD.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• On the basis of the individual technology projects being carried out by different divisions in TD, some additional staff members, dedicated for transport technology matters, were added to the respective divisions of the department.</li> <li>• Upon the establishment of the FB safety team in future, the team will be dedicated to handling matters on FB safety and technological safety devices.</li> </ul>
<p>(6) The technology team to establish lines of communication with well-respected overseas jurisdictions, such as the Transport for London (TfL) and Land Transport Authority (LTA) to share information.</p>	<p><u>Completed (become an on-going task)</u></p> <p>At present, TD has already had lines of communication with well-respected authorities in overseas jurisdictions, such as TfL of the UK and LTA of Singapore, to share information available. TD will maintain and further enhance the lines of communications and exchanges with those overseas authorities.</p>
<p>(7) FB operators to appoint members of their own staff to be responsible for technological safety devices and to establish lines of communication with FB operators in well-respected overseas jurisdictions to share information.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• At present, local FB operators have already had lines of communications with FB operators in overseas jurisdictions to share information.</li> <li>• The Safety Directors of the FB operators have made coordinated efforts in handling</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>matters on technological safety devices and enhancing lines of communication and exchanges with overseas FB operators, including paying visits to overseas (e.g. Singapore, Japan and the UK, etc.) and Mainland China to communicate and exchange with local bus operators and manufacturers in respect of topics such as bus safety and application of advanced technologies, etc.</p>
<p><i>(iv) Subsidies</i></p> <p>(8) TD to establish a small fund to provide grants to FB operators to promote the uptake of new safety technology.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• TD has reviewed the currently available funds, and learnt that the scope of funding of the Innovation and Technology Fund (ITF) under the Innovation and Technology Commission should be able to cover new safety technology of FB. The ITF (including its Partnership Research Programme and Technology Voucher Programme has been providing financial support to local universities, public research institutions, local enterprises, and trade associations, etc., to encourage and help them to upgrade the technological level and introduce more innovative ideas into their business.</li> <li>• TD has informed FB operators of the funding scope of the ITF and encouraged them to apply for the fund to facilitate research and uptake of new safety technology to enhance FB safety and operations.</li> <li>• In addition, TD is following up on the provision of government subsidy for retrofitting existing double-deck buses with electronic stability control and speed limiting retarders, as well as seat belts on the upper decks. Details of which are at Item 10.</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(9) TD to engage an independent consultant to conduct a cost/benefit analysis in respect of the retrofitting of seat belts on the upper decks of some franchise buses.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• All new buses procured from July 2018 onwards have all their seats installed with seat belts. As at end-2019, about 400 newly procured buses with seat belts installed have been put into service.</li> <li>• TD engaged an independent consultant <sup>Note 1</sup> to commence a cost/benefit analysis in respect of the retrofitting of seat belts on FBs in February 2019. The study was completed in September 2019. It was revealed from the analysis that the Government should consider installing seat belts on the upper decks of double-deck buses registered in or after 2016 (around 1 900 buses). Moreover, the study also opined that those buses fitted with seat belts should first be deployed to routes operating via expressways and with longer journey distance.</li> </ul> <p>(<sup>Note 1</sup> The study was conducted by a team from the Department of Civil and Environmental Engineering, Hong Kong Polytechnic University as an independent consultant. The study report has been submitted to the FB Safety Committee and uploaded on TD website. )</p> <ul style="list-style-type: none"> <li>• In light of the study findings, TD and FB operators will arrange to have the seats on the upper deck of around 1 900 existing double-deck buses installed with seat belts. Relevant installation works will commence progressively from the second quarter of 2020 for target completion within three years. Among them, the installation works of 700 buses are expected to be completed in 2020. The Government will subsidise FB operators on 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators.</li> </ul>



<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
	<ul style="list-style-type: none"> <li>• Upon completion of the retrofitting works by 2022, it is estimated that there would be more than 3 000 buses, including the newly procured buses, fitted with seat belts. TD and FB operators will arrange to deploy these buses with priority given to long-haul routes operated via expressways with relatively fewer bus stops.</li> </ul>
<p>(10) TD to engage an independent consultant to conduct cost/benefit analyses in respect of the retrofitting of the electronic stability control system (ESC) and speed limiters with retardation function (speed limiting retarder), and all other safety devices proved to be technically successful, before TD requires installation of those devices by FB operators.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• Given the proven effectiveness of ESC and speed limiting retarder, TD has conducted a cost/benefit review based on the cost information provided by bus manufacturers and FB operators with reference to findings of relevant overseas studies. Relevant work has been completed and the findings revealed that the Government should consider retrofitting all existing buses with ESC and speed limiting retarder if technically feasible (around 4 200 buses).</li> <li>• In light of the study findings, TD and FB operators will arrange to have around 4 200 existing double-deck buses retrofitted with ESC and speed limiting retarder. Relevant installation works will commence progressively from the second quarter of 2020 for target completion within four years. The Government will subsidise FB operators on 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators.</li> <li>• All new buses procured from July 2018 onwards have been installed with ESC and speed limiting retarder. Upon completion of the retrofitting works by 2023, it is estimated that there would be more than 5 500 buses, including the newly-procured buses, equipped with ESC and speed limiting retarder.</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
<p><b>(v) Safety Performance Indicators</b></p> <p>(11) TD to establish more nuanced Safety Performance Indicators (SPIs).</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• With reference to the SPIs of TfL, TD has finalised the SPIs to be used in Hong Kong with FB operators and standardised the relevant data format.</li> <li>• The number of items covered in the newly adopted SPIs will be increased from two <sup>Note 2</sup> to 19. These items cover six areas (including general safety, bus passenger safety, operation and network safety, bus engineering safety, safety of employees at work, and management and assurance systems) with a view to reviewing the performance and trends on FB operators' safety in a holistic manner, so as to facilitate targeted studies and measures for further enhancement of FB safety.</li> </ul> <p>(<sup>Note 2</sup> The two items are: (i) safety-related defects per bus examination; and (ii) number of buses involved in accidents per million vehicle-km.)</p> <ul style="list-style-type: none"> <li>• TD and FB operators have started collecting the relevant data for trials since July 2019 and the new set of SPIs has been adopted to measure the safety performance since 1 January 2020.</li> </ul>
<p>(12) TD to seek elucidation and clarification from TfL of the SPIs adopted by TfL.</p>	
<p><b>(vi) Franchised Bus Accident Data</b></p> <p>(13) The accident data material in the Bus Safety Chapter of the Forward Planning Programmes (FPP) to be made public.</p>	<p><u>Completed (become an ongoing task)</u></p> <p>TD has consolidated the data and confirmed relevant publishing arrangement with FB operators. FB operators made public the accident data in the Bus Safety Chapter of the FPP submitted in 2019 via their websites in January / February 2020.</p>
<p>(14) TD to require the FB operators to report all FB accidents to TD on a monthly basis.</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• TD has required FB operators to report all</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(15) Consideration should be given by TD to instituting a common reporting/analysis system of FB accident data.</p>	<p>accidents involving FBs to TD on a monthly basis.</p> <ul style="list-style-type: none"> <li>• TD has been maintaining a database on bus accidents since 2019 and has standardised with FB operators the reporting/analysis arrangements for reporting to the FB Safety Committee on a regular basis and taking follow-up actions as appropriate.</li> </ul>
<p>(16) TD to stipulate to the FB operators common thresholds for reporting instances of excessive speeding and harsh braking.</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• TD has completed the setting of a target common thresholds with FB operators for providing real-time alerts and generating records of instances of excessive speeding and harsh braking for following up with bus captains. The relevant thresholds are as follows: <ul style="list-style-type: none"> <li>(i) excessive speeding <ul style="list-style-type: none"> <li>real-time alerts – speed exceeding 50km/h or 70km/h (depending on speed limits of the road sections);</li> <li>generation of record – speed exceeding 55km/h or 75km/h consecutively for 10 seconds; and</li> </ul> </li> <li>(ii) harsh braking <ul style="list-style-type: none"> <li>generation of record – force exceeding 0.4G</li> </ul> </li> </ul> </li> </ul>
<p>(17) TD to stipulate to the FB operators common thresholds of excessive acceleration.</p>	
<p><b><i>(vii) Real-time alerts</i></b></p> <p>(18) TD to require the FB operators to provide real-time alerts of excessive speeding, deceleration and acceleration to bus captains and to generate records of those events.</p>	<ul style="list-style-type: none"> <li>• Real-time alerts to bus captains and exception reports were generated automatically for speeding situations.</li> <li>• FB operators have been explaining to bus captains on the use of the relevant thresholds and took follow-up actions regarding reports on individual bus captains. During the implementation period, the number of speeding cases as reported saw a significant drop, while FB operators progressively tightened the relatively mild thresholds to help bus captains make gradual adaptation and continuous improvements in driving safety. FB operators have reported to the</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>FB Safety Committee on the situation, which has taken note of the progress made and will keep in view the implementation by FB operators.</p> <ul style="list-style-type: none"> <li>• TD and FB operators will follow up on the timetable for implementing the target common thresholds, with a view to fully implementing them in 2020.</li> </ul>
<p>(19) TD and FB operators to explore the feasibility of making use of the generation of real-time, or near real-time, of excessive speeding, deceleration and acceleration to provide an automatic alert to the FB operators Control Room, permitting communication with the bus if appropriate.</p>	<p><u>Being studied</u></p> <p>Upon implementation of the setting of common thresholds for reporting instances of excessive speeding and harsh braking, TD will explore with FB operators on the feasibility of the recommendation and the possible implementation timetable.</p>
<p><i>(viii) Bus captain training</i></p> <p>(20) TD to collaborate with the FB operators to identify key indicators of the effectiveness of the bus captain training system.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• The Practice Note on Training Framework for Franchised Bus Captains (Practice Note) issued by TD to all FB operators has been implemented since October 2018.</li> <li>• In end-2019 (i.e. one year after the implementation of the Practice Note), TD started to review the implementation of the Practice Note with FB operators, and to identify and stipulate common key indicators on the effectiveness of bus captain training systems. The review is expected to be completed in 2020.</li> </ul>
<p>(21) TD to stipulate that fatigue management form part of the training courses provided to bus captains.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• At present, the FB captain training courses have already included the elements of fatigue management, in which bus captains are reminded to, amongst others, have enough rest to recover their mental and physical strength, avoid fatigue from prolonged working, be mindful of their personal physical conditions and endurable working hours to ensure they</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
	<p>are mentally fit for driving and do more exercises to maintain good health, etc.</p> <ul style="list-style-type: none"> <li>• TD will study the issues of fatigue identification and management together with the feasibility of further strengthening the relevant training to bus captains.</li> </ul> <p>[Please also refer to Items 25 to 27 below.]</p>
<p>(22) TD to provide funding for a special course/programme for bus captains to deal with abusive and angry passengers.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• TD has planned to produce training materials for FB captains on how to handle difficult passengers. The teaching materials, mainly in the form of online short videos, will cover topics such as how to deal with abusive and angry passengers.</li> <li>• TD has come up with the relevant training materials and implementation arrangements with FB operators. The relevant work is expected to start in the first quarter of 2020 for completion of production and implementation in the second half of 2020.</li> </ul>
<p><i>(ix) Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks</i></p> <p>(23) An expert(s) on fatigue identification and management to be appointed as an ad hoc member of the Permanent Working Group.</p>	<p><u>Completed</u></p> <p>TD has appointed local experts to be members of the FB Safety Committee.</p>
<p>(24) The Guidelines on working hours, etc. to be stipulated in regulations.</p> <p>(25) Consideration to be given by the Permanent Working Group of whether permitting 14 hours of duty in a split shift is compatible with bus safety.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• In 2018, TD issued the latest revised “Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks” (Guidelines), which have been fully implemented by all FB operators since the second quarter of 2019.</li> </ul>
<p>(26) Consideration to be given by the Permanent Working Group to restricting the total hours of driving by a bus captain in periods of 14 or 28 days.</p>	<ul style="list-style-type: none"> <li>• TD has reviewed the implementation of the Guidelines by FB operators.</li> <li>• Having regard that FB operators are required to address the transportation needs of the public during the morning and</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(27) The Permanent Working Group to engage an independent consultant to conduct a cost/benefit analysis of the effect of abrogating the special shift exception to the 22 hours of duty rule, in particular the potential safety improvements, the number and cost of the additional bus captains that would be required and the implication to FB fares.</p>	<p>afternoon peak hours, the revised Guidelines allow bus companies to make appropriate arrangements in such way that the maximum duty hours of a special shift will not exceed 14 hours (provided that the driving hours therein should not exceed 10 hours and a rest break of no less than three hours be provided). At present, FB operators have started to implement arrangements for keeping the actual duty hours of each special shift not more than 13.5 hours and they have planned to gradually shorten the duty hours of a special shift to 13 hours by end-2020, subject to the progress of the recruitment of additional bus captains.</p> <ul style="list-style-type: none"> <li>• Besides following up on and monitoring the implementation of the latest revised Guidelines by FB operators, TD has also been engaged in studying fatigue identification and management for conducting a further comprehensive review of the Guidelines. This would include a cost/benefit analysis on whether the arrangement of a longer special shift meets safety criteria, the effect of abrogating it, as well as whether and how the total driving hours of bus captains should be capped over a certain period, etc.</li> <li>• Having regard to the literature review and research reports on driving fatigue in some overseas jurisdictions, TD has come to notice that a host of factors (including working hours, duty roster arrangement, rest times, as well as daily routine, sleep patterns and personal physical condition of the bus captains etc.) might cause fatigue on bus captains. TD has then discussed with the expert member of the FB Safety Committee from the Hong Kong Polytechnic University and two other local experts <sup>Note 3</sup> on the way forward.</li> </ul> <p>(<sup>Note 3</sup> One is a registered occupational therapist, chartered safety and health</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
	<p>practitioner, certified work capacity evaluator and registered driving assessor, and the other is an industrial engineer whose research focuses on the application of human factors on health care work system.)</p> <ul style="list-style-type: none"> <li>• In the light of the initial findings of overseas practices and TD’s subsequent discussions with the local experts/academics, TD has reported to the FB Safety Committee its plan to appoint independent local expert(s) to conduct research on identification and management of fatigue driving in the FB industry in Hong Kong. The preliminary study directions include: <ul style="list-style-type: none"> <li>(i) understanding the overall situation of fatigue driving of FB captains, the root of the problem and the causes;</li> <li>(ii) studying the correlation between FB captains’ working hours, rest times and duty roster arrangement (including special shifts) stipulated in the existing Guidelines and fatigue driving of bus captains; and</li> <li>(iii) exploring corresponding improvement strategies and measures.</li> </ul> </li> <li>• All FB operators and their bus captains will be engaged in the study.</li> <li>• As regards the recommendation to stipulate the Guidelines on working hours in regulations, it will be followed up together with the study on identification and management on fatigue driving.</li> </ul>
<p>(28) Citybus Limited (CTB) / New World First Bus (NWFB) and TD to work closely together to ensure that CTB/NWFB provides adequate rest facilities for drivers working on split shifts.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• Currently, there are 299 bus termini in Hong Kong (including those of MTR bus routes). FB operators have been progressively providing additional toilets and resting facilities at existing bus termini to cater for the needs of bus captains. At present, toilets are either located at or within a walking distance of three minutes at over 95% of the bus</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>termini. For the remaining bus termini, toilets are basically located within a walking distance of around four to seven minutes. On the other hand, about 90% of the bus termini have been provided with resting facilities for bus captains.</p> <ul style="list-style-type: none"> <li>• In addition to the provision of new rest rooms/rest facilities at the parking sites at Chai Wan Depot, Ocean Park and Sheung Wan for bus captains in 2018, CTB/NWFB have been progressively providing additional rest facilities for bus captains at different locations (including Exchange Square in Central, etc.) in 2019.</li> <li>• In 2017 to 2019, the Government has granted approval to 74 applications made by FB operators for providing working spaces/rest rooms/resting facilities.</li> </ul>
<p>(x) <i>Part-time bus captains: other employment</i></p> <p>(29) TD to stipulate to the FB operators the information that they are required to obtain, maintain and update in respect of the other employment of part-time captains, including the nature of the employment and the hours worked.</p>	<p><u>Completed (become an on-going task)</u></p> <p>At present, each FB operator already has its own mechanism for the part-time captains to report other employment.</p>
<p>(30) TD to require New Lantao Bus (NLB) to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by Kwoon Chung Motors Company Limited, or any other supplier of buses and drivers to NLB, and that NLB is required to be satisfied that, when they are performing driving duties for NLB, they are compliant with the Guidelines.</p>	<p><u>Completed (become an on-going task)</u></p> <p>As required by TD, NLB has obtained information and maintained records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by supplier(s) of buses and drivers.</p>



<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><i>(xi) The provision of rest and toilet facilities for bus captains</i></p> <p>(31) TD to amend the Transport Planning and Design Manual (TPDM) to delete the provision that toilet facilities for bus operator's staff will not be required in a bus terminus if such facilities are available in a nearby development.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• In August 2019, TD revised the relevant provisions in the TPDM to include guidelines on the requirement of providing fundamental facilities such as rest rooms and toilets etc. for bus captains and staff in the planning of new public transport interchanges and bus termini, and provided a layout template with the concerned area provision for the planners' reference.</li> <li>• In December 2019, the Planning Department amended the relevant provisions in the HKPSG.</li> </ul>
<p>(32) TD to invite the Planning Department to amend paragraph 4.1.6 of Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG) to stipulate that the provision of toilets and rest facilities are required at bus termini.</p>	
<p>(33) The Government to provide built-in structures of a bus regulator's office, and restrooms with toilets facilities at new public transport interchanges and bus termini.</p>	
<p>(34) TD to invite a representative of the Secretary for Transport and Housing to become a member of TD's task force monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>	<p><u>Completed (become an on-going task)</u></p> <p>The Transport and Housing Bureau's representative has joined and participated in the inter-departmental meeting coordinated by TD in monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>
<p><i>(xii) Abuse and assaults on bus captains</i></p> <p>(35) TD and the Hong Kong Police Force (HKPF) to conduct a long-term programme in the news print media, television and social media to educate the public and abusing a bus captain performing his duties is not only unacceptable but also a criminal offence.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• On 25 February 2019, TD rolled out a series of Announcements in the Public Interest (API) on television and the internet to raise passengers' awareness of safety and courtesy (including respect for bus captains) when using public transport</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>services.</p> <ul style="list-style-type: none"> <li>• TD and the HKPF have formulated the long-term publicity programme to raise awareness on matters such as passenger safety and behaviours etc., through various channels (including API on the internet and the radio, and the Road Safety Bulletin, etc.).</li> <li>• TD and the HKPF will review the implementation of the publicity programme on a regular basis.</li> </ul>
(36) TD to require the FB operators to display notices to remind FB passengers that abusing a bus captain is unacceptable and constitutes a criminal offence.	<p><u>Completed</u></p> <p>TD has standardised the contents of the notices, and FB operators have displayed them inside bus compartments to remind passengers not to disturb bus captains while driving.</p>
(37) TD to require the FB operators to install video cameras with audio capability at the entrance of buses and where the bus captain is seated.	<p><u>Completed</u></p> <p>FB operators have retrofitted audio-recording equipment on their buses installed with CCTV at bus captain cabins, and have activated the function concerned.</p>
(38) TD to propose specific legislation be enacted to make it an offence to make a threatening, abusive or insulting communication towards a bus captain performing his public duties.	<p><u>Being studied</u></p> <p>TD is reviewing the existing relevant legislative provisions to see if they are adequate for the prosecution of a passenger who makes threatening, abusive or insulting communication towards a bus captain performing his public duties. In parallel, TD will consult relevant government bureaux/departments.</p>
<p><i>(xiii) Illegal stopping by vehicles at and near franchised bus stops</i></p> <p>(39) Legislative provisions to be presented to the Legislative Council as soon as possible to provide for the service of fixed penalty tickets, other than by affixing them to the vehicle or giving them to the vehicle driver,</p>	<p><u>Being implemented</u></p> <p>On technology-assisted traffic enforcement, HKPF launched an Electronic Fixed Penalty Tickets (E-Ticketing) pilot scheme in Wan Chai, Tseung Kwan O and Sham Shui Po police districts in mid-March 2020. Under</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>and to permit service by E-ticket.</p>	<p>the pilot scheme, frontline enforcement officers process data on illegally parked vehicles via their mobile devices on the spot of contraventions and instantly print out fixed penalty notices by portable printers. According to HKPF, the scheme will be extended to all police districts progressively. In the longer run, the Government plans to draw up legislative proposals for expanding the means of serving fixed penalty tickets under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240).</p>
<p>(40) TD and HKPF to explore the feasibility of installing CCTV cameras at suitable vantage points, in particular lampposts, to monitor blackspots of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Being implemented</u></p> <p>HKPF is planning a trial scheme in collaboration with the Logistics and Supply Chain MultiTech R&amp;D Centre, under which video cameras will be mounted at appropriate vantage points and video analytics technology will be used for actual enforcement operation against certain traffic offences which more commonly cause traffic obstruction, including illegal stopping of vehicle at a bus stop or at a no-stopping restriction zone, etc. The initiative is still at the preparatory stage. HKPF will brief relevant stakeholders upon formulation of the specific details (including the trial locations, etc.) and before implementation of the trial scheme. Depending on the progress of the preparatory work, the trial scheme is expected to commence within 2020.</p>
<p>(41) FB operators to cooperate with the police to make available CCTV recordings obtained by cameras mounted on FBs of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Completed (become an on-going task)</u></p> <p>FB operators have liaised with HKPF on the matter, and have been providing the HKPF from time to time with CCTV footages of illegal stopping of vehicles at and near franchised bus stops, for follow-up actions by the HKPF.</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><i>(xiv) Priority measures for franchised buses</i></p> <p>(42) TD to give consideration to introducing a system of affording priority to buses as they exit bus stops to rejoin the highway.</p>	<p><u>Being implemented</u></p> <p>TD has progressively put on trial a new bus-friendly traffic measure since September 2019 in Shatin, Kwai Fong, Kowloon City and Central. The new bus-friendly traffic measure comprises the use of a newly designed “Give way to bus” traffic sign and “Slow” and “Give way to bus” road markings. In parallel, FB operators would stick labels of the “Give way to bus” sign on the back of some buses deployed at the trial sites.</p>
<p>(43) TD to make greater use of bus lanes in appropriate locations.</p>	<p><u>Completed (become an on-going task)</u></p> <p>TD has been committed to taking forward the item wherever possible. At present, there are 79 bus-only lanes and 14 designated bus gates in the territory. TD will continue to set up more bus-only lanes in appropriate locations. For example, a bus-only lane will be set up at the slip road leading from Po Hong Road to Tseung Kwan O Tunnel, and the associated works are expected to be completed in mid-2020.</p>
<p><i>(xv) Route risk assessment</i></p> <p>(44) TD to require the FB operators to provide TD with a route risk assessment for each of the routes on which their buses ply.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• TD has finalised with FB operators the detailed arrangements for conducting Route Risk Assessment (RRA). In conducting the RRA, FB operators should check and assess the actual operation of each bus route (including situations of the road, nearby environment, activities of other vehicles and pedestrians, etc.), and provide the bus captains with sufficient and appropriate driving instructions having regard to the unique operating situation of each bus route.</li> <li>• FB operators started to conduct RRA on all</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
	<p>routes of their bus networks progressively in the fourth quarter of 2019. They expect to complete the submission of reports for TD on RRA by end-2020.</p>
<p><i>(xvi) Speed limits</i></p> <p>(45) TD to identify suitable locations to conduct trials of a low-speed zone of 30 km/h.</p>	<p><u>Being implemented</u></p> <p>Under the Study on Enhancing Walkability in Hong Kong, TD has initially proposed to implement a trial of low-speed zone on the road sections in Sham Shui Po Street Market. TD carried out a public engagement exercise to consult the stakeholders from June to August 2019. The consultant is formulating the implementation arrangements, and TD will communicate with the Sham Shui Po District Council and stakeholders again later this year.</p>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)168**

**(Question Serial No. 1583)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Transport Department (TD) is responsible for monitoring franchised bus operation. With the spread of new coronavirus, different franchised bus companies have reduced the frequencies of their bus routes. Please set out the numbers of bus routes with frequency reduction and their respective percentages in the total numbers of bus routes in service (with a breakdown by bus company). Does the plan of frequency reduction require TD's approval?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 39)

Reply:

Due to the outbreak of COVID-19, and with the suspension of schools, closure of boundary control points, adoption of home office arrangement by the Government and some private enterprises, as well as decrease in social activities, there was a substantial drop of over 35% in the overall ridership for franchised bus services in January and February 2020. In the light of the changes in passenger demand, individual franchised bus companies have applied to TD for temporary service adjustments or suspensions of some of their bus routes. TD approved the service adjustments or suspensions of a total of 369 bus routes during the period between end-January and mid-February. In general, the service frequencies of the bus routes with approved service adjustments during peak and non-peak periods were lengthened by no more than 5 minutes, and the off-peak service frequencies were not longer than 30 minutes after the approved service adjustments. Generally, each approval for service adjustments or suspensions of most of these bus routes was for seven days and was subject to weekly review based on the actual situation. However, some bus routes had their services adjusted or suspended until the resumption of school terms or the reopening of facilities such as the West Kowloon Station, Lok Ma Chau Spur Line Control Point, Hong Kong Disneyland and Ocean Park. The numbers of routes with approved service adjustments or suspensions with breakdowns by franchised bus companies are set out in the table below.

Franchised bus company	Number of bus routes approved with temporary service adjustment or suspension in January and February 2020
The Kowloon Motor Bus Company (1933) Limited	200
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)	68
Citybus Limited (Franchise for Airport and North Lantau Bus Network)	14
New World First Bus Services Limited	58
Long Win Bus Company Limited	19
New Lantao Bus Company (1973) Limited	10
<b>Total</b>	<b>369</b>

When considering the franchised bus companies' applications, TD takes into account factors such as magnitude of the changes in passenger demand, occupancy rates of the bus routes especially during peak hours, and public acceptability of the proposed service reduction.

To tie in with the gradual resumption of government services and normal work arrangements from 2 March 2020, TD has asked the franchised bus companies to resume normal frequencies during peak hours, with the exception of about 90 routes serving cross boundary passengers (including land-based boundary control points and the Airport), students, tourists or with ridership continuously on the low side.

TD has seriously reminded franchised bus companies to operate their services according to the approved schedules and that they could not reduce the frequencies of the low demand routes without TD's prior approval. TD will continue to monitor closely the passenger demand and operations of franchised bus services, and work with the franchised bus companies for service adjustments as necessary.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)169****(Question Serial No. 1584)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Government subsidises the franchised bus companies to expedite the installation of seats and real-time bus arrival information display panels at suitable covered bus stops. The installation work has commenced by phases since November 2017. Please advise this Committee of:

- 1) the number of bus stop installed with seats with breakdown by District Council districts; and
- 2) the number of bus stop installed with display panels by 18 districts, and how many bus stops will be installed with display panels in 2020-21 and their locations?

Asked by: LAM Cheuk-ting (LegCo internal reference no.: 44)Reply:

The Government subsidises the franchised bus companies to install seats at about 2 600 covered bus stops and real-time bus arrival information display panels at about 1 300 covered bus stops with electricity supply in the territory. The installation is carrying out in phases from 2017 for completion in 2020-21. Up to end-February 2020, there are 1 345 and 338 covered bus stops installed with seats and display panels respectively. Their distribution in the 18 districts is set out in the table below:

<b>District</b>	<b>No. of bus stops installed with seats</b>	<b>No. of bus stops installed with display panels</b>
Eastern	57	3
Wan Chai	49	2
Central and Western	47	5
Southern	50	7
Yau Tsim Mong	64	11
Sham Shui Po	67	15
Kowloon City	82	22



<b>District</b>	<b>No. of bus stops installed with seats</b>	<b>No. of bus stops installed with display panels</b>
Wong Tai Sin	85	38
Kwun Tong	161	32
Kwai Tsing	69	24
Tsuen Wan	62	13
Tuen Mun	80	23
Yuen Long	99	20
North	48	14
Tai Po	48	18
Sha Tin	172	44
Sai Kung	91	39
Islands	14	8
<b>Total</b>	<b>1345</b>	<b>338</b>

Franchised bus companies plan to install the display panels at 957 bus stops in 2020-21 and their locations are listed at **Annex**.

**Location of the 957 bus stops with display panels to be installed by franchised bus companies under the Subsidy Scheme in 2020-21**  
**(as at February 2020)**

1037 King's Road outside Block A, Westlands Gardens  
127 King's Road outside 7 Seas Shopping Centre / Carson Mansion  
140 Tsat Tsz Mui Road outside Lady Robert Black Clinic  
15 A Kung Ngam Road outside Block F, Ming Wah Dai Ha  
2 Kornhill Road outside Kornhill Plaza (South)  
499 King's Road opposite to Island Place  
511 King's Road outside Island Place  
668 King's Road outside Healthy Village (Phase II)  
677 King's Road opposite to Model Housing Estate  
852 King's Road before Mansion Street  
991 King's Road outside Sunway Gardens  
Chai Wan Road before A Kung Ngam Road  
Chai Wan Road before Tai Tam Road  
Chai Wan Road near Koway Court  
Java Road opposite to Ibis North Point  
King's Road opposite to Cambridge House, Taikoo Place  
King's Road opposite to Tsing Fung Street  
Lei King Road opposite to On Ping Mansion (Tower 14), Lei King Wan  
Oi Yin Street outside Aldrich Garden  
Tai Hong Street outside Tai Hong House  
Tin Chiu Street outside Tin Chiu Street Playground  
Yiu Hing Road opposite to Yiu Tung Shopping Centre  
Yiu Hing Road outside Tung Hei Court Multi-storey Car Park  
Yiu Hing Road outside Yat Hei House (Block B), Tung Hei Court  
Braemar Hill Road opposite to Kiangsu-Chekiang College  
Chai Wan Road before Yee Tai Street  
Chai Wan Road outside Star of the Sea Catholic Church  
Fortress Hill Road opposite to Fo Kar Court  
Island Eastern Corridor outside Chai Wan Park  
Island Eastern Corridor outside Chong Gene Hang College  
King's Road before Tsing Fung Street flyover  
Siu Sai Wan Road outside Harmony Garden  
Siu Sai Wan Road outside Siu Sai Wan Sports Ground  
Tai Tam Road near Tsui Yue House (Block B), Shan Tsui Court  
Wing Tai Road outside Tsui Shou House, Tsui Wan Estate  
Yee King Road near lamppost 33387  
Yiu Hing Road opposite to King Hei House, Tung Hei Court  
Yiu Hing Road outside Hing Tung Shopping Centre  
Yiu Hing Road outside Yiu Wah House, Yiu Tung Estate  
1 Gloucester Road outside The Hong Kong Academy for Performing Arts  
113 Tai Hang Road outside Swiss Towers  
12 Mount Butler Road outside Jardine Court  
19 Eastern Hospital Road outside Tung Wah Eastern Hospital

1B Wong Nai Chung Road outside Hong Kong Sanatorium and Hospital  
22 Hennessy Road after Anton Street  
23 Tai Hang Road outside Morengo Court  
260 Queen's Road East outside The Zenith  
262 Gloucester Road after Cannon Street  
28 Harbour Road outside Causeway Centre  
286 Queen's Road East outside Queen Elizabeth Stadium  
35 Moorsom Road opposite to Jardine's Lookout Garden  
50 Gloucester Road outside Malaysia Building  
58 Mount Butler Road before Mount Butler Drive  
62 Moorsom Road outside Auizon  
7 Chun Fai Road outside Flora Garden  
7 Eastern Hospital Road outside Shing Kwong Church  
7 Gloucester Road outside Immigration Tower  
94 Blue Pool Road after Green Lane  
Caroline Hill Road opposite to South China Athletic Association  
Causeway Road outside Victoria Park  
Eastern Hospital Road outside Hong Kong Stadium  
Gloucester Road outside Victoria Park  
Hennessy Road outside Asian House  
Hennessy Road outside Southorn Playground  
Hing Fat Street outside Victoria Park Swimming Pool  
King's Road after Ngan Mok Street  
Leighton Road outside Craigenower Cricket Club  
Morrison Hill Road before Leighton Road  
Morrison Hill Road opposite to Happy Valley Racecourse (under Morrison Hill Road Flyover)  
Morrison Hill Road outside Happy Valley Racecourse  
Stubbs Road opposite to Tung Shan Terrace  
Stubbs Road outside Tung Shan Terrace  
Tai Hang Road outside Fontana Gardens  
Victoria Park Road near Causeway Bay Typhoon Shelter  
Wong Nai Chung Gap Road near Wong Nai Chung Reservoir Park  
Wong Nai Chung Gap Road outside Hong Kong Tennis Centre  
151- 159 Gloucester Road (inner) outside AXA Centre  
111 Leighton Road after Caroline Hill Road  
115 Wong Nai Chung Road before Broadwood Road  
18 Harbour Road outside Central Plaza  
27 Harbour Road outside Wan Chai Training Pool  
336 Tai Hang Road outside Marymount Primary School  
50 Tai Hang Road outside True Light Middle School of HK  
555 Hennessy Road outside East Point Centre / Sogo Department Store  
56 Tai Hang Road outside C.C. Lodge  
Causeway Road outside Hong Kong Central Library  
Lai Tak Tsuen Road outside Tsuen Wing Lau (Block 5), Lai Tak Tsuen  
Morrison Hill Road near South Pacific Hotel  
Stubbs Road after Bowen Road  
Stubbs Road opposite to Evergreen Villa  
Stubbs Road outside Lingnan Primary School

12- 16 Des Voeux Road Central outside The Landmark  
168- 200 Connaught Road Central outside Shun Tak Centre  
2 Murray Road outside Murray Road Multi-Storey Car Park  
23 Cotton Tree Drive outside Hong Kong Squash Centre  
3 MacDonnell Road near YWCA  
38 Kennedy Town Praya outside Belcher Bay Park  
38 Queensway outside High Court  
4 Des Voeux Road Central near HSBC Main Building  
79B Pok Fu Lam Road outside Chiu Sheung School Hong Kong  
8 Garden Road outside St. John's Cathedral  
88 Queensway outside Pacific Place  
94 Bonham Road near HKU East Gate  
Caine Road outside Caine Road Garden  
Chater Road outside Statue Square  
Connaught Road Central outside City Hall  
Connaught Road Central outside Jardine House  
Connaught Road Central outside Statue Square  
Cotton Tree Drive outside Lippo Centre  
Des Voeux Road Central outside Chater Garden  
Des Voeux Road Central outside Statue Square  
Des Voeux Road West after Queen's Road West  
Des Voeux Road West before Hill Road  
Garden Road outside HK Zoological & Botanical Garden  
Harcourt Road outside Central Government Offices  
Kennedy Town Praya before Sai Cheung Street  
Kennedy Town Praya opposite to Collinson Street  
Pier Road opposite to Harbour Building  
Pok Fu Lam Road opposite to Pokfield Road Bus Terminus  
Queen's Road Central opposite to HSBC Main Building  
Queensway outside Bank of China Tower  
Robinson Road opposite to Garden Terrace  
Tamar Street outside Lippo Centre  
Victoria Road before Mount Davis Road  
139 Des Voeux Road West after Eastern Street  
2- 8 Caine Road outside Caritas Centre  
2 Lyttelton Road outside St. Stephen's Girls' College  
60 Robinson Road before Seymour Road  
93 Queensway outside Admiralty Garden / Queensway Plaza  
Peak Road before Guildford Road  
Peak Road before Mount Kellett Road  
Pok Fu Lam Road near HKU Yam Pak Building  
Pok Fu Lam Road opposite to Pok Fu Lam Road Playground  
Pok Fu Lam Road outside Pok Fu Lam Road Playground  
Sai Ning Street opposite to China Merchants Godown  
14 Wong Chuk Hang Road outside Victory Factory Building  
150 Pok Fu Lam Road outside LCSD Pokfulam Nursery  
162 Pok Fu Lam Road outside Pok Fu Lam Village  
168 Wong Chuk Hang Road outside Wong Chuk Hang Sports Centre  
20 Repulse Bay Road opposite to Monte Verde

32 Repulse Bay Road opposite to Manhattan Tower  
39A Tung Tau Wan Road opposite to St. Stephen's College  
40 Stanley Village Road before Stanley Mound Road  
52 Island Road outside Island Club  
6 Stanley Village Road before Stanley Beach Road  
76 Chung Hom Kok Road  
Aberdeen Praya Road outside Ocean Court  
Aberdeen Reservoir Road opposite to Pak Sha Lau, Yue Kwong Chuen  
Ap Lei Chau Bridge Road after Lee Chi Road  
Cape Road after access road to Lung Tak Court  
Cape Road outside Koon Ma House, Ma Hang Estate  
Chi Fu Road after Chi Fu Close  
Chi Fu Road outside Chi Fu Fa Yuen Tennis Court  
Chung Hom Kok Road opposite to Chung Hom Kok Fire Station  
Island Road opposite to Deep Water Bay Beach  
Lei Tung Estate Road outside Lei Tung Shopping Centre (Phase 2)  
Nam Fung Road after Deep Water Bay Road  
Nam Fung Road near South Island School  
Nam Fung Road outside Wong Chuk Hang Hospital / Complex for Elderly  
Pok Fu Lam Road opposite to Ebenezer School & Home for the Visually Impaired  
Pok Fu Lam Road opposite to HKCCCU Pok Fu Lam Road Cemetery  
Pok Fu Lam Road opposite to Yu Chun Keung Memorial College No.2  
Pok Fu Lam Road outside HKCCCU Pok Fu Lam Road Cemetery  
Pok Fu Lam Road outside Middleton Towers  
Repulse Bay Road after Headland Road  
Repulse Bay Road opposite to Repulse Bay Towers  
Repulse Bay Road opposite to The Repulse Bay / Old Repulse Bay Hotel  
Stanley Gap Road after Stanley Gap Road Interchange  
Victoria Road opposite to access road to Upper Baguio Villa  
Wah Fu Road outside Wah Ching House, Wah Fu Estate  
Wong Chuk Hang Road after Ocean Park Road  
Wong Chuk Hang Road outside Grantham Hospital  
Wong Chuk Hang Road outside Hong Kong Country Club  
Wong Chuk Hang Road outside Ocean Park Carpark  
Wong Nai Chung Gap Road opposite to HK Tennis Centre  
Yue Kwong Road opposite to Hoy Au Lau, Yue Kwong Chuen  
147 Pok Fu Lam Road opposite to Pok Fu Lam Village  
33 Tai Tam Road outside The Manhattan  
84 Stanley Village Road after Wong Ma Kok Road  
Aberdeen Praya Road outside Aberdeen Promenade  
Cape Road outside Chun Ma House, Ma Hang Estate  
Repulse Bay Road opposite to The Brentwood  
Tai Tam Road opposite to The Red Hill Peninsula  
Wu Nam Street opposite to On Tai Building  
Argyle Street outside House No. 83 Sincere House [2]  
Boundary Street outside Tai Hang Tung Recreation Ground [2]  
Boundary Street opposite to Mongkok Stadium  
Canton Road outside The Victoria Towers  
Chatham Road South outside Science Museum near lamppost DF0154

Cheong Wan Road outside HK Polytechnic University  
Gascoigne Road after Labour Tribunal  
Gascoigne Road Chi Wo Street lamppost AA3705  
Hoi Wang Road outside Charming Garden  
Hoi Wang Road outside Hoi Fu Court  
Hoi Wang Road outside Park Avenue  
Hong Chong Road Cross Harbour Tunnel Bus Bay  
Hung Hom Railway Station Bus Terminus  
Island Harbourview Bus Terminus  
Jordan Road House No. 3 near Chi Wo Street  
Jordan Road House No. 5 near Chi Wo Street  
Jordan Road outside Kowloon Union Church  
Lai Chi Kok Road House No. 112 near Tai Nam Street Sitting Out Area  
Lai Chi Kok Road outside House No. 166 near Tai Nam Street Sitting Out Area  
Nathan Road House No. 134 near Kimberley Road  
Nathan Road House No. 138 near St. Andrew's Church  
Nathan Road near Gascoigne Road lamppost E0217-5  
Nathan Road outside House No. 105, near Kowloon Park [4]  
Nathan Road outside House No. 132, near The Mira Hong Kong  
Nathan Road outside House No. 23-25 Prestige Tower  
Nathan Road outside House No. 630 Bank Centre [2]  
Nathan Road outside House No. 636 Bank Centre  
Nathan Road outside House No. 760 near Allied Plaza  
Nathan Road outside Mongkok Police Station  
Nathan Road outside Peninsula Hotel  
Prince Edward Road West outside Prince Edward Road /Nullah Road Garden  
Sai Yee Street outside Queen Elizabeth Secondary School  
Salisbury Road East Tsim Sha Tsui Station  
Salisbury Road Middle Road Park  
Salisbury Road Middle Road Park near lamppost AA7972-3  
Tsim Sha Tsui East Bus Terminus  
Cheung Sha Wan Bus Terminus  
Cheung Sha Wan Road near Cheung Sha Wan Path  
Cheung Sha Wan Road near Mei Foo Railway Station  
Cheung Sha Wan Road outside Cheung Sha Wan Post Office  
Cheung Sha Wan Road outside CLP Power Station east of Mei Lai Road [2]  
Cheung Sha Wan Road outside CLP Sham Shui Po Centre  
Cheung Sha Wan Road outside Maple Street Sports Ground  
Cheung Sha Wan Road outside Cheung Sha Wan Post Office  
Cheung Sha Wan Road outside Tin On Industrial Building, near Cheung Sha Wan Path  
Cheung Sha Wan Road outside Yat Ching House Yee Ching Court [2]  
Cheung Sha Wan Road outside Yee Kok Court [2]  
Cheung Sha Wan Road opposite to Cheung Sha Wan Fire Station  
Cheung Sha Wan Road opposite to Trade Square  
Lai Chi Kok Bus Terminus  
Lai Chi Kok Road outside IVE (Haking Wong)  
Lai Chi Kok Road outside Sham Shui Po Park  
Mei Lai Road near Lai Wan Road  
Mei Lai Road near Mei Foo Sun Chuen, outside Mobil Petrol Station

Mei Lai Road opposite to Mei Foo Sun Chuen  
 Mei Lai Road south of Lai Wan Road lamppost K2192-8  
 Nam Cheong Street opposite to Chak On Estate  
 Pak Wan Street outside Chak Tin House  
 Pak Wan Street outside Cheung Tin House  
 Po On Road outside Wing Hei House, Po Hei Court  
 Sham Mong Road near Hing Wah Street West  
 Sham Shui Po (Yen Chow Street) Bus Terminus  
 So Uk Bus Terminus  
 Tai Hang Tung Road north of Tat Chee Avenue [2]  
 Tai Hang Tung Road north of Tong Yam Street  
 Tai Hung Tung Bus Terminus outside Tung Lung House, Tai Hang Tung Estate  
 Tai Po Road outside Carlton Hotel  
 Tai Po Road outside House No. 292, near Saviour Lutheran School  
 Tat Chee Avenue outside House No. 26  
 Tat Chee Avenue opposite to House No. 1, near lamppost E8927-5  
 Tonkin Street near Cheung Sha Wan Railway Station  
 Tonkin Street outside Fu Cheong Estate  
 Tonkin Street outside Lai Kok Estate [2]  
 Tonkin Street outside Lei Cheng Uk Tomb Park  
 Woh Chai Street outside Man Lok House, Tai Hang Sai Sun Chuen  
 Woh Chai Street outside Mei Sang House, Shek Kip Mei Estate  
 Woh Chai Street outside Shek Kip Mei Estate Block 23  
 Argyle Street House No. 173  
 Argyle Street outside Argyle Street Playground [2]  
 Argyle Street outside House No. 121  
 Argyle Street outside House No. 123  
 Argyle Street outside House No. 125  
 Argyle Street outside The Astrid  
 Broadcast Drive House No. 15-37 near Lung Cheung Court  
 Broadcast Drive outside House No. 89-91  
 Chung Hau Street Carmel Secondary School lamppost AA1351-8G  
 Cornwall Street east of Ede Road  
 Cornwall Street opposite to House No. 6 Lockoo Gardens  
 Fat Kwong Street Valley Road Estate Block 2  
 Hau Man Street near Kar Man House, Oi Man Estate  
 Hung Hom South Road outside Hung Hom Bay Centre  
 Kowloon Tong Suffolk Road  
 La Salle Road Sheffied Garden  
 Laguna Verde Bus Terminus  
 Lancashire Road House No. 34 east of Oxford Road  
 Ma Tau Chung Road House No. 98-98B  
 Ma Tau Chung Road outside Argyle Street Playground [2]  
 Ma Tau Chung Road outside House No. 115  
 Ma Tau Chung Road outside House No. 77  
 Ma Tau Chung Road outside Sung Wong Toi Park [2]  
 Prince Edward Road East near Sa Po Road [4]  
 Prince Edward Road West near Ma Tau Chung Road [8]  
 Prince Edward Road West near Padek Palace

Prince Edward Road West outside Belvedere Heights  
 Prince Edward Road West outside House No. 199  
 Prince Edward Road West outside House No. 201  
 Prince Edward Road West outside House No. 249  
 Prince Edward Road West opposite to The Lamma Palace [2]  
 Princess Margaret Road near Greenfield Terrace  
 Princess Margaret Road Oi Man Estate lamppost AA5593-2G  
 Renfrew Road House No. 30 opposite to Mary Rose School  
 Renfrew Road Kowloon Tong Force Quarters  
 Sa Po Road outside Regal Oriental Hotel  
 Sheung Shing Street Sheung Lok Street near lamppost AA1123-8  
 Waterloo Road House No. 81 St. George Apartments  
 Waterloo Road Kowloon Tong Club [2]  
 Waterloo Road south of Derby Road  
 Waterloo Road south of Junction Road  
 Waterloo Road south of Rutland Quadrant lamppost K8660-6  
 Waterloo Road south of Suffolk Road  
 Argyle Street outside Argyle Street Playground  
 Ma Tau Chung Road outside Argyle Street Playground  
 Choi Hung Access Road outside Kam Pik House, Choi Hung Estate  
 Choi Hung Bus Terminus  
 Choi Hung Road near Luen Yee Road  
 Fu Mei Street outside Wang Yip House, Wang Tau Hom Estate  
 Fu Shan Bus Terminus  
 Fung Mo Street outside Morse Park  
 Fung Shing Street outside Koon Yat House, Choi Wan Estate  
 Fung Tak Road near Sheung Yuen Street  
 Junction Road Lok Fu Plaza lamppost K8694  
 Junction Road outside Lok Him House, near lamppost K8704  
 Lung Cheung Road near Ping Ting Village, Ngau Chi Wan  
 Lung Cheung Road near Wang Yiu House, Wang Tau Hom Estate  
 Lung Cheung Road outside Temple Mall North  
 Po Kong Village Road near Po Kong Village Road Sports Centre  
 Po Kong Village Road outside Fu Yan House, Fu Shan Estate  
 Po Kong Village Road outside Fu Yau Building  
 Prince Edward Road East near Choi Hung Interchange [2]  
 Tsui Chuk Garden Bus Terminus  
 Tsz Wan Shan (South) Bus Terminus [3]  
 Tsz Wan Shan Road near Ching Fai House, Tsz Ching Estate  
 Tung Tau Tsuen Road outside Mei Tung House, Mei Tung Estate  
 Tung Tau Tsuen Road outside Morse Park No. 1, near lamppost E1370  
 Tung Tau Tsuen Road outside Morse Park Open-air Theatre  
 Tung Tau Tsuen Road outside Wai Tung House, Tung Tau Estate  
 Tung Tau Tsuen Road outside Ying Tung House, Tung Tau Estate [2]  
 Wai Wah Street near On Hong House  
 Wong Tai Sin Road near Wong Tai Sin Temple  
 Cha Kwo Ling Road outside Block 17 Laguna City  
 Chun Wah Road opposite to Chun Wah Court  
 Chun Wah Road opposite to Lok Wah Estate Community Centre



Hip Wo Street opposite to Wah Fung Court  
 Kai Cheung Road opposite to Dah Chong Hong Motor Car Service Centre [2]  
 Kai Fuk Road near Sheung Yee Road  
 Kai Fuk Road outside KITEC  
 Kai Tin Road near Kai Tin Shopping Centre  
 Kai Yip Bus Terminus [3]  
 King Yip Street outside House No.57, near Hing Yip Industrial Building  
 Ko Chiu Road near Ko Yuen House, Ko Yee Estate  
 Kowloon Bay Bus Terminus  
 Kwun Tong (Elegance Road) Bus Terminus  
 Kwun Tong (Yue Man Square) Bus Terminus  
 Kwun Tong Ferry Bus Terminus [10]  
 Kwun Tong Road Kwun Tong Railway Station Bus Terminus [2]  
 Kwun Tong Road near Kowloon Bay Railway Station  
 Kwun Tong Road outside Kai Yip Estate  
 Kwun Tong Road outside Kwun Tong Road Sitting-Out Area [2]  
 Kwun Tong Road outside Ngau Tau Kok Railway Station [2]  
 Kwun Tong Road opposite to APM Millennium City 5 [2]  
 Kwun Tong Road opposite to Kowloon Bay Station [3]  
 Kwun Tong Road opposite to Millennium City  
 Laguna City Bus Terminus  
 Lei Yue Mun Road near Yau Tong Estate  
 Lei Yue Mun Road outside Lai Yue Mun Road Playground  
 Lei Yue Mun Road outside St. Antonius Primary School [2]  
 Lin Tak Road outside Choi Tin House, Hing Tin Estate  
 Lin Tak Road outside Hong Yat Court  
 Lin Tak Road opposite to Hong King House, Hong Yat Court  
 Ngau Tau Kok Bus Terminus [4]  
 Pik Wan Road near Lung Pak House Hong Pak Court and lamppost AA1214-0G  
 Pik Wan Road near Tak Hong House, Tak Tin Estate  
 Pik Wan Road near Tak Lok House, Tak Tin Estate  
 Pik Wan Road outside Heng Nga House Hong Nga Court, near lamppost AA1208-5G  
 Pik Wan Road outside Kwong Ching House, Kwong Tin Estate  
 Pik Wan Road outside Kwong Tin Shopping Centre  
 Pik Wan Road outside Tak King House, Tak Tin Estate  
 Prince Edward Road East near Choi Hung Interchange  
 Sau Mau Ping (Upper) Bus Terminus  
 Sau Mau Ping Road near Sau Hong House, Sau Mau Ping Estate  
 Sau Mau Ping Road opposite to Sau Ching House, Sau Mau Ping Estate  
 Sau Ming Road outside Sau Fu House, Sau Mau Ping Estate  
 Sau Ming Road outside Sau Ming House, Sau Mau Ping Estate  
 Sau Ming Road opposite to Sau Hong House, Sau Mau Ping Estate  
 Sau Ming Road Sau Mau Ping Shopping Centre  
 Shun Lee Tsuen Road opposite to Shun On Estate, near lamppost AB4076-4  
 Tak Tin Street near Tak Tin Shopping Centre  
 Tak Tin Street outside Kai Wong House, Kai Tin Estate  
 Tak Tin Street opposite to Kai Wong House, Kai Tin Estate  
 Tseung Kwan O Road opposite to Kwun Tong Police Station  
 Tsui Ping Road near Hui Ming Street

Tsui Ping Road outside Po Shan House, Po Pui Court  
 Tsui Ping Road outside Tsui Pak House, Tsui Ping (North) Estate  
 Wang Chiu Road outside Block 13, Richland Gardens [2]  
 Wang Chiu Road outside Block 18, Richland Gardens  
 Wang Chiu Road outside Kowloon Bay Sportground  
 Wang Chiu Road outside Zero Carbon Building  
 Wang Chiu Road opposite to Kam Hon Industrial Building  
 Wang Chiu Road opposite to Kowloon Bay Sports Ground  
 Wang Kwong Road near Kai Lai Road  
 Wang Kwong Road outside Lam Wah Street Playground, near lamppost E7750-3  
 Wang Kwong Road outside Richland Gardens Shopping Centre  
 Wang Kwong Road outside Wang Kwong Road Sitting-out Area  
 Yan Wing Street near Yau Tong Centre  
 Castle Peak Road near Chung Shan Terrace  
 Castle Peak Road near Shek Ying Path  
 Castle Peak Road outside Greenknoll Court  
 Castle Peak Road outside Tai Wo Hau Sports Centre  
 Castle Peak Road outside Wah Yuen Chuen  
 Cheung Hang near Cheung Hang Shopping Centre [2]  
 Cheung Wing Road outside Sun Fung Centre [2]  
 Ching Hong Road beside Cheung Ching Estate Bus Terminus [2]  
 Ching Hong Road outside Ching Wai House, Cheung Ching Estate  
 Ching Hong Road outside Hong Shun House Cheung Hong Estate  
 Ching Hong Road opposite to Cheung Ching Bus Terminus  
 Fung Shue Wo Road outside Tsing Yi Ferry [2]  
 Hing Fong Road outside Kwai Chung Sports Ground  
 King Cho Road outside Cho Yiu Chuen Commercial Complex [2]  
 Kwai Chung Road near Hoover Industrial Building  
 Kwai Chung Road near Kwai Yik Road  
 Kwai Chung Road outside Hoover Industrial Building  
 Kwai Hing Railway Station Bus Terminus  
 Kwai Luen Road outside Kwai Shing West Bus Terminus [2]  
 Kwai Shing Circuit near Tai Wo Hau Road lamppost 9747-8  
 Kwai Shing Circuit outside Lee Wai Lee College  
 Kwai Shing Circuit opposite to Lee Yat Ngok Memorial School  
 Kwai Shing Circuit opposite to Shing On House  
 Kwai Shing East Bus Terminus  
 Kwai Yan Road opposite to Metroplaza  
 Lai Cho Road Lai Yiu Bus Terminus  
 Lai King Hill Road Lai King North Bus Terminus [2]  
 Lai King Hill Road near Asbury Methodist Primary School  
 Lai King Hill Road near Lai Chi Kok Bay Garden  
 Lai King Hill Road near The Salvation Army Lai King Home  
 Lai King Hill Road outside Ching Lai Court lamppost FA4952-5  
 Lai King Hill Road outside Lok King House  
 Lai King Hill Road outside Yat King House  
 Lai King Hill Road opposite to Ching Lai Commercial Centre  
 Liu To Road outside Cheung Hang Estate Commercial Complex  
 On Yam near Tak Yam House

Sai Shan Road near Mayfair Gardens  
 Shek Lei near Shek Ning House  
 Shek Pai Street near Castle Peak Road  
 Shek Pai Street near Shek Lei Catholic Primary School  
 Shek Pai Street outside Block 9, Shek Lei Estate  
 Shek Pai Street outside Fung Yam House lamppost 4405-2  
 Shek Yam Road outside North Kwai Chung Market [2]  
 Tai Pak Tin Street near On Chit Street  
 Tai Pak Tin Street outside Yung Shek House, Shek Yam Estate  
 Tai Wo Hau Road outside Kwai Hong Court  
 Tai Wo Hau Road outside New Kwai Hing Gardens  
 Tsing King Road near Tsing Luk Street  
 Tsing King Road outside Tivoli Garden  
 Tsing Yi Road opposite to Kam Pak Cheuk Restaurant  
 Tsing Yip Street outside Yi Wai House, Tsing Yi Estate  
 Wai Kek St outside Shek On House  
 233 Hing Fong Road outside Metroplaza  
 Bayview Garden Bus Terminus Castle Peak Road opposite to Greenview Court [4]  
 Castle Peak Road outside Hong Kong Telephone Telephone Exchange  
 Castle Peak Road outside House No. 135-143 Silka Far East Hotel [3]  
 Hoi On Road opposite to Belvedere Garden Phase 3  
 Kwok Shui Road opposite to Ham Tin Village  
 Luen Yan Street opposite to House No. 26  
 Shek Wai Kok Road outside Shek Ho House, Shek Wai Kok Estate  
 Shek Wai Kok Road Shek Wai Kok Bus Terminus  
 Tai Ho Road outside House No. 30, near Hang Seng Bank  
 Tsuen Fu Street near Tsuen Wah Street, outside East Asia Shopping Arcade  
 Tsuen Wan West Railway Station Bus Terminus [11]  
 Wai Tsuen Road near Shek Wai Kok Road  
 Wo Yi Hop Road opposite to Ho Fung Secondary School  
 Castle Peak Road - Sham Tseng outside Rhine Garden  
 Castle Peak Road Castle Peak Villa near Lok Yi Street, opposite to lamppost FC4873  
 Castle Peak Road Fu Tai Estate opposite to lamppost DD0198  
 Castle Peak Road Hoh Fuk Tong College opposite to lamppost H1082  
 Castle Peak Road Kar Wo Lei Tsuen opposite to lamppost DD0019  
 Castle Peak Road Lam Tei opposite to lamppost GD0630  
 Castle Peak Road Marine Police Headquarters opposite to lamppost GC0485  
 Castle Peak Road near Chung Uk Tsuen, opposite to lamppost AD2825  
 Castle Peak Road near Lok Tsui Street, opposite to lamppost FC4891  
 Castle Peak Road near Pearl Island, opposite to lamppost DD0025  
 Castle Peak Road near Siu Lam Tsuen, opposite to lamppost FC4895  
 Castle Peak Road near Tsing Bik Street, near lamppost DD0154  
 Castle Peak Road outside Gold Coast Complex, opposite to lamppost DD0010  
 Castle Peak Road opposite to Brilliant Garden and lamppost FB1958  
 Castle Peak Road opposite to CSD Married Staff Quarters  
 Castle Peak Road opposite to Fu Hang Tsuen and lamppost DD0196  
 Castle Peak Road opposite to Yan Oi Market and lamppost H3657 [2]  
 Castle Peak Road Siu Lam San Tsuen opposite to lamppost FC4879  
 Castle Peak Road Siu Sau Sheung Tsuen opposite to lamppost FC4845

Castle Peak Road Siu Sau Tsuen opposite to lamppost FC4846  
 Castle Peak Road Tai Lam Chung near lamppost FA6697  
 Castle Peak Road Tai Lam Chung opposite to lamppost FA2034  
 Castle Peak Road The Aegean opposite to lamppost FC4855  
 Hoi Chu Road opposite to Goodview Garden and lamppost H1358 [2]  
 Hoi Chu Road Tsui Ning Garden near lamppost FA1441  
 Hoi Wong Road opposite to Tuen Mun Swimming Pool and lamppost FA3348  
 Hoi Wong Road Tuen Mun Swimming Pool opposite to lamppost FA3349  
 Kin Sang Estate near Lok Sang House  
 Lung Mun Oasis Bus Terminus  
 Lung Mun Road Glorious Garden opposite to lamppost AD0439  
 Ming Kum Road outside Po Tin Interim Housing, opposite to lamppost FA2579  
 Sam Shing Bus Terminus  
 Slip Road of Lam Tei Interchange Fu Tei [2]  
 Tai Hing Bus Terminus opposite to Hing Fai House, Tai Hing Estate  
 Tin King Road near Tin Lok House  
 Tin King Road opposite to Siu Pong Court and lamppost FA2644  
 Tsing Tin Road Lok Sang House Kin Sang Estate opposite to lamppost FA2463  
 Tsing Wun Road opposite to St. Peter's Church and lamppost FC3772  
 Tsun Wen Road near Tai Hing Police Station, opposite to lamppost FA2385  
 Tsun Wen Road outside Tuen Mun Catholic Secondary School, opposite to lamppost FA2380  
 Tsun Wen Road opposite to Tuen Mun Catholic Secondary School and lamppost FA2379  
 Tuen Hi Road Tuen Mun Town Hall near lamppost FC0636  
 Tuen Mun Central Bus Terminus near Tuen Mun Town Hall  
 Tuen Mun Heung Sze Wui Road near Siu Lun Court, opposite to lamppost DD0064  
 Tuen Mun Heung Sze Wui Road near Siu Lun Court, opposite to lamppost DD0065  
 Tuen Mun Heung Sze Wui Road near Tuen Mun Park, opposite to lamppost H4646  
 Tuen Mun Heung Sze Wui Road outside Tuen Mun Town Centre Bus Terminus  
 Tuen Mun Heung Sze Wui Road Yau Oi Podium opposite to lamppost FA2256  
 Tuen Mun Road opposite to Shell Oil Station and lamppost AD3875 [2]  
 Tuen Tsing Lane Sun Tuen Mun Centre  
 Wu Chui Road outside Wu Pik House Wu King Estate  
 Wu King Road opposite to Wu Poon House Wu King Estate, near lamppost H0948  
 Wu King Road Wu Poon House Wu King Estate near lamppost H0947  
 Yau Oi (South) Bus Terminus  
 Castle Peak Road - Castle Peak Bay opposite to Castle Peak Beach  
 Wu King Road near Wu Poon House, Wu King Estate  
 Castle Peak Road Chuk Yuen near lamppost FA8368  
 Castle Peak Road House No. 130 near lamppost DD1026  
 Castle Peak Road Fung Kat Heung near lamppost FA9214  
 Castle Peak Road Ko Hang near lamppost FA8399  
 Castle Peak Road Mo Fan Tsuen near lamppost FA9222  
 Castle Peak Road near Tai Tao Tsuen, opposite to lamppost AD2852  
 Castle Peak Road Pak Shek Au Interchange near lamppost EA2978  
 Castle Peak Road Pok Wai near lamppost FA6939  
 Castle Peak Road Tai Sang Wai near lamppost GD1108  
 Fan Kam Road near Pat Heung JPC Centre, opposite to lamppost FB3637  
 Fan Kam Road Shui Kan Shek opposite to lamppost FB3628

Fan Kam Road Ta Shek Wu near lamppost FB3668  
 Fan Kam Road Ta Shek Wu opposite to lamppost FB3668  
 Fan Kam Road Ta Shek Wu Tsuen opposite to lamppost BD1139  
 Hung Yuen Road Hung Shui Kiu (Hung Yuen Road) Bus Terminus near lamppost AD7223  
 Kam Sheung Road Dao Uk Tsuen near lamppost U8451  
 Kam Tin Road opposite to The Salvation Army Kam Tin Integrated Services Centre and lamppost FB5702  
 Kam Sheung Road Railway Station Bus Terminus opposite to lamppost AD3150  
 Kam Sheung Road Shui Lau Tin near lamppost U8413  
 Kam Sheung Road Wing Lok Yuen (Liu Chiu Kee Garden) near lamppost U8395  
 Kam Tin Road Chun Yiu opposite to lamppost U8889  
 Kam Tin Road opposite to Ko Po Tsuen, near lamppost AD1658  
 Kwu Tung Road San Tin Barracks near lamppost EA2828  
 Lam Kam Road Ling Wan Temple near lamppost H4953  
 Lam Kam Road Ling Wan Temple near lamppost U8526  
 Pat Heung Road Bus Terminus  
 Ping Ha Road opposite to Sheung Cheung Wai and lamppost AD6687 [2]  
 Ping Ha Road Tin Shing Court opposite to lamppost AD6659  
 Route Twisk Country Park Management Centre near lamppost FA7877  
 Route Twisk Country Park Management Centre near lamppost FA7879  
 San Tam Road Chuk Yuen near lamppost FA8434  
 Sheung Tsuen Bus Terminus  
 Tin Fuk Road outside Tin Yau Court  
 Tin Shui Bus Terminus [2]  
 Tin Shui Road Tin Yan Estate opposite to lamppost AD6627  
 Tin Shui Wai Town Centre Bus Terminus  
 Tin Tsz Bus Terminus  
 Tin Wing Road opposite to Chestwood Court and lamppost DD0331  
 Tin Wu Road near Ju Ching Chu Secondary School, opposite to lamppost DD0341  
 Tin Yiu Bus Terminus  
 Tung Wui Road near Ng Ka Tsuen and lamppost AD7113  
 Tung Wui Road near Ng Ka Tsuen and lamppost AD7125  
 Tung Wui Road near Sha Tin Hang Tsuen, opposite to lamppost AD7062  
 Wetland Park Road near Grandeur Terrace, opposite to lamppost DD1859  
 Wetland Park Road opposite to Grandeur Terrace and lamppost AD2155  
 Yuen Long Park Bus Terminus  
 Yuen Long Railway Station  
 Tin Shui Road Tin Chung Court opposite to lamppost DD0537  
 Tin Yiu Road Yiu Man House Tin Yiu Estate opposite to lamppost DD0526  
 Tin Shui Road opposite to Tin Shui Shopping Centre  
 Tin Shui Road outside Tin Shui Wai Park  
 Tin Wu Road outside Yiu Shing House, Tin Yiu Estate  
 Tin Shui Wai Tin Tsz Estate inside Tin Tsz Estate Bus Terminus  
 Yuen Long Station (N) Public Transport Interchange  
 Castle Peak Road Ho Tung Bridge near lamppost EA2160  
 Ching Ho Estate Bus Terminus  
 Fan Kam Road On Po Village opposite to lamppost AJ1498  
 Fan Kam Road Ping Kong opposite to lamppost AD8350  
 Fan Leng Lau Road House No. 125 Fan Leng Lau Tsuen

Jockey Club Road near Fung Kai Secondary School, opposite to lamppost AD2633  
 Kwu Tung Road Kwu Tung Market near lamppost EA2040  
 Kwu Tung Road Kwu Tung opposite to lamppost EA2053  
 Lin Ma Hang Road near Ta Kwu Ling Police Station, opposite to lamppost N4282  
 Luen Wo Hui Bus Terminus  
 Pak Wo Road Ng Uk Village opposite to lamppost EA3049  
 Pak Wo Road Wah Sum Estate opposite to lamppost EA1895  
 Ping Che Road near Wan Chuen Sin Koon and lamppost EB7412  
 San Wan Road Caritas Fanling Chan Chun Ha Secondary School opposite to lamppost N3112  
 San Wan Road near Fanling Centre, opposite to lamppost N3112  
 Sha Tau Kok Road Loi Tung opposite to lamppost EA9223  
 Sha Tau Kok Road Luen Wo Hui Playground opposite to lamppost N7677  
 Sha Tau Kok Road Ma Tseuk Leng near lamppost EA9289  
 Sha Tau Kok Road Ma Tseuk Leng near lamppost EA9290  
 Sha Tau Kok Road near Ha Wo Hang and lamppost EA9280  
 Sha Tau Kok Road near Loi Tung and lamppost EA9225  
 Sha Tau Kok Road On Lok Tsuen opposite to lamppost N7668  
 Sha Tau Kok Road San Tsuen near lamppost EA9339  
 Sha Tau Kok Road Shek Kiu Tau Tsuen opposite to lamppost EA9296  
 Sha Tau Kok Road Shek Kiu Tau Tsuen opposite to lamppost EA9299  
 Sha Tau Kok Road Sun Tsuen near lamppost EA9341  
 Sha Tau Kok Road Tai Long near lamppost EA9283  
 Sha Tau Kok Road Tai Tong Wu near lamppost EA9205  
 Sha Tau Kok Road Tong To Tsuen near lamppost EA9328  
 Sha Tau Kok Road Yim Tso Ha near lamppost EA9302  
 Sha Tau Kok Shun Lung Street near lamppost EA8878  
 Tin Ping Road Fung Kai Social Service Complex opposite to lamppost EA2606  
 Tin Ping Road opposite to CICTA Training Centre, near lamppost EA2598  
 Tsui Lai Garden near Block 6 and lamppost EA2573  
 Wah Ming Estate Bus Terminus  
 Wah Ming Road near Wo Hing Tsuen and lamppost AJ1335  
 Wah Ming Road Yiu Ming House Wah Ming Estate opposite to lamppost EA9057  
 Wo Hing Road Chi Hoi Yuen opposite to lamppost N8171  
 Chuen On Road Bus Terminus near Nethersole Hospital and lamppost EA8580  
 Dai Cheong Street near Tai Po Industrial Estate Bus Terminus and lamppost M7468  
 Dai Cheong Street opposite to Tai Po Industrial Estate Bus Terminus, near lamppost M7469  
 Dai Fu Street House No. 17 Café de Coral Central Processing Plant 2 near lamppost EB3009  
 Dai Fu Street opposite to Unilever Hong Kong Limited, near lamppost EB3025  
 Dai Hei Street opposite to ZAMA Corporation Limited, near lamppost EA7513  
 Dai King Street opposite to Phoenix Television Corporation, near lamppost EA7530  
 Dai Kwai Street FC Packaging Holding Limited opposite to lamppost EB3041  
 Dai Kwai Street House No. 18 Cabot Plastics HK Limited opposite to lamppost BM7480  
 Fu Heng Bus Terminus [2]  
 Heung Sze Wui Street near Tai Po Hui Market, opposite to lamppost EB1197  
 Lam Kam Road Kau Liu Ha near lamppost EB9383  
 Lam Kam Road near Ng Tung Chai Tsuen, opposite to lamppost EA7130  
 Lam Kam Road Ng Tung Chai

Lam Kam Road Ng Tung Chai opposite to lamppost EB0448  
 Lam Kam Road opposite to Lam Tsuen Rural Committee, near lamppost EB0524  
 Lam Kam Road Pak Ngau Shek Ng Tung Chai opposite to lamppost EB0459  
 Lam Kam Road San Tong Wing Kee Farm near lamppost EB0486  
 Lam Kam Road San Tsuen near lamppost EB0498  
 Lam Kam Road Shek Poon Ho near lamppost EA7142  
 Lam Kam Road Shek Poon Ho near lamppost EA7374  
 Nam Wan Road near Block 17 Tai Po Central, opposite to lamppost N3218  
 Nam Wan Road near Kwong Fuk Playground, opposite to lamppost AM3295  
 Nam Wan Road near Wan Loi House Wan Tau Tong Estate and lamppost EA7605  
 Nam Wan Road opposite to Kwong Fuk Estate, near lamppost N3282  
 On Chee Road Eightland Gardens near lamppost EB7435  
 Pak Shek Kok  
 Pak Tam Road Tai Tan Country Park lamppost N2539  
 Po Heung Street Luk Heung Public School opposite to lamppost N3267  
 Sai Sha Road Che Ha near lamppost N2477  
 Sai Sha Road Kei Ling Ha San Wai near lamppost EA0667  
 Sai Sha Road Ma Kwu Lam near lamppost N2469  
 Sai Sha Road Nai Chung [2]  
 Sai Sha Road near Cheung Muk Tau  
 Sai Sha Road opposite to Cheung Muk Tau  
 Sai Sha Road Tai Tung near lamppost N2464  
 Sam Mun Tsai Road near Pao Siu Loong Care and Attention Home and lamppost N3080  
 Sam Mun Tsai Road opposite to Pao Siu Loong Care and Attention Home and lamppost N3079  
 Sam Mun Tsai Road Sam Mun Tsai Bus Terminus near lamppost N3091  
 Tai Po Industrial Estate near Dai Kwai Street Tai Po Sewage Treatment Works  
 Tai Po Market Railway Station [13]  
 Tai Po Road Cheung Shue Tan opposite to lamppost EC0748  
 Tai Po Road Chung Tsai Yuen opposite to lamppost AE1650  
 Tai Po Road Deerhill Bay opposite to lamppost EB9996  
 Tai Po Road Sam To Hang Hong Lok Yuen near lamppost N6798  
 Tai Po Road Shui Wai near Tai Po Garden and lamppost EA7027  
 Tai Po Road Tai Po Kau opposite to Redland Garden and lamppost EC0683  
 Tai Po Tai Wo Road near Tai Po Old Market Public School, opposite to lamppost DE0026  
 Tai Po Tai Wo Road near YATA, opposite to lamppost DE0015  
 Tai Po Tai Wo Road opposite to Tai Po Old Market Public School, near lamppost EB8313  
 Tai Wo Service Road West Kau Lung Hang near lamppost N7079  
 Tai Wo Service Road West Kau Lung Hang opposite to lamppost N7079  
 Tai Wo Service Road West Nam Wah Po near lamppost N6101  
 Ting Kok Road Fortune Garden near lamppost BE1220  
 Ting Kok Road Ha Hang opposite to lamppost EB2837  
 Ting Kok Road Lung King Village opposite to lamppost EA8237  
 Ting Kok Road Lung Mei (opposite to Lung Mei Villa) opposite to lamppost EA8238  
 Ting Kok Road near Heng Cheong House Fu Heng Estate, opposite to lamppost EB0384  
 Ting Kok Road opposite to Chen Hsong Machinery and lamppost EB2847  
 Ting Kok Road Tai Mei Tuk Bus Terminus opposite to lamppost EA8270  
 Ting Kok Road Yee Nga Court opposite to lamppost EA8526

Ting Tai Road Buddhist Chi Hong Chi Lam Memorial College opposite to lamppost DE0054  
 Wan Tau Street outside Tai Po Hui Market, near lamppost BE0567  
 Wan Tau Street opposite to Tai Po Hui Market  
 Yuen Shin Road Waterfront Park opposite to lamppost EA7987  
 Yuen Shin Road Yuen Shin Park opposite to lamppost EA7986  
 A Kung Kok Street outside A Kung Kok  
 Chap Wai Kon Street near Yue Tin Court  
 Chap Wai Kon Street opposite to Shatin Industrial Centre  
 Che Kung Miu Road outside Chun Shek Estate [2]  
 Che Kung Miu Road outside Festival City  
 Che Kung Miu Road outside Hin Yeung House, Hin Keng Estate  
 Che Kung Miu Road outside Sun Chui Estate  
 Che Kung Miu Road outside Tin Sam Village  
 Che Kung Miu Road opposite to Hin Keng Estate  
 Chui Tin Street near 63 Sun Tin Village  
 Fo Tan Road near Fo Tan Village  
 Fung Shun Street outside Wo Yue House, Fung Wo Estate  
 Hang Hong Street near Hang Kam Street  
 Hang Hong Street near Hang Kong House  
 Hang Hong Street outside Tsang Pik Shan Secondary School  
 Hang Hong Street opposite to Tsang Pik Shan Secondary School [2]  
 Hin Keng Street near Hin Hing House [2]  
 Hin Keng Street near Hin Tin Village  
 Jat Min Chuen Street outside Chan Cho Chak Primary School  
 Kam Ying Court Bus Terminus [3]  
 Kam Ying Rd outside Kam Lung Court  
 Kam Ying Road near Saddle Ridge Gardens [2]  
 Kam Ying Road outside Kam Ying Court  
 Kam Ying Road opposite to Lung Yan House, Kam Lung Court [2]  
 Kwong Sin Street opposite to Kwong Yuen  
 Kwong Yuen Bus Terminus [4]  
 Lee On Bus Terminus [3]  
 Lion Rock Tunnel Road opposite to Sha Tin Park  
 Ma On Shan Road near Ma On Shan Police Station  
 Ma On Shan Road near Sunshine City [2]  
 Ma On Shan Road opposite to Yiu Shun House, Yiu On Estate  
 Ngan Shing Street outside City One Bus Terminus [2]  
 Ngan Shing Street outside Ngan Shing Plaza  
 Ngan Shing Street outside Yue Tin Court  
 Ngan Shing Street opposite to Yue Tin Court [2]  
 Ngau Pei Sha Street outside Koon Wah Mirror Group Limited [2]  
 Ning Tai Road near Holy Spirit Primary School [2]  
 Ning Tai Road near lamppost AE0337, opposite to Tak Sun Secondary School  
 Ning Tai Road outside Tak Sun Secondary School [3]  
 On King Street outside Garden Vista  
 Po Tai Street outside Ocean View [3]  
 Ravana Garden Bus Terminus  
 Sai Sha Road near Fok On Garden



Sai Sha Road outside Bayshore Towers  
Sai Sha Road opposite to Chung On [2]  
Sai Sha Road opposite to Fok On Garden [2]  
Sha Kok Street outside Sha Kok Estate  
Sha Tin Central Bus Terminus [16]  
Sha Tin Centre Street outside Hilton Centre  
Sha Tin Tau Road outside Foo Wai House  
Sha Tin Tau Road outside Shek Ying House  
Sha Tin Tau Road opposite to Shek Ying House  
Sha Tin Wai Road near Ever Gain Building  
Siu Lek Yuen Road near Slip Road to Tate's Carin Highway  
Siu Lek Yuen Road near Tai Chung Kiu Road  
Siu Lek Yuen Road near Yuen Hong Street  
Siu Lek Yuen Road outside Block 28 City One, near Po Shing Street  
Siu Lek Yuen Road outside Siu Lek Yuen Village  
Siu Lek Yuen Road opposite to Block 28, City One  
Siu Lek Yuen Road opposite to Cypress House, Kwong Yuen Estate  
Sun Chui Bus Terminus  
Tai Chung Kiu Road near Treasure Floating Restaurant [2]  
Tai Chung Kiu Road near Tsang Tai Uk  
Tai Chung Kiu Road outside Belair Garden [2]  
Tai Chung Kiu Road outside Block 13, City One Shatin [2]  
Tai Chung Kiu Road outside Jat Min Chuen [2]  
Tai Chung Kiu Road outside Ravana Garden  
Tai Chung Kiu Road opposite to Belair Garden [2]  
Tai Chung Kiu Road opposite to Tsang Tai Uk  
Tai Po Road near Seaview Villa  
Tai Po Road outside House No. 8623  
Tai Wai Railway Station Bus Terminus  
Tin Sam Street outside Hin Yiu Estate  
Wu Kai Sha Railway Station Bus Terminus  
Yiu On Bus Terminus  
Hang Hong Street opposite to Yiu On Estate Bus Terminus  
Siu Lek Yuen Road outside Siu Lek Yuen Road Playground  
Chiu Shun Road outside Yuk Ming Court  
Chiu Shun Road opposite to Yuk Ming Court  
Chun Choi Street near Wellcome  
Chun Ying Street opposite to HITACHI Hitachi Elevator Engineering TKO Centre  
Clear Water Bay Road Lung Wo Village  
Clear Water Bay Road Mang Kung Uk [2]  
Clear Water Bay Road outside Pik Uk Correctional Institution  
Clear Water Bay Road opposite to Shaw's Studio  
Clear Water Bay Road opposite to Silver Cape Road  
Clear Water Bay Road Tai Po Tsai  
Fuk Man Road near Sai Kung Police Station  
Hang Hau Road opposite to Tseung Kwan O Hospital, near Boon Kin Village  
Hang Hau Station Bus Terminus  
Hiram's Highway Ho Chung  
Hiram's Highway Nam Pin Wai

Hiram's Highway opposite to Lakeside Garden  
 Kai King Road outside Ho Ming Court  
 Po Fung Road outside STFA Leung Kit Wah Primary School  
 Po Hong Road near Kwong Ming Court  
 Po Hong Road outside Po Hong Park  
 Po Hong Road opposite to Kwong Ming Court  
 Po Lam Bus Terminus  
 Po Lam Road North Hong Sing Garden Bus Terminus  
 Po Lam Road North near Yan Kuk House, Yan Ming Court [3]  
 Po Lam Road opposite to Mau Wu Tsai  
 Po Ning Road near Tak Fu House, Hau Tak Estate [3]  
 Po Tung Road outside House No. 19E  
 Sai Sha Road near O Tau  
 Sheung Tak Bus Terminus [3]  
 Tai Mong Tsai Road Au Kung Wan near lamppost EA0245  
 Tai Mong Tsai Road near Fung Sau Road  
 Tai Mong Tsai Road near Pak Tam Road near Sheung Yiu and lamppost N2601  
 Tai Mong Tsai Road near Tso Wo Hang Marine Police Station  
 Tai Mong Tsai Road Wong Keng Tei near lamppost N2619-4  
 Tong Ming Street outside Tong Ming Street Park  
 Wan Po Road near Drainage Department  
 Wan Po Road near Pak Shing Kok  
 Wan Po Road opposite to KMB Depot  
 King Ling Road inside Tiu Keng Leng Station Public Transport Interchange  
 Tong Chun Street inside Tseung Kwan O Station Public Transport Interchange  
 Tong Ming Street outside Sheung Tak Plaza  
 Tung Chung Railway Station Bus Terminus [5]  
 Shun Tung Road outside Tung Chung Crescent  
 Tat Tung Road near Mei Tung Street  
 Tat Tung Road outside Fu Tung Plaza  
 Ngan Kwong Wan Road (westbound) outside Ngan Sing House  
 Shun Tung Road (southbound) outside Yu Tung Court, near lamppost FB8299  
 South Lantau Road (eastbound) after slip road to Cheung Sha Government Holiday Bungalows  
 South Lantau Road (eastbound) outside Tong Fuk Village  
 South Lantau Road (westbound) after Chi Ma Wan Road  
 South Lantau Road (westbound) before Chi Ma Wan Road  
 Tung Chung Road (northbound) outside Area 39 Public Housing Estate

Note: At some locations, display panels are installed at more than one bus shelter. The numbers in the square brackets denote the number of bus shelters installed with display panels at the location concerned.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)170****(Question Serial No. 1585)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

What is the monthly vehicular flow of the Hong Kong-Zhuhai-Macao Bridge (HZMB) since its commissioning? What is the total number of traffic accidents occurred on the HZMB? What is the number of casualties? Have the governments of the three places ever taken any cross-boundary rescue operation?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 46)Reply:

According to the HZMB Authority, the monthly vehicular flow of the HZMB entering / leaving Hong Kong (two-way) since the commissioning of the HZMB is as follows:

Year	Month <sup>(Note 1)</sup>	Total Monthly Vehicular Flow
2018	Nov	104 427
	Dec	119 002
2019	Jan	105 667
	Feb	114 744
	Mar	128 833
	Apr	142 293
	May	148 546
	Jun	135 813
	Jul	141 130
	Aug	132 235
	Sep	111 919
	Oct	123 311
	Nov	111 681
	Dec	124 942
2020	Jan	113 584
	Feb <sup>(Note 2)</sup>	40 788

**Note:**

- (1) The HZMB was commissioned on 24 October 2018. Since the vehicular flow figures of October 2018 only cover eight days (i.e. 24-31 October), they are not included in the above table.
- (2) The figure was affected by the Government's measures to reduce the cross-boundary passenger flow with a view to containing the spread of COVID-19.

According to the HZMB Authority, up to end February 2020, a total of 19 traffic accidents had occurred on the HZMB Main Bridge and one person had sustained slight injuries. So far, no cross-boundary rescue operation by the governments of the three places has been required on the HZMB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)171**

**(Question Serial No. 2023)**

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 revised estimate for the Public Transport Fare Subsidy Scheme (the Scheme) in 2019-20 is about \$1.82 billion, which is 23% lower than the original estimate. What are the reasons for that? Has the Government estimated the monthly average number of eligible Octopus cards (Octopus card holders) with unclaimed subsidies?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 41)

Reply:

The monthly subsidy amount under the Scheme is calculated based on the actual public transport expenses of commuters. The revised estimate for the Scheme in 2019-20 is lower than the original estimate because there has been decrease in passenger trips made by commuters, and hence less public transport expenses, due to the public events in the latter half of 2019 and the spread of COVID-19 since January 2020.

Under the Scheme, the subsidy for each month is valid for collection within three months. The subsidy for November 2019 remains valid for collection up to 15 March 2020. The monthly average number of beneficiaries with expired subsidy from January to October 2019 is about 360 000.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)172****(Question Serial No. 1140)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the direct issue of Hong Kong full driving licences:

(a) Please provide figures on the following:

Driving licence issuing countries or places	Total number of applications approved so far	Number of new applications approved in 2019

(b) What were the numbers of traffic accidents involving drivers with driving licence obtained through direct issue in the past three years (i.e. from 2017 to 2019)? What were the respective issuing countries or places of those driving licences?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 9)Reply:

(a) The numbers of direct issue applications approved by the Transport Department (TD), with breakdown by issuing countries or places of driving licences, are as follows:

Driving licence issuing countries or places	Total number of direct issue applications approved (from February 2007 to December 2019 <sup>Note 1</sup> )	Number of new direct issue applications approved in 2019
Mainland	344 065	38 692
United States	38 588	2 029
Canada	26 482	1 076
United Kingdom	24 378	1 854
Australia	19 681	963
Others	82 922	5 205
<b>Total</b>	<b>536 116</b>	<b>49 819</b>

Note 1: Prior to the upgrading of the computer system for licensing of vehicles and drivers in February 2007, TD 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 to 31 December 2019.

- (b) The numbers of traffic accidents involving drivers with driving licence obtained by direct issue from 2017 to 2019 are as follows:

<b>Year (Calendar Year)</b>	<b>Number of traffic accidents involving direct issue drivers</b> Note 2
2017	502
2018	623
2019	777

Note 2: The figures denote the number of traffic accidents involving drivers who have obtained their Hong Kong full driving licences by way of direct issue after February 2007 and those who have obtained their current driving licences through renewal exercises but their first driving licences were obtained through direct issue.

The breakdown of the number of direct issue drivers involved in traffic accidents from 2017 to 2019 by countries or places where their original driving licences were issued is as follows:

<b>Driving licence issuing countries or places</b>	<b>Number of direct issue drivers involved in accidents</b> by calendar year <sup>Note 3</sup>		
	<b>2017</b>	<b>2018</b>	<b>2019</b>
Mainland	160	194	224
United States	45	66	62
Canada	37	44	45
United Kingdom	41	52	54
Australia	43	37	50
Others	184	237	357
<b>Total</b>	<b>510</b>	<b>630</b>	<b>792</b>

Note 3: An accident might involve more than one driver with Hong Kong full driving licence obtained by way of direct issue.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)173**

**(Question Serial No. 1868)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General Non-recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

During 2020-21, the Transport Department will prepare for the setting up and implementation of a Smart Traffic Fund (the Fund) to complement the development of Hong Kong into a smart city. Please advise this Committee of the following:

1. the operation details, targets and implementation timetable of the Fund in this financial year; and
2. the manpower establishment and estimated expenditure to be involved, and the monitoring and audit mechanism of the Fund.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 56)

Reply:

The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund, which is expected to commence operation in 2020-21. The application eligibility, selection criteria, target applicants, implementation timetable, management and review mechanism of the Fund will be formulated taking into account the advice of the Task Force. The Government has earmarked \$1.15 billion for the Fund, and we will endeavour to cap the administrative expenditure to no more than 15% of the Fund. In terms of staff resources, two time-limited posts (i.e. one Senior Engineer and one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer) will be created in the Transport Department from 2020-21 to 2026-27 to assist in the implementation of the Fund.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)174**

**(Question Serial No. 1869)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Government regarded that the serviceability of traffic signal equipment in 2019 was declined due to the vandalism in public order events occurred in the second half of the same year. Will the Government inform this Committee of the following:

1. how many traffic lights were vandalised during the public order events across the territory?
2. what was the expenditure involved for the repair works including the procurement of equipment?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 19)

Reply:

From June 2019 to February 2020, a total of 740 sets of traffic lights were vandalised across the territory. All the vandalised traffic lights by and large resumed operation as at end-February 2020. The repair works, including the procurement of equipment, cost about \$40 million.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)175****(Question Serial No. 1871)**

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:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), please inform this Committee of the following:

1. What were the administrative expenditure and staff establishment for implementing the Scheme last year?
2. What are the estimated administrative expenditure and staff establishment to be involved in the coming year?
3. Did the government discover any abuse case last year? If yes, what are the details?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 21)

Reply:

1. The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2019-20 is \$42.8 million. The staff establishment involved in the implementation of the Scheme is summarised as follows:

<b>Grade</b>	<b>Rank</b>	<b>Number of Post</b>
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	5
	Transport Officer I	2
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	2
Accounting Officer	Accounting Officer II	1
<b>Total:</b>		<b>15</b>

2. The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2020-21 is \$60.9 million. The staff establishment remains unchanged.

3. Transport Department (TD) has been adopting a series of risk-based monitoring measures to ensure proper use of public funds under the Scheme and minimise the risks of abuse. Since the implementation of the Scheme, two suspected fraudulent cases involving the staff of two public transport operators have been identified and both cases were referred to the Police for investigation and follow-up actions. TD has also conducted immediate review on the internal monitoring systems of the two operators for early improvements. TD will continue to regularly review the effectiveness and sufficiency of the internal monitoring measures taken by all operators under the Scheme, and enhance the robustness of the monitoring system as and when necessary in order to minimise the risks of abuse.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)176**

**(Question Serial No. 3275)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will provide subsidy to franchised bus companies and monitor their installation of appropriate safety devices on existing buses. Please advise details of the subsidy arrangement, number of buses benefited, time table, staff establishment and expenditure involved in this financial year.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 23)

Reply:

With a view to further enhancing the safety and reliability of franchised bus services, all new double-deck buses procured by franchised bus operators from July 2018 will be equipped with seat belt on all passenger seats, Electronic Stability Control (ESC) which can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

To take forward the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service, cost-benefit analyses have been conducted on retrofitting ESC, speed limiting retarder and seat belts on existing franchised buses. Having regard to the results of the cost-benefit analyses, the franchised bus operators will install ESC and speed limiting retarder on around 4 200 buses, and install seat belts on all seats in the upper deck on around 1 900 buses. Installation works will commence progressively from the second quarter of 2020 for target completion in three years for installation of seat belts and in four years for installation of ESC and speed limiting retarder.

The Government has set aside \$500 million to subsidise the franchised bus operators 80% of the relevant installation costs. About \$150 million has been earmarked for installation of ESC and speed limiting retarder, and about \$350 million has been earmarked for installation of seat belts.

To cope with the above tasks, TD has created/will create a total of five civil service posts on a time-limited basis for six years, including one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer, one Motor Vehicle Examiner I, one Motor

Vehicle Examine II, one Transport Officer I and one Transport Officer II. The total expenditure involved in terms of notional annual mid-point salaries of the five posts is \$3,814,680.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)177****(Question Serial No. 1687)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Since the occurrence of violent incidents due to the anti-extradition bill, how many sets of traffic lights were vandalised in each district? What are the progress and expenditure involved of the repair works?

Asked by: Hon LEE Wai-king, Starry (LegCo internal reference no.: 49)Reply:

From June 2019 to February 2020, a total of 740 sets of traffic lights were vandalised, with breakdown by district as follows:

<b>District</b>	<b>Number of damaged sets</b>
Central and Western	40
Wan Chai	60
Eastern	27
Southern	1
Kowloon City	46
Kwun Tong	43
Sham Shui Po	60
Wong Tai Sin	25
Yau Tsim Mong	118
Islands	6
Kwai Tsing	38
North	29
Sai Kung	20
Sha Tin	55
Tai Po	34
Tsuen Wan	37
Tuen Mun	36
Yuen Long	65
<b>Total</b>	<b>740</b>

All the vandalised traffic lights by and large resumed operation as at end February 2020. The repair works, including the procurement of equipment, cost about \$40 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)178**

**(Question Serial No. 1326)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Does the Government plan to construct Automated Parking Systems (APS) car parks in the New Territories? If yes, which districts will the proposed car parks be located in? What are the details? What is the progress?

Asked by: Hon LEUNG Che-cheung (LegCo internal reference no.: 24)

Reply:

1. The Transport Department (TD) is taking forward a total of six pilot projects on automated parking systems (APS) so as to acquire and consolidate experience in building, operating and managing APS. TD has so far identified four sites for launching the pilot projects, including two sites on Hong Kong Island (Chai Wan and Sheung Wan), one site in Kowloon (Sham Shui Po) and one site in the New Territories (Tsuen Wan). The Tsuen Wan District Council has expressed support for the APS pilot project at a short-term tenancy site at Hoi Shing Road, Tsuen Wan. The Lands Department will invite tenders for the Tsuen Wan APS pilot project in mid-2020.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)179**

**(Question Serial No. 2166)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work of enhancing taxi service quality, will the Government advise this Committee:

1. of the efforts made by the Government to enhance taxi service quality over the past three years/in the coming year and the expenditures and staff establishment involved;
2. of the numbers of complaints received by the Transport Complaints Unit of Transport Advisory Committee concerning public transport services over the past three years, and, among them, the numbers of those concerning taxi services and the numbers of those concerning taxi drivers who refused hire or selected passengers;
3. of the numbers of taxi drivers who were arrested, prosecuted or convicted for refusing hire or selecting passengers over the past three years;
4. whether the Government has evaluated the effectiveness of its work in enhancing taxi service quality based on the above figures on complaints and prosecutions; if yes, what are the details; if no, what are the reasons; and
5. of the expenditures and staff establishment incurred by the Committee on Taxi Service Quality in each financial year since its establishment in January 2018; how many meetings were held in each of the past two years; what were the attendance rates of its members?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 58)

Reply:

(1), (4) and (5)

The Government has been maintaining close communication with the taxi trade to assist the trade in enhancing taxi service quality. In particular, the Transport Department (TD) established the Committee on Taxi Service Quality (CTSQ) in January 2018, which is chaired by the Commissioner for Transport, and consists of non-official members from the taxi trade, Legislative Council, District Council, academia, Transport Advisory Committee, Consumer Council, Hong Kong Tourism Board, and groups of persons with disabilities. It serves as a multi-party platform for discussing various strategies and measures to drive

changes to enhance the service quality of existing taxis. The CTSQ held three meetings in 2018 and 2019 respectively. The overall attendance rates of its members were 86% and 83% in 2018 and 2019 respectively. The tasks of implementing measures to enhance taxi service quality and providing secretarial support to the CTSQ are undertaken by existing staff of TD. There is no separate breakdown of manpower and expenditure involved.

In the past two years, TD, in collaboration with the CTSQ, took forward a series of measures. On public education, TD published and updated the “Hong Kong Taxi Service Standard” and the “Hong Kong Taxi Service Guidelines”, which set out the conduct and performance expected of taxi drivers. TD also launched a series of online training courses for in-service taxi drivers, and the enhanced “Taxi Service Commendation Scheme” to recognise taxi drivers with outstanding service quality so as to enhance the professional image of taxi drivers. Meanwhile, TD enhanced its mechanism for handling complaints relating to taxi service, with a view to taking actions against drivers who are the subjects of repeated complaints and assisting the taxi trade in setting up a system for self-monitoring and regulation. TD and the CTSQ have also encouraged the trade to leverage on technology to enhance the operational efficiency and service quality, such as setting up or integrating the taxi hailing application platforms.

Since February 2020, TD has implemented enhancement measures for the taxi written test which is a pre-requisite for applying a full licence for taxi, with adjustments made to the content, the number of questions and the passing criteria. The adjustments are expected to better meet prevailing needs and attract more new blood to join the taxi industry.

Moreover, in response to the requests from the community and feedback from the taxi trade, the Government plans to introduce legislative amendments to raise the penalty levels for various taxi drivers’ malpractices, including (i) the introduction of a two-tier penalty system for taxi driver-related offences of a more serious nature such that heavier maximum penalties will be imposed on repeat offenders; and (ii) the introduction of a Taxi Driver-Offence Points System such that taxi driver who has repeatedly committed various taxi driver-related offences will be subject to disqualification from driving taxis for a certain period of time; and (iii) the update of some existing taxi driver-related offence provisions to ensure that they reflect and suit the present circumstances.

The Government will continue to maintain close communication with the trade and other stakeholders, and listen to their views in an open manner, in order to formulate appropriate and feasible measures to further enhance taxi service quality.

(2)

In 2017, 2018 and 2019, the Transport Complaints Unit under the Transport Advisory Committee received 22 775, 24 081 and 27 721 complaints or suggestions respectively on public transport services, out of which 10 759, 11 000 and 10 318 concerned taxi services. Among the complaints or suggestions on taxi services, 2 650, 2 730 and 2 346 concerned refusing hire or selection of passengers.

(3)

The number of enforcement actions taken by the Police against taxi drivers for refusing hire (including selecting passengers) were 75, 65 and 59 in 2017, 2018 and 2019 respectively. The Police does not maintain information on the number of taxi drivers being prosecuted and convicted for refusing hire (including selection of passengers).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)180**

**(Question Serial No. 2908)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General Non-recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in paragraph 137 of the Budget Speech that the Government has earmarked \$1 billion for the Smart Traffic Fund (the Fund) to provide funding support for enterprises or organisations to conduct research and application on vehicle-related innovation and technology (I&T). The Fund is expected to commence operation in 2020-21.

It is mentioned in Matters Requiring Special Attention in 2020-21 that the Government will continue to oversee the progress and development of Smart Mobility initiatives and intelligent transport systems, including the preparation for the setting up of the Smart Traffic Fund.

Will Transport Department (TD) provide details of recommendations submitted by the Task Force set up for the Fund in 2019-20, including but not limited to the types of enterprises or organisations to be funded to conduct research and I&T application in the field of transport, and how it can benefit passengers? What are the recommendations finally adopted by the department? Please provide the reasons, as well as the expenditure and manpower involved. What are the recommendations that are not adopted and what are the reasons?

In 2020-21, what are the anticipated earliest date that the Fund can commence operation, the number of enterprises or organisations to be funded, and details of disbursement of funding?

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 26)

Reply:

The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund, which is expected to commence operation in 2020-21. The application eligibility, selection criteria, target applicants, implementation timetable, disbursement of funding, management and review mechanism of the Fund will be formulated taking into account the advice of the Task Force.

The Government has earmarked \$1.15 billion for the Fund, and we will endeavour to cap the administrative expenditure to no more than 15% of the Fund. In terms of staff resources, two time-limited posts (i.e. one Senior Engineer and one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer) will be created in TD from 2020-21 to 2026-27 to assist in the implementation of the Fund.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)181**

**(Question Serial No. 2923)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General Non-recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Budget that \$1 billion has been earmarked for the Smart Traffic Fund (the Fund) to provide funding support for enterprises or organisations to conduct research and application on vehicle-related innovation and technology. The Fund is expected to commence operation in 2020-21.

In this connection, please advise this Committee of the following:

1. For providing funding for enterprises or organisations to conduct research and application on vehicle-related innovation and technology, what are the project scope, assessment criteria and project funding limits?
2. What is the membership of the working group responsible for administering the Fund? Will an expert panel be set up to conduct independent review on project applications?

Asked by: Hon LIAO Cheung-kong, Martin (LegCo internal reference no.: 42)

Reply:

The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund, which is expected to commence operation in 2020-21. The application eligibility, selection criteria, target applicants, implementation timetable, funding ceiling, management and review mechanism of the Fund will be formulated taking into account the advice of the Task Force.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)182**

**(Question Serial No. 0299)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding smart mobility and intelligent transport systems, will the Government inform this Committee of the following:

1. What are the progress and latest development of the implementation of smart mobility and intelligent transport systems? What are the estimated manpower resources to be involved in 2020-21?
2. What is the progress of the preparatory work for the Smart Traffic Fund? When will it be completed? What are the estimated manpower resources to be involved in 2020-21?
3. Has the Government updated the initiatives under “Smart Transport Infrastructure”, “Data Sharing and Analytics” and “Applications and Services”? If yes, what are the details?

Asked by: Hon LO Wai-Kwok (LegCo internal reference no.: 12)

Reply:

1. The progress and latest development as well as the estimated manpower resources in 2020-21 of various smart mobility initiatives (except the Smart Traffic Fund, which is detailed in Part (2)) under the purview of the Transport Department (TD) are tabulated as follows –

<b>Smart mobility initiatives</b>	<b>Progress and latest development</b>	<b>Estimated manpower resources in 2020-21</b>
<p>1. Integrate existing applications (HKeTransport, HKeRouting and eTraffic News) into an all-in-one mobile application “HKeMobility” and expand walking path information on “HKeMobility” to 18 districts</p>	<p>The walking route search function presently covers Causeway Bay, Yau Tsim Mong and Sham Shui Po, and will be expanded to all districts by end 2020.</p>	<p>The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p>
<p>2. Implement an automatic tolling system without toll booth, i.e. Free-flow Tolling System (FFTS), by phases at all government tolled tunnels and Tsing Sha Control Area using toll tags (in-vehicle units)</p>	<p>The design of the toll tags is on-going. The detailed implementation proposal of FFTS is being developed, with tenders for the backend system of FFTS to be invited by mid-2020.</p>	<p>The management of the consultancies concerned is currently undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p> <p>Five permanent posts (including one Chief Transport Officer, one Engineer/Assistant Engineer, one Analyst/Programmer II, one Accounting Officer I and one Assistant Clerical Officer) will be created in 2020-21, and two time-limited posts (including one Senior Engineer and one Technical Officer (Traffic)/Technical Officer (Traffic) Trainee) will be created in 2020-21 for six years to take forward the initiative.</p>



Smart mobility initiatives	Progress and latest development	Estimated manpower resources in 2020-21
3. Complete the installation of about 1 200 traffic detectors in all strategic roads to provide additional real-time traffic information	All installation works will be completed by end 2020.	The project supervision is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.
4. Introduce pilot real-time adaptive traffic signal systems with sensors for pedestrians and vehicles to help optimise the green times allocated to vehicles and pedestrians	The pilot project commenced in mid-2019. With the completion of system design and laboratory trials, TD will commence installation in mid-2020.	The project supervision is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.
5. Continue to facilitate trials of autonomous vehicles (AVs) at suitable locations in Hong Kong and review the relevant legislation to provide the legal basis for live, time-bound tests under regulation	<ul style="list-style-type: none"> <li>- TD set up a Technical Advisory Committee on the Application of Autonomous Vehicle Technologies in Hong Kong (the Committee) in November 2019. The Committee advises on, among others, how best to draw up an appropriate regulatory framework for AVs.</li> <li>- TD published the new “Guidance Notes on the Trials of Autonomous Vehicles” in December 2019, and has commenced studying necessary legislative amendments to facilitate full trials of AVs.</li> </ul>	<p>The initial work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p> <p>Three permanent posts (including one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer, one Engineer/Assistant Engineer and one Motor Vehicle Examiner I) will be created in 2020-21 to take forward this initiative.</p>

<b>Smart mobility initiatives</b>	<b>Progress and latest development</b>	<b>Estimated manpower resources in 2020-21</b>
<p>6. Facilitate public transport (PT) operators' plans to introduce new electronic payment systems for PT fare collection</p>	<ul style="list-style-type: none"> <li>- TD issued the "Guidelines on Introduction of New Electronic Payment System for Fare Collection in Public Transport Sector" in June 2017 to facilitate PT operators to introduce new electronic systems for fare collection.</li>   <li>- MTRCL plans to introduce QR code for fare payment in the MTR domestic network by 2020 onwards.</li>   <li>- All franchised bus companies are actively exploring the use of various electronic payment systems.</li>   <li>- Some green minibuses (GMBs) and taxi operators have been accepting payment by various electronic means.</li> </ul>	<p>The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p>

Smart mobility initiatives	Progress and latest development	Estimated manpower resources in 2020-21
<p>7. Develop and set up hardware/software for provision of real-time arrival information for GMBs and continue to encourage PT operators to open up their data</p>	<ul style="list-style-type: none"> <li>- The real-time arrival information system for GMBs will be launched in phases from late 2020 to 2022.</li> <li>- TD has been actively liaising with PT operators and encouraging them to open up real-time arrival data. So far, New World First Bus Services Limited/Citybus Limited, New Lantao Bus Co. (1973) Limited, and MTRCL (in the case of the Airport Express, Tung Chung Line, West Rail Line and Tseung Kwan O Line) have opened up the data via the Public Sector Information Portal (DATA.GOV.HK) and TD's mobile application "HKeMobility" since August 2019.</li> </ul>	<p>The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p>
<p>8. Complete trial of geo-fencing technology on vehicles for possible implementation on franchised buses for enhancing bus safety</p>	<p>The development of geo-fencing technology and on-road tests using private cars were completed. Further enhancement for adoption on franchised buses and related road tests will be conducted in the second quarter of 2020.</p>	<p>The project supervision work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p>
<p>9. Develop a Traffic Data Analytics System to enhance traffic management and efficiency</p>	<p>Tenders for system development will be invited in 2020.</p>	<p>The system development is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p>

<b>Smart mobility initiatives</b>	<b>Progress and latest development</b>	<b>Estimated manpower resources in 2020-21</b>
<p>10. Release real-time information of franchised buses through mobile devices and information display panels at 1 300 covered bus stops, including government PTIs</p>	<ul style="list-style-type: none"> <li>- All franchised bus companies have been providing real-time arrival information through their websites and mobile applications.</li> <li>- As at end-February 2020, franchised bus companies have installed real-time arrival information display panels at 338 covered bus stops.</li> </ul>	<p>The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p>
<p>11. Install new on-street parking meters to support multiple payment systems (including Faster Payment System and remote payment through mobile application) with provision of real-time parking vacancy information</p>	<p>System development of the new parking meters is in progress. We expect that the installation of about 12 000 new parking meters will be completed in phases by mid-2022.</p>	<p>The project management is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p>

Smart mobility initiatives	Progress and latest development	Estimated manpower resources in 2020-21
<p>12. Continue to encourage operators of existing public car parks to provide real-time parking vacancy information; and include relevant conditions in land leases and tenancy agreements requiring new public car parks to provide real-time parking vacancy information</p>	<ul style="list-style-type: none"> <li>- TD has introduced a web interface to facilitate public car park operators without parking vacancy information system to disseminate real-time parking vacancy information since October 2018.</li> <li>- Since mid-2018, the Lands Department has incorporated provisions in all new short-term tenancy agreements of fee-paying public car parks, requiring the operators to provide parking vacancy data to the Government.</li> <li>- As at end February 2020, “HKeMobility” provided real-time parking vacancy information of a total of 347 government and commercial public car parks.</li> </ul>	<p>The work is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p>
<p>13. Commission automated parking system (APS) pilot projects in batches for application in public car parks</p>	<p>The pilot study on the use of APS is scheduled for completion in April 2020. Tenders for the first pilot project in Tsuen Wan will be invited in mid-2020.</p>	<p>The management of the consultancy study is undertaken by the existing staff of TD. No separate breakdown of the manpower involved.</p>

2. The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Smart Traffic Fund (the Fund). The application eligibility, selection criteria and implementation timetable of the Fund will be formulated taking into account the advice of the Task Force. In terms of staff resources, two time-limited posts (i.e. one Senior Engineer and one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer) will be created in TD in 2020-21 to assist in the implementation of the Fund.

3. In July 2019, TD published the “Smart Mobility Roadmap for Hong Kong” (the Roadmap), setting out a holistic and coherent strategy to implement a number of smart mobility initiatives. The Roadmap has broadly identified, from a macro perspective, three inter-related key dimensions, namely “Smart Transport Infrastructure”, “Data Sharing and Analytics” and “Applications and Services”. The specific projects covered by these key dimensions will continue to be updated in a timely manner, having regard to the latest technological advances and the ever-changing environment in Hong Kong.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)183**

**(Question Serial No. 0300)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD)'s "HKeMobility" mobile application provides real-time traffic and transport information. Will the Government inform this Committee of the following:

1. Currently, the application's function for checking the arrival time of public transport services only covers the services of tram and New Lantao Bus Company (1973) Limited (NLB), while those of Mass Transit Railway (MTR), The Kowloon Motor Bus Company (1933) Limited, Citybus Limited (CTB) and New World First Bus Services Limited (NWFB) are excluded. Will the Government discuss with these operators again on the opening up of data so as to improve the provision of real-time traffic information?
2. Currently, the information on walking routes provided by the application only covers some districts. When will the Government extend it to cover the whole territory?
3. It is learned that the dissemination of real-time parking vacancy information is limited mainly because some car parks have yet to install a real-time parking vacancy information system and the land leases of existing non-government car parks have no requirement for car park operators to open up their real-time parking vacancy information. Does the Government have any proactive measure to encourage more car park operators to open up their parking vacancy information and data?
4. Regarding the installation of a new generation of parking meters, what is the latest progress? What is the anticipated completion date? What are the manpower resources to be involved in 2020-21?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 13)

Reply:

1. TD has been actively liaising with the public transport operators and encouraging them to open up real-time arrival data. So far, NWFB, CTB, NLB and MTR Corporation Limited (in respect of the Airport Express, Tung Chung Line, West Rail Line and Tseung Kwan O Line) have opened up the data via the Public Sector Information (PSI) Portal (DATA.GOV.HK) and TD's mobile application "HKeMobility" since August 2019.

TD will continue to fund and develop a real-time arrival information system for green minibuses. The relevant data will be released for public use via the PSI Portal and "HKeMobility". The system will be launched in phases from late 2020 with a view to full implementation by 2022.

2. The walking route search function currently covers three districts, namely Causeway Bay, Yau Tsim Mong and Sham Shui Po. The function will be extended to cover all districts by the end of 2020.
3. For public car parks without parking vacancy information system, TD introduced in October 2018 a web interface to facilitate public car park operators to disseminate real-time parking vacancy information. TD has also briefed public car park operators on feasible technical solutions to encourage and facilitate their adoption of suitable measures for collecting and disseminating parking vacancy information.

Since mid-2018, the Lands Department has incorporated provisions in all new short-term tenancy agreements of fee-paying public car parks, requiring the operators to provide parking vacancy data to the Government.

As at end February 2020, "HKeMobility" provided real-time parking vacancy information of a total of 347 government and commercial public car parks. TD will continue to encourage more public car park operators to open up their parking vacancy data.

4. TD has engaged a contractor through open tender for the procurement, management, operation and maintenance of the new generation of parking meters. System development of the new parking meters is in progress. We expect that the installation of about 12 000 new parking meters will be completed in phases by mid-2022. Regarding the manpower resources to be involved in 2020-21, management of the project is undertaken by existing staff of TD. No separate breakdown of resources is available.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)184**

**(Question Serial No. 0949)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

For the provision of subsidy to the franchised bus companies on the installation of appropriate safety devices on existing buses, please advise this Committee on the following:

(a) What is the staff establishment and expenditure involved for monitoring the progress of installation of safety devices by franchised bus companies?

(b) For the provision of subsidy to the franchised bus companies on the installation of appropriate safety devices on existing buses, including Electronic Stability Control (ESC), speed limiting retarder and seat belts on all seats in upper deck, what is the estimated number of buses benefited and the proportion with the total number of franchised buses?

(c) What is the estimated timetable for completion of installation of the above safety devices?

(d) Will the Government plan to install the safety devices on all franchised buses? If yes, please provide details and timetable. If no, please provide explanation.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 7)

Reply:

With a view to further enhancing the safety and reliability of franchised bus services, all new double-deck buses procured by franchised bus operators from July 2018 will be equipped with seat belts on all passenger seats, ESC which can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

To take forward the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service, cost-benefit analyses have been conducted on retrofitting ESC, speed limiting retarder and seat belts on existing franchised buses. Having regard to the results of the cost-benefit analyses, the franchised bus operators will install ESC and speed limiting retarder on around 4 200 buses (i.e. about 68% of the total number of

licensed franchised buses as at end-2019), and install seat belts on all seats in the upper deck on around 1 900 buses (i.e. about 31% of the total number of licensed franchised buses as at end-2019). The Government has set aside \$500 million to subsidise the franchised bus operators 80% of the relevant installation costs. About \$150 million has been earmarked for installation of ESC and speed limiting retarder, and about \$350 million has been earmarked for installation of seat belts. Installation works will commence progressively from the second quarter of 2020 for target completion in three years for installation of seat belts and in four years for ESC and speed limiting retarder.

Upon completion of the retrofitting works on existing buses, and together with the delivery of new buses already equipped with the concerned safety device, it is estimated that there would be more than 5 500 buses equipped with ESC and speed limiting retarder, and more than 3 000 buses equipped with seat belts on all seats in the upper deck.

To cope with the above tasks, TD has created/will create a total of five civil service posts on a time-limited basis for six years, including one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer, one Motor Vehicle Examiner I, one Motor Vehicle Examiner II, one Transport Officer I and one Transport Officer II. The total expenditure involved in terms of notional annual mid-point salaries of the five posts is \$3,814,680.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)185**

**(Question Serial No. 0952)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards parking spaces for commercial vehicles (CVs), will the Government inform this Committee of the following:

- a. What were the numbers of each type of CV in each of the past three years and their year-on-year rates of change? Please list out the figures with a breakdown by types of CVs.
- b. What were the numbers of parking spaces for each type of CV provided at government car parks in each district, and their utilisation and vacancy rates in each of the past three years? What were the year-on-year rates of change? Please list out the figures with breakdown by district and types of CVs.
- c. Regarding the consultancy study on parking for CVs, is there an anticipated date for release of findings? If yes, what are the details and timetable?
- d. Regarding the consultancy study on parking for CVs, what are the expenditure and manpower involved?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 9)

Reply:

- a. In the past three years, the numbers of licensed CVs as at end December of each year and the year-on-year changes are tabulated at Annex 1.
- b. The Transport Department (TD) does not compile separate records for different types of vehicles using the 11 government multi-storey car parks under TD's purview. The overall numbers of parking spaces, utilisation rates and year-on-year changes in utilisation rates of these 11 car parks in the past three years are tabulated at Annex 2.

- c. The recommendations arising from the consultancy study on parking for CVs are taken forward by TD as on-going measures to increase the provision of parking spaces for CVs. The latest progress of implementation is tabulated at Annex 3.
- d. From the commencement of the consultancy study on parking for CVs up to February 2020, about \$5.3 million has been incurred as the consultancy fee. The work in relation to supervision of the study is undertaken by TD's existing staff as part of their normal duties. There is no separate breakdown of the expenditure and manpower involved.

**Numbers of licensed CVs and year-on-year changes (in brackets) in the past three years**

<b>Vehicle Type</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Taxi	18 148 (-4)	18 143 (-5)	18 132 (-11)
Light Goods Vehicle	70 782 (+446)	72 704 (+1 922)	71 610 (-1 094)
Medium Goods Vehicle	36 156 (-44)	36 702 (+546)	35 322 (-1 380)
Heavy Goods Vehicle	6 042 (+226)	6 398 (+356)	6 393 (-5)
Coach/Bus/Light Bus#	15 069 (-35)	15 441 (+372)	15 652 (+211)

# Franchised buses excluded.

**Numbers of parking spaces, utilisation rates  
and year-on-year changes in utilisation rates (in brackets) in  
government multi-storey car parks under TD's purview in the past three years**

District	Car Park	No. of Parking Spaces <sup>^</sup>	Average utilisation rate <sup>^#</sup>					
			Day-time (0800-2300)			Night-time (2300-0800)		
			2017	2018	2019	2017	2018	2019
Hong Kong Island	Star Ferry Car Park	377	70% (+4)	70% (no change)	56% (-14)	16% (+3)	16% (no change)	10% (-6)
	City Hall Car Park	170	46% (+3)	58% (+12)	34% (-24)	10% (+4)	15% (+5)	8% (-7)
	Rumsey Street Car Park	835	73% (no change)	68% (-5)	61% (-7)	46% (-2)	45% (-1)	40% (-5)
	Kennedy Town Car Park	195	83% (+3)	83% (no change)	75% (-8)	77% (+4)	75% (-2)	72% (-3)
	Tin Hau Car Park	428	89% (+1)	81% (-8)	76% (-5)	70% (+3)	64% (-6)	62% (-2)
	Shau Kei Wan Car Park	385	85% (-2)	84% (-1)	71% (-13)	82% (-1)	81% (-1)	75% (-6)
	Aberdeen Car Park	293	74% (+4)	76% (+2)	72% (-4)	87% (+3)	89% (+2)	88% (-1)
Kowloon	Yau Ma Tei Car Park	770	75% (-1)	73% (-2)	57% (-16)	44% (-1)	44% (no change)	40% (-4)
	Sheung Fung Street Car Park, Wong Tai Sin	267	90% (+5)	86% (-4)	74% (-12)	93% (+2)	87% (-6)	84% (-3)
New Territories	Kwai Fong Car Park*	477	73% (+1)	74% (+1)	73% (-1)	71% (+1)	72% (+1)	76% (+4)
	Tsuen Wan Car Park	545	91% (+3)	91% (no change)	85% (-6)	85% (+3)	88% (+3)	85% (-3)

<sup>^</sup> Excluding parking spaces for motorcycles.

<sup>#</sup> Figures in brackets show changes in percentage points.

\* In April 2019, the rooftop of the Kwai Fong Car Park involving 75 parking spaces was converted into a temporary vehicle detention centre. Since 1 January 2020, 54 private car/van-type light goods vehicles parking spaces have been released for public use, while the remaining 21 parking spaces are kept for the temporary vehicle detention centre.

**Recommendations of  
the Consultancy Study on Parking for CVs and  
the Latest Progress of Implementation**

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time parking spaces	In 2019, 53 new on-street night-time CV parking spaces were provided.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2019/20 school year, 17 schools provided about 50 parking spaces for student service vehicles.
(3) Provide more on-street parking spaces and picking-up/setting-down facilities for coaches	In 2019, 61 new parking spaces and 109 picking-up/setting-down facilities were provided for coaches.
(4) Specify in the tenancy agreement of suitable short-term tenancy car parks a minimum number of parking spaces for CVs	As at December 2019, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 30 short-term tenancy car parks, involving a total of some 1 670 CV parking spaces.
(5) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	Eight suitable sites for public CV parks have been identified. TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for provision of public CV parks at these sites.
(6) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines with a view to increasing the parking provision.	TD plans to promulgate the revised parking standards within 2020 after consulting relevant stakeholders.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)186**

**(Question Serial No. 1412)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On matters relating to fuel subsidy or one-off subsidy, will the Government inform this Committee of the following:

- a. Regarding the arrangements to provide fuel subsidy or one-off subsidy for the transport and logistics trades, what are the Government's estimated administrative expenditure and staff establishment for carrying out the relevant work?
- b. Regarding the time of providing the fuel subsidy or one-off subsidy, what is the Government's anticipated earliest time to release the application details and allow the transport and logistics trades to start applying for the subsidy?
- c. Hong Kong was hit by a number of negative events such as demonstrations against the extradition bill and spread of novel coronavirus in the past year, and the community has yet to recover. The livelihood of front-line practitioners in the transport and logistics trades has been seriously affected. When making arrangements for providing the said subsidy, will the Government consider giving the trades a full waiver or increasing the subsidy amount, and extending the subsidy period to at least a year or longer, so as to relieve the burden of the trades? If yes, what are the details? If no, what are the reasons?
- d. Besides providing fuel subsidy or one-off subsidy for the trades, will the Government consider setting up a dedicated fund to provide additional subsidies for application by the trades to subsidise their expenses on vehicle mortgage repayment, insurance premium, parking fee and maintenance fee, etc and help them tide over their hardship? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 4)

Reply:



The financial impact of the measures will be absorbed by the Anti-epidemic Fund, which does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

The Government announced on 22 October 2019 the introduction of a six-month fuel subsidy or a one-off subsidy to the transport trades to help them cope with the operating pressure in the light of the prevailing economic environment. With a view to providing comprehensive and continuous financial support to the various trades hard hit by the COVID-19, the Government announced on 21 February 2020 to expand the aforementioned proposal under the Anti-epidemic Fund. Details of the enhanced subsidy and the implementation timetable are set out below –

Transport Modes	Subsidy Details	Progress
Taxis and public light buses (PLBs)	Offer a \$1.0 discount per litre of liquefied petroleum gas (LPG) (i.e. approximately a one-third discount) for 12 months for LPG taxis and PLBs, and reimburse one-third of the actual fuel cost for 12 months for petrol taxis and diesel PLBs.	TD is in active discussion with the oil companies on the implementation details. Subject to the system readiness of the oil companies, the target is to roll out the initiative in mid-2020.
Franchised buses, local ferries and tramways	Reimburse one-third of the actual fuel/electricity cost for 12 months.	TD issued letters to the operators in end-February 2020 on the application details. Disbursement will be arranged within one month after receiving the applications and supporting documents from the public transport operators.
Non-franchised buses (NFBs)	Provide a one-off non-accountable subsidy of \$20,000 for each licensed NFB.	TD has started issuing letters to the registered vehicle owners by batches since mid-March 2020 on the application details.
School private light buses, hire cars and goods vehicles	Provide a one-off non-accountable subsidy of \$10,000 for each school private light bus, hire car and goods vehicle.	Disbursement will be arranged within one month after receiving the applications.

The preparation and implementation of the fuel subsidy and one-off subsidy initiative involves additional administrative costs of about \$4 million (including arrangement for publicity, printing materials, an electronic platform for collecting bank account information

from relevant registered owner, etc.). The additional workload is absorbed by TD with existing resources and no separate breakdown can be provided.

Apart from the provision of fuel subsidy and one-off subsidy, the Government also waived various government fees, such as vehicle licence fees and examination fees for commercial vehicles, and fees payable for the Passenger Service Licence, Passenger Service Licence Certificate and Close Road Permit for eligible types of vehicles, for 12 months from 30 December 2019 to 29 December 2020.

As a temporary measure to assist the transport trades to tide over this difficult period, the Government has made short-term storage arrangements for idle non-franchised buses at a site adjacent to Container Port Road South in Kwai Chung, as well as idle taxis at the car parks at Hong Kong West Kowloon Station of the Express Rail Link, San Tin and the Hong Kong-Zhuhai-Macao Bridge Hong Kong Port respectively.

The Government will continue to closely monitor the operating environment of the transport trades in view of the development of the epidemic.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)187**

**(Question Serial No. 1923)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding relevant issues in respect of the Toll Exemption Fund (the Fund) for franchised buses, will the Government inform this Committee of the following:

- a. the expenditure and manpower involved for the implementation work every year;
- b. the amounts of withdrawal from the Fund since the implementation and the respective percentage against the operational expenditure and fare revenue by various franchised bus companies; and
- c. whether the Government will consider setting up the Fund for other public transport operators (such as public light buses); if so, what are the details? If not, what are the reasons?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 8)

Reply:

- a. The Fund has been implemented since 17 February 2019. Three civil service posts, comprising one Senior Transport Officer, one Transport Officer I and one Transport Officer II, were created to monitor the operation of the Fund in 2019-20. The relevant staff cost in 2020-21 is about \$2.44 million.
- b. Since the implementation of the Fund till 31 January 2020, Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTBF1) and New World First Bus Services Limited (NWFB) have withdrawn a total of \$33,210,000 and \$42,770,000 respectively from the Fund to mitigate their magnitude of fare increase implemented on 20 January 2019. As a result, the rates of fare increase of CTBF1 and NWFB borne by passengers were reduced from 9.9% to 7% and 5.6% respectively. The other franchised bus operators have not used any amount in their respective account of the Fund.

The percentages of the amounts withdrawn by CTBF1 and NWFB from their Funds against their operational expenditure and fare revenue (Note 1) are listed below:

	<b>Amount withdrawn (\$'000)</b>	<b>Percentage of the amount of Fund used against operational expenditures</b>	<b>Percentage of the amount of Fund used against fare revenue</b>
CTBF1	12,840	1.7%	2.0%
NWFB	16,520	2.5%	3.0%

Note 1: The latest financial accounts published by CTBF1 and NWFB in their fuller disclosures were for their 2018-19 financial year which ended on 30 June 2019. In order to make the calculation relevant, the amount withdrawn quoted in the table was that for the period since the implementation of the Fund on 17 February 2019 till 30 June 2019, while the operational expenditure and fare revenue figures used in the calculation were the respective pro-rata amount of the annual figures contained in the fuller disclosures.

- c. The Government has proposed to adopt the concept of “Congestion Charging” and the principle of “Efficiency First” in determining the levels of tolls for different types of vehicles using government tolled tunnels and roads, so as to utilise the limited road space more effectively. In this connection, TD commenced the Study on “Congestion Charging” (the Study) in July 2019 and expects to consult relevant stakeholders on the recommendations arising from the Study in 2021. We will then consider whether the toll exemption arrangement should be extended to other public transport operators.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)188**

**(Question Serial No. 1924)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On matters relating to the three land tunnels, will the Government inform this Committee of the following:

- a. What were the average daily traffic volumes (in peak hours and non-peak hours) of Eagle's Nest and Sha Tin Heights Tunnels, Lion Rock Tunnel and Tate's Cairn Tunnel in the past three years, and what were the volume/capacity (v/c) ratios of the traffic in these tunnels?
- b. In view of the situation above, does the Government have any measure to rationalise traffic distribution effectively and improve capacities of tunnels?
- c. The Government has recommended charging a flat toll of \$8 for Tate's Cairn Tunnel on Sundays and public holidays, as a pilot scheme. What is the progress of implementing the measure, and what results have been achieved?
- d. Will the Government plan to charge a flat toll of \$8 for all three land tunnels, or even waive the tolls in the long run? If yes, what are the details? If no, what are the reasons?
- e. What are the expenditure and staff establishment involved each year in conducting the study on the hierarchy and level of tolls of government tolled tunnels and road?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 10)

Reply:

- a. The peak hour and non-peak hour traffic volumes of each of the three land tunnels connecting Sha Tin and Kowloon and their respective v/c ratios in the past three years are at Annex.

The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means that the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means that the congestion is getting serious.

Since the morning and evening peak traffic demand at Tate's Cairn Tunnel and Lion Rock Tunnel has exceeded their respective design capacities, traffic queues are formed at the slip roads leading to the tunnels. The v/c ratios at Annex are the ratios of actual traffic volume to design capacity of the respective tunnels, which have not taken into account those vehicles queueing to enter the tunnels. Therefore, the v/c ratios of the above-mentioned tunnels would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity.

Further, the actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned, geometry of the road section, etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on the number of lanes and width of the tunnel) may not truly reflect the actual traffic condition of the tunnels.

- b. To alleviate traffic congestion between Kowloon and Sha Tin, the priority is to address the bottleneck problem at the existing approach roads to Eagle's Nest Tunnel and Sha Tin Heights Tunnel. The Government is carrying out the widening works of Tai Po Road (Sha Tin Section) between Sha Tin Plaza near Sha Tin Rural Committee Road and Man Wo House of Wo Che Estate near Fo Tan Road, from a dual two-lane carriageway to a dual three-lane carriageway. The works are expected to be completed in 2023.
- c. & d. The proposal of charging a flat toll of \$8 for Tate's Cairn Tunnel on Sundays and public holidays as a pilot scheme was part and parcel of the recommendation under the toll rationalisation study for three road harbour crossings and three land tunnels connecting Sha Tin and Kowloon. In March 2019, the Government decided that the recommendation would not be pursued further. The toll level of Tate's Cairn Tunnel and other government tolled tunnels and road will be reviewed under the Study on "Congestion Charging" (the Study) undertaken by the Transport Department (TD).
- e. TD commenced the Study in July 2019. The Study would adopt the principle of "Efficiency First" to enable efficient people carriers to enjoy lower tolls for using government tolled tunnels and roads, while imposing higher tolls on vehicles with low carrying capacity. The estimated expenditures of the Study are \$2.6 million, \$4.1 million and \$1.3 million in 2019-20, 2020-21 and 2021-22 respectively. As the Study is overseen by the existing staff of TD, there is no separate breakdown of the manpower and the associated expenditure involved.

**Three land tunnels connecting Sha Tin and Kowloon**

**Peak hour / non-peak hour traffic volumes and v/c ratios in the past three years**

Name of tunnel	Direction	Year	Average hourly traffic volume (peak hour)	Average hourly v/c ratio (peak hour)	Average hourly traffic volume (non-peak hour)	Average hourly non-peak hour v/c ratio
Lion Rock Tunnel	Northbound	2019	2 500	1.0	1 700	0.7
		2018	2 500	1.0	1 700	0.7
		2017	2 500	1.0	1 800	0.7
	Southbound	2019	2 600	1.0	1 600	0.6
		2018	2 700	1.0	1 600	0.6
		2017	2 700	1.0	1 700	0.7
Tate's Cairn Tunnel	Northbound	2019	2 300	0.9	1 100	0.4
		2018	2 300	0.9	1 100	0.4
		2017	2 200	0.8	1 100	0.4
	Southbound	2019	2 300	0.9	900	0.3
		2018	2 300	0.9	900	0.3
		2017	2 300	0.9	900	0.3
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	Northbound	2019	2 300	0.5	1 100	0.2
		2018	2 200	0.5	1 100	0.2
		2017	2 100	0.4	1 000	0.2
	Southbound	2019	2 400	0.5	1 000	0.2
		2018	2 400	0.5	1 000	0.2
		2017	2 300	0.5	900	0.2

Note: The figures refer to the average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions, which are compiled by tunnel operators through the toll collection systems. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)189****(Question Serial No. 0834)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

One of the programmes of Transport Department (TD) is licensing of vehicles and drivers. Please advise this Committee of the following:

- a. What were the numbers of applications approved for direct issue of Hong Kong full driving licences on the strength of Mainland driving licences in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	Number (No.) of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences	Rank of staff	No. of staff	Related expenses
2017-18						
2018-19						
2019-20						

- b. How many left-hand-drive (LHD) vehicles from the Mainland were registered and licensed in Hong Kong in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	No. of LHD vehicles registered and licensed in Hong Kong	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong	Rank of staff	No. of staff	Related expenses
2017-18						
2018-19						



	No. of LHD vehicles registered and licensed in Hong Kong	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong	Rank of staff	No. of staff	Related expenses
2019-20						

- c. What were the numbers of the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What were the numbers of injuries and deaths involved?

	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2017-18			
2018-19			
2019-20			

- d. What were the numbers of fixed penalty tickets issued to the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What was the unpaid amount?

	No. of fixed penalty tickets issued	Total amount of fixed penalty tickets	Unpaid amount of fixed penalty tickets in the year	Cumulative amount of unpaid fixed penalty tickets
2017-18				
2018-19				
2019-20				

- e. Did TD spot any unregistered LHD vehicles being driven in Hong Kong in the past five years? What were the numbers of prosecutions and convictions?
- f. What are the procedures for applications for first registration and licensing of the LHD vehicles from the Mainland? Would the vehicle construction and inspection requirements follow the standards for registration of vehicles in Hong Kong?
- g. What were the expenditures for implementing the first phase of the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) in the past three years? How many applications have been received and approved? What is the estimated expenditure of the Scheme in 2020-21?
- h. Will the second phase of the Scheme be implemented in 2020-21? Please advise on details of the plan and the estimated expenditure for 2020-21.

Asked by: Hon MO Claudia (LegCo internal reference no.: 13)

Reply:

- a. The information in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2017-18 to 2019-20 (up to end-February 2020) is tabulated below:

Financial year	No. of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences at year end <sup>Note 1</sup>
2017-18	35 318	140	275 435
2018-19	39 170	82	314 605
2019-20 (up to end-February 2020)	30 874	52	345 479

Note 1: The cumulative figures shown in the table were data since February 2007 when TD's system was upgraded and started to capture the issuing countries/places of the driving licences held by the drivers applying for direct issue of a Hong Kong full driving licence.

The direct issue of Hong Kong full driving licences is handled by existing staff of TD. There is no separate breakdown on the manpower and expenditure involved.

- b. The information in respect of LHD vehicles from the Mainland from 2017-18 to 2019-20 (up to end February 2020) registered and licensed in Hong Kong is tabulated below:

Financial year	No. of LHD vehicles registered and licensed in Hong Kong at year end	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong at year end
2017-18	16	0	240
2018-19	19	0	236
2019-20 (up to end-February 2020)	3	0	230

The registration and licensing of the LHD vehicles from the Mainland is handled by existing staff of TD. There is no separate breakdown on the manpower and expenditure involved.

- c. The information on Mainland LHD vehicles involved in traffic accidents in Hong Kong from 2017-18 to 2019-20 (up to February 2020) is tabulated below:

Financial year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2017-18	14	21	0
2018-19	8	14	0
2019-20 (up to end-February 2020) <sup>Note 2</sup>	12	18	0

Note 2: Provisional figures

- d. Traffic offences detected in a traffic accident investigation are prosecuted by the Hong Kong Police Force (HKPF) by way of summons instead of fixed penalty tickets. The HKPF does not maintain any records on whether fixed penalty tickets or summonses are issued to LHD or right-hand-drive vehicles. The HKPF thus does not have information on the amount of unpaid penalties by drivers of LHD vehicles.
- e. The HKPF does not maintain any records on the number of prosecution and conviction cases against unregistered LHD vehicles.
- f. The procedures for applying for first registration and licensing of the LHD vehicles, including those from the Mainland, are generally the same as those for first registration and licensing of other vehicles in Hong Kong, which include obtaining approval from the Environmental Protection Department regarding compliance with vehicle exhaust and noise requirements, submitting an import return to and obtaining a “Notification of Motor Vehicle Provisional Taxable Value” of the vehicle from the Customs and Excise Department, arranging for vehicle examination at the TD’s vehicle examination centre, and applying to TD’s licensing office for vehicle registration and licensing. In addition, LHD vehicles should apply for LHD permits when applying for registration. Similar to other commercial vehicles and private cars aged six years or above in Hong Kong, LHD vehicles of the same class and age are subject to examination when applying for annual renewal of vehicle licence.
- g. The first phase of the Scheme (i.e. Hong Kong private cars going to the Mainland) was rolled out on 30 March 2012. Since then and up to 29 February 2020, TD received a total of 19 298 applications for the Scheme with 18 302 applications approved. In 2017-18 and 2018-19, the annual expenditures for the Scheme were \$3.14 million and \$3.39 million respectively. The estimated expenditures in 2019-20 and 2020-21 are \$3.02 million and \$3.41 million respectively, which mainly cover staff cost and system maintenance charges.
- h. In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong (with ad hoc quota)), the Government of the HKSAR and the Guangdong Provincial Government clearly indicated in 2012 that there was no concrete implementation timetable. The position remains the same.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)190**

**(Question Serial No. 2225)**

Head: (186) Transport Department  
Subhead (No. & title): (603) Plant, vehicles and equipment  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

For the Department proposed in the Capital Account a new item (89J) Replacement of red light camera system and associated backend system, please inform the Committee of the following:

1. Please provide the locations of the red light camera system.
2. Will the backend system be connected to that of the Hong Kong Police Force? If so, please provide the details, the estimated manpower and expenditure involved.
3. Please provide the technical details such as picture quality and duration of video in which the replaced red light camera system is capable of capturing.
4. Can the red light camera system and associated backend system record video? If so, what is the duration of video?
5. Can the red light camera system and associated backend system be used for purposes other than the enforcement of red light jumping? If so, please provide details.
6. Will the red light camera system be equipped with the functions of facial recognition, optical character recognition, radio-frequency identification, and transmitting, receiving or intercepting of Bluetooth signals, wireless network, and electronic signals? If so, please provide details.
7. Why was this item submitted under the Budget but not submitted to this Committee for vetting through normal procedure? Please explain the urgency of this item.
8. Please provide the details of expenditure of this item.

Asked by: Hon MO Claudia (LegCo internal reference no.: 54)

Reply:

1. At present, there are 203 road junctions with red light cameras installed. Their locations are listed at the Annex.
2. The current backend system of the red light cameras is operated and maintained by the Hong Kong Police Force. This arrangement will remain unchanged after the replacement of the backend system. The replacement works will be undertaken by contractors supervised by the existing staff of the Transport Department. No additional manpower and expenditure are involved.
3. & 4. The existing red light cameras and backend system can take and store photos of about 20 million pixels, which are clear enough to be adduced as evidence in court. The existing red light cameras and backend system can also record and store 6-second video clips, which can serve as evidence in court in case of dispute. The new red light cameras and backend system will have the same technical specifications as the existing ones.
5. The red light cameras and the associated backend system are used for the sole purpose of enforcement against red light jumping.
6. Both the existing and new red light cameras are not equipped with any functions of facial recognition, optical character recognition and radio-frequency identification. As regards connectivity to wireless network, some of the existing red light cameras are able transmit to the backend system encrypted photos and video clips captured via wireless network. The new red light cameras will also be equipped with this function.
7. The arrangement to include in the draft Estimates funding proposals for creating commitments under the General Revenue Account for scrutiny and approval by the Legislative Council in the context of the Appropriation Bill is in line with the requirements under sections 5 and 6 of the Public Finance Ordinance. The Government explained the relevant arrangements to the Finance Committee in early 2015. We have included the necessary provision for this proposal under the respective heads and sub-heads of expenditure to facilitate Members' consideration. The item only involves replacement of the existing ageing equipment. The 80 red light cameras and the associated backend system to be replaced have been commissioned for over 14 and 19 years respectively, and have exceeded their designed service life, with major parts no longer available for repair. Hence, there is an imminent need to replace the ageing equipment so as to maintain the effectiveness of the red light camera system.
8. The breakdown of expenditure for this item is shown below:

	Estimated (\$'000)
(i) Replacement of 80 red light cameras	128,620
(ii) Replacement of the associated backend system	77,220
(iii) Contingency	18,810
	Total: 224,650

Locations of Red Light CamerasHONG KONG ISLAND

- 1 FLEMING ROAD (NORTHBOUND) AT JUNCTION WITH HARBOUR ROAD
- 2 QUEEN VICTORIA STREET (WESTBOUND) AT JUNCTION WITH DES VOEUX ROAD CENTRAL
- 3 CONNAUGHT ROAD WEST (EASTBOUND) AT JUNCTION WITH WATER STREET
- 4 KING'S ROAD (WESTBOUND) AT JUNCTION WITH HEALTHY STREET CENTRAL STREET
- 5 EASTERN STREET NORTH (SOUTHBOUND) AT JUNCTION WITH CONNAUGHT ROAD WEST
- 6 MAN YIU STREET (SOUTHBOUND) AT JUNCTION WITH MAN CHEUNG STREET
- 7 KING'S ROAD (WESTBOUND) AT JUNCTION WITH TIN CHIU STREET
- 8 KING'S ROAD (WESTBOUND) AT JUNCTION WITH CHEUNG HONG STREET
- 9 POKFULAM ROAD (NORTHBOUND TOWARDS CENTRAL) NEAR LOT NUMBER 137
- 10 POKFULAM ROAD (TOWARDS ABERDEEN) AT JUNCTION WITH VICTORIA ROAD
- 11 HENNESSY ROAD (EASTBOUND) AT JUNCTION WITH FLEMING ROAD
- 12 JAVA ROAD (EASTBOUND) AT JUNCTION WITH TONG SHUI ROAD
- 13 HEALTHY STREET CENTRAL (NORTHBOUND) AT JUNCTION WITH KING'S ROAD
- 14 POKFULAM ROAD (SOUTHEASTBOUND TOWARDS ABERDEEN) NEAR NUMBER 126
- 15 MORRISON HILL ROAD (NORTHBOUND) AT JUNCTION WITH SPORTS ROAD
- 16 MORRISON HILL ROAD (NORTHBOUND) AT JUNCTION WITH SPORTS ROAD
- 17 CONNAUGHT ROAD CENTRAL (EASTBOUND) AT JUNCTION WITH CONNAUGHT PLACE
- 18 WING HING STREET (EASTBOUND) AT JUNCTION WITH ELECTRIC ROAD
- 19 DES VOEUX ROAD WEST (NORTHBOUND) AT JUNCTION WITH CONNAUGHT ROAD WEST
- 20 CONNAUGHT ROAD CENTRAL (WESTBOUND) AT JUNCTION WITH HILLIER STREET
- 21 HING FAT STREET (NORTHBOUND) AT JUNCTION WITH VICTORIA PARK ROAD
- 22 KING'S ROAD (WESTBOUND) AT JUNCTION WITH HEALTHY STREET EAST
- 23 KORNHILL ROAD (EASTBOUND) AT JUNCTION WITH HONG ON STREET
- 24 CHAI WAN ROAD (EASTBOUND) AT JUNCTION WITH SUN YIP STREET
- 25 GLOUCESTER ROAD (WESTBOUND) AT JUNCTION WITH CLEVELAND STREET
- 26 SHING SAI ROAD (SOUTHWEST BOUND) AT JUNCTION WITH SAI CHEUNG STREET NORTH
- 27 QUEEN'S ROAD EAST (WESTBOUND) AT JUNCTION WITH QUEENSWAY
- 28 JAVA ROAD AT JUNCTION WITH MAN HONG STREET
- 29 KING'S ROAD AT JUNCTION WITH WESTLANDS ROAD

KOWLOON

- 30 PO KONG VILLAGE ROAD (SOUTHBOUND) AT JUNCTION WITH CHOI HUNG ROAD
- 31 HONG NING ROAD (NORTHBOUND) AT JUNCTION WITH CHUN WAH ROAD
- 32 LEI YUE MUN ROAD (SOUTHWESTBOUND) AT JUNCTION WITH TSEUNG KWAN O ROAD
- 33 WAI YIP STREET (WESTBOUND) AT JUNCTION WITH LAI YIP STREET
- 34 CHIU SHUN ROAD (WESTBOUND) AT JUNCTION WITH NGAN O ROAD
- 35 LEI YUE MUN ROAD (NORTHWEST BOUND) AT JUNCTION WITH KO CHIU ROAD
- 36 KWUN TONG ROAD (SOUTHWEST BOUND) AT JUNCTION WITH TSUI PING ROAD
- 37 HIP WO STREET (SOUTHBOUND) AT JUNCTION WITH YUET WAH STREET
- 38 WANG CHIU ROAD (NORTHBOUND) AT JUNCTION WITH SHEUNG YEE ROAD
- 39 HIP WO STREET (SOUTHBOUND) AT JUNCTION WITH WAN HON STREET
- 40 HIRAM'S HIGHWAY (NORTHBOUND) AT JUNCTION WITH PO LO CHE ROAD
- 41 CHA KWO LING ROAD (NORTHWEST BOUND) AT JUNCTION WITH LEI YUE MUN ROAD
- 42 HONG NING ROAD (SOUTHBOUND) AT JUNCTION WITH SHUNG YAN STREET
- 43 CHOI HUNG ROAD (SOUTHWEST BOUND) AT JUNCTION WITH TSEUK LUK STREET
- 44 NEW CLEAR WATER BAY ROAD (NORTHWEST BOUND) NEAR CLEAR WATER BAY ROAD
- 45 CLEAR WATER BAY ROAD (WESTBOUND) AT JUNCTION WITH NEW CLEAR WATER BAY ROAD
- 46 WANG CHIU ROAD (EASTBOUND) AT JUNCTION WITH CHEUNG YIP STREET
- 47 WAI YIP STREET (NORTHBOUND) AT JUNCTION WITH SHUN YIP STREET
- 48 KWUN TONG ROAD (EASTBOUND) AT JUNCTION WITH ELEGANCE ROAD
- 49 LEI YUE MUN ROAD (NORTHWEST BOUND) AT JUNCTION WITH WAI FAT ROAD
- 50 PO HONG ROAD (SOUTHBOUND) AT JUNCTION WITH WAN HANG ROAD
- 51 PO KONG VILLAGE ROAD (SOUTHBOUND) AT JUNCTION WITH FUNG TAK ROAD
- 52 SHUN LEE TSUEN ROAD (EASTBOUND) AT JUNCTION WITH SAU MAU PING ROAD
- 53 PO YAP ROAD (WEST BOUND) AT JUNCTION WITH TONG CHUN STREET
- 54 PO KONG VILLAGE ROAD (SOUTHBOUND) NEAR LUNG CHEUNG ROAD
- 55 PO LAM ROAD NORTH (SOUTHEAST BOUND) NEAR YAU YUE WAN VILLAGE ROAD

56 CHOI HUNG ROAD (SOUTHEAST BOUND) AT JUNCTION WITH SZE MEI STREET  
57 SAU MAU PING ROAD (NORTHWEST BOUND) AT JUNCTION WITH SAU MING ROAD  
58 MIDDLE ROAD (WESTBOUND) AT JUNCTION WITH KOWLOON PARK DRIVE  
59 CHEUNG SHA WAN ROAD (SOUTHBOUND) AT JUNCTION WITH TONKIN STREET  
60 TONKIN STREET (SOUTHBOUND) AT JUNCTION WITH LAI CHI KOK ROAD  
61 KOWLOON PARK DRIVE (NORTHBOUND) AT JUNCTION WITH PEKING ROAD  
62 WATERLOO ROAD (EASTBOUND) AT JUNCTION WITH SHANGHAI STREET  
63 GASCOIGNE ROAD (WESTBOUND) AT JUNCTION WITH JORDAN ROAD  
64 WATERLOO ROAD (SOUTHBOUND) AT JUNCTION WITH CORNWALL STREET  
65 CASTLE PEAK ROAD (EASTBOUND) AT JUNCTION WITH TONKIN STREET  
66 TAI NAN WEST STREET (NORTHBOUND) AT JUNCTION WITH CHEUNG SHA WAN ROAD  
67 KOWLOON CITY ROAD (NORTHBOUND) AT JUNCTION WITH MA TAU KOK ROAD  
68 ARGYLE STREET (WESTBOUND) AT JUNCTION WITH TONG MI ROAD  
69 TAI HANG TUNG ROAD (SOUTHBOUND) AT JUNCTION WITH TAT CHEE AVENUE  
70 POK MAN STREET (EASTBOUND) AT JUNCTION WITH TAI KOK TSUI ROAD  
71 YEE KUK STREET (SOUTHBOUND) AT JUNCTION WITH NAM CHEONG STREET  
72 TUNG CHAU STREET (SOUTHBOUND) AT JUNCTION WITH NAM CHEONG STREET  
73 LIN CHEUNG ROAD (SOUTHBOUND) AT JUNCTION WITH TONKIN STREET WEST  
74 FERRY STREET (SOUTHBOUND) AT JUNCTION WITH SHANTUNG STREET  
75 PRINCESS MARGARET ROAD (NORTHBOUND) AT JUNCTION WITH ARGYLE STREET  
76 NATHAN ROAD (SOUTHBOUND) AT JUNCTION WITH ARGYLE STREET  
77 NATHAN ROAD (SOUTHBOUND) AT JUNCTION WITH JORDAN ROAD  
78 SHANGHAI STREET (SOUTHBOUND) AT JUNCTION WITH KANSU STREET  
79 BOUNDARY STREET (EASTBOUND) AT JUNCTION WITH TAI HANG TUNG ROAD  
80 DUNDAS STREET (WESTBOUND) AT JUNCTION WITH NATHAN ROAD  
81 BOUNDARY STREET (EASTBOUND) AT JUNCTION WITH LA SALLE ROAD  
82 NATHAN ROAD (NORTHBOUND) AT JUNCTION WITH WATERLOO ROAD  
83 NATHAN ROAD (SOUTHBOUND) AT JUNCTION WITH HUMPHREY'S AVENUE  
84 NATHAN ROAD (NORTHBOUND) AT JUNCTION WITH MONG KOK ROAD  
85 NATHAN ROAD (SOUTHBOUND) AT JUNCTION WITH GASCOIGNE ROAD  
86 CHATHAM ROAD SOUTH (NORTHEAST BOUND) AT JUNCTION WITH AUSTIN ROAD  
87 CHEUNG SHA WAN ROAD (EASTBOUND) AT JUNCTION WITH BUTTERFLY VALLEY ROAD  
88 LAI CHI KOK ROAD (SOUTHEAST BOUND) AT JUNCTION WITH TONKIN STREET  
89 AUSTIN ROAD (EASTBOUND) AT JUNCTION WITH NATHAN ROAD  
90 WATERLOO ROAD (SOUTHBOUND) AT JUNCTION WITH JUNCTION ROAD  
91 NATHAN ROAD (NORTHBOUND) AT JUNCTION WITH BOUNDARY STREET  
92 CHEUNG SHA WAN ROAD (NORTHWEST BOUND) AT JUNCTION WITH TONKIN STREET  
93 PRINCE EDWARD ROAD WEST (WESTBOUND) AT JUNCTION WITH SAI YEE STREET  
94 ARGYLE STREET (WESTBOUND) AT JUNCTION WITH SHANGHAI STREET  
95 ARGYLE STREET (WESTBOUND) AT JUNCTION WITH SHANGHAI STREET  
96 ARGYLE STREET (WESTBOUND) AT JUNCTION WITH YIM PO FONG STREET  
97 AUSTIN ROAD (EASTBOUND) AT JUNCTION WITH CHATHAM ROAD SOUTH  
98 AUSTIN ROAD (WESTBOUND) AT JUNCTION WITH CANTON ROAD  
99 TUNG CHOI STREET (NORTHBOUND) AT JUNCTION WITH BOUNDARY STREET  
100 CHEUNG SHA WAN ROAD (NORTHWEST BOUND) AT JUNCTION WITH YEN CHOW STREET  
101 LAI CHEUNG ROAD (EASTBOUND) AT JUNCTION WITH FERRY STREET  
102 MA TAU CHUNG ROAD (SOUTHBOUND) AT JUNCTION WITH SUNG WONG TOI ROAD  
103 CHEUNG SHA WAN ROAD (NORTHWEST BOUND) AT JUNCTION WITH NAM CHEONG STREET  
104 NATHAN ROAD (SOUTHBOUND) AT JUNCTION WITH PUBLIC SQUARE STREET  
105 NATHAN ROAD (SOUTHBOUND) AT JUNCTION WITH SALISBURY ROAD  
106 WATERLOO ROAD (NORTHBOUND) AT JUNCTION WITH PRINCE EDWARD ROAD WEST  
107 YEN CHOW STREET (SOUTHWEST BOUND) AT JUNCTION WITH YEE KUK STREET  
108 WATERLOO ROAD (SOUTHBOUND) AT JUNCTION WITH WYLIE ROAD  
109 LAI CHEUNG ROAD (EASTBOUND) AT JUNCTION WITH HOI WANG ROAD  
110 PRINCE EDWARD ROAD WEST (EASTBOUND) AT JUNCTION WITH LAI CHI KOK ROAD  
111 TAI KOK TSUI ROAD (NORTHBOUND) AT JUNCTION WITH FOO KWAI STREET  
112 TUNG CHAU STREET (WESTBOUND) AT JUNCTION WITH FAT TSEUNG STREET  
113 HO MAN TIN HILL ROAD (WESTBOUND) AT JUNCTION WITH WYLIE ROAD  
114 ARGYLE STREET (WESTBOUND) AT JUNCTION WITH TIN KWONG ROAD  
115 CANTON ROAD (NORTHBOUND) AT JUNCTION WITH KANSU STREET  
116 CANTON ROAD (SOUTHBOUND) AT JUNCTION WITH KOWLOON PARK DRIVE  
117 CHATHAM ROAD NORTH (EASTBOUND) AT JUNCTION WITH SAN LAU STREET  
118 CHEUNG SHA WAN ROAD (EASTBOUND) AT JUNCTION WITH WONG CHUK STREET  
119 JORDAN ROAD (WESTBOUND) AT JUNCTION WITH COX'S ROAD

120 NATHAN ROAD (SOUTHBOUND) AT JUNCTION WITH PRINCE EDWARD ROAD WEST  
 121 TO KWA WAN ROAD (WESTBOUND) AT JUNCTION WITH LOK SHAN ROAD  
 122 WATERLOO ROAD (SOUTHBOUND) AT JUNCTION WITH LANCASHIRE ROAD  
 123 WATERLOO ROAD (NORTHBOUND) AT JUNCTION WITH RUTLAND QUADRANT  
 124 CHEUNG SHA WAN ROAD (SOUTHBOUND) AT JUNCTION WITH CHEUNG WAH STREET  
 125 MA TAU CHUNG ROAD (EASTBOUND) AT JUNCTION WITH FU NING STREET  
 126 MA TAU WAI ROAD (WESTBOUND) AT JUNCTION WITH CHI KIANG STREET  
 127 NAM CHEONG STREET (NORTHBOUND) AT JUNCTION WITH UN CHAU STREET  
 128 ARGYLE STREET (EASTBOUND) AT JUNCTION WITH LOMOND ROAD  
 129 JORDAN ROAD (WESTBOUND) AT JUNCTION WITH SHANGHAI STREET  
 130 TO KWA WAN ROAD (EASTBOUND) AT JUNCTION WITH CHI KIANG STREET  
 131 BERWICK STREET (EASTBOUND) AT JUNCTION WITH NAM CHEONG STREET  
 132 HUNG HOM ROAD (NORTHBOUND) AT JUNCTION WITH TAK MAN STREET  
 133 LAI CHI KOK ROAD (WESTBOUND) AT JUNCTION WITH TONKIN STREET  
 134 MA TAU WAI ROAD (SOUTHBOUND) AT JUNCTION WITH TAM KUNG ROAD  
 135 PRINCE EDWARD ROAD WEST (EASTBOUND) AT JUNCTION WITH JUNCTION ROAD  
 136 WATERLOO ROAD (EASTBOUND) AT JUNCTION WITH RECLAMATION STREET  
 137 NATHAN ROAD (SOUTHBOUND) AT JUNCTION WITH WATERLOO ROAD  
 138 ARGYLE STREET (WESTBOUND) AT JUNCTION WITH SAI YEE STREET  
 139 CHERRY STREET (WESTBOUND) AT JUNCTION WITH HOI WANG ROAD  
 140 TONG MI ROAD (NORTHBOUND) AT JUNCTION WITH MONGKOK ROAD  
 141 CHEUNG SHA WAN ROAD (EASTBOUND) AT JUNCTION WITH MEI LAI ROAD  
 142 NATHAN ROAD (NORTHBOUND) AT JUNCTION WITH AUSTIN ROAD  
 143 LAI CHI KOK ROAD (SOUTHBOUND) AT JUNCTION WITH PRINCE EDWARD ROAD WEST  
 144 NATHAN ROAD (SOUTHBOUND) AT JUNCTION WITH GRANVILLE ROAD  
 145 SAI YEE STREET (NORTHBOUND) AT JUNCTION WITH MONG KOK ROAD  
 146 TAI PO ROAD (WESTBOUND) AT JUNCTION WITH CASTLE PEAK ROAD  
 147 TO KWA WAN ROAD (SOUTHBOUND) AT JUNCTION WITH MOK CHEONG STREET  
 148 WUHU STREET (EASTBOUND) AT JUNCTION WITH GILLIES AVENUE SOUTH  
 149 HUNG HOM ROAD AT JUNCTION WITH TAK MAN STREET  
 150 KWUN TONG ROAD AT JUNCTION WITH HONG NING ROAD

#### NEW TERRITORIES

151 TAT TUNG ROAD AT JUNCTION WITH HING TUNG STREET  
 152 TIN SAU ROAD AT JUNCTION WITH TIN SAU STATION ACCESS ROAD  
 153 CASTLE PEAK ROAD AT JUNCTION WITH LONG YAT ROAD  
 154 CASTLE PEAK ROAD (WESTBOUND) AT JUNCTION WITH TAI HO ROAD  
 155 YU TUNG ROAD (NORTHBOUND) AT JUNCTION WITH SHUN TUNG ROAD  
 156 CASTLE PEAK ROAD – TSUEN WAN (WESTBOUND) AT JUNCTION WITH KWAN MUN HAU STREET  
 157 MA WANG ROAD (WESTBOUND) AT JUNCTION WITH PING WUI STREET  
 158 WANG TAT ROAD (EASTBOUND) AT JUNCTION WITH FUNG CHI ROAD  
 159 SHA TIN WAI ROAD (WESTBOUND) AT JUNCTION WITH SHATIN ROAD SLIP ROAD  
 160 CASTLE PEAK ROAD (HUNG SHUI KIU) AT JUNCTION WITH TIN HA ROAD  
 161 TSING CHUNG KOON ROAD (WESTBOUND) AT JUNCTION WITH TSUN WEN ROAD  
 162 LUNG MUN ROAD (NORTHBOUND) AT JUNCTION WITH WU CHUI ROAD  
 163 MING KUM ROAD (SOUTHBOUND) AT JUNCTION WITH PUI TO ROAD  
 164 MING KUM ROAD (NORTHBOUND) AT JUNCTION WITH TIN KING ROAD  
 165 PUI TO ROAD (EASTBOUND) NEAR TUEN MUN NULLAH  
 166 CASTLE PEAK ROAD (YUEN LONG) AT JUNCTION WITH YUEN LONG ON LOK ROAD  
 167 WU SHAN ROAD (WESTBOUND) AT JUNCTION WITH WU KING ROAD  
 168 TUEN MUN HEUNG SZE WUI ROAD (EASTBOUND) AT JUNCTION WITH CASTLE PEAK ROAD  
 169 TSING WUN ROAD (NORTHBOUND) AT JUNCTION WITH HING CHOI STREET  
 170 CASTLE PEAK ROAD (YUEN LONG) (EASTBOUND) AT JUNCTION WITH MA WANG ROAD  
 171 LUNG MUN ROAD (SOUTHBOUND) AT JUNCTION WITH TUEN TSING LANE  
 172 HOI CHU ROAD (EASTBOUND) AT JUNCTION WITH TUEN MUN HEUNG SZE WUI ROAD  
 173 JOCKEY CLUB ROAD (NORTHWEST BOUND) AT JUNCTION WITH LUNG SUM AVENUE  
 174 CASTLE PEAK ROAD (CASTLE PEAK BAY) AT JUNCTION WITH TUEN HING ROAD  
 175 TIN SHUI ROAD (SOUTHBOUND) AT JUNCTION WITH TIN WING ROAD  
 176 TIN SHUI ROAD (NORTHBOUND) AT JUNCTION WITH TIN SAU ROAD  
 177 CASTLE PEAK ROAD (HUNG SHUI KIU) AT JUNCTION WITH HUNG TIN ROAD  
 178 MA WANG ROAD (WESTBOUND) AT JUNCTION WITH MA MIU ROAD  
 179 TUEN MUN HEUNG SZE WUI ROAD (SOUTHBOUND) AT JUNCTION WITH YAU OI ROAD  
 180 TING KOK ROAD (SOUTHBOUND) AT JUNCTION WITH TING TAI ROAD  
 181 WANG TAT ROAD (NORTHEAST BOUND) AT JUNCTION WITH MA MIU ROAD



- 182 CASTLE PEAK ROAD – TAI LAM (EASTBOUND) AT JUNCTION WITH LOK CHUI STREET
- 183 TING KOK ROAD (EASTBOUND) AT JUNCTION WITH DAI KWAI STREET
- 184 PO WAN ROAD (EASTBOUND) AT JUNCTION WITH PO SHEK WU ROAD
- 185 NAM WAN ROAD (SOUTHBOUND) AT JUNCTION WITH TAI PO TAI WO ROAD
- 186 CASTLE PEAK ROAD – CASTLE PEAK BAY (WESTBOUND) AT JUNCTION WITH HOI WING ROAD
- 187 YUEN LONG ON LOK ROAD (WESTBOUND) AT JUNCTION WITH YUEN LONG TUNG TAI STREET
- 188 CASTLE PEAK ROAD – LAM TEI (NORTHBOUND) NEAR LAM TEI MAIN STREET
- 189 FUNG CHI ROAD (SOUTHBOUND) AT JUNCTION WITH WANG TAT ROAD
- 190 CASTLE PEAK ROAD (WESTBOUND) AT JUNCTION WITH TAI CHUNG ROAD
- 191 CHEUNG WING ROAD (SOUTHBOUND) AT JUNCTION WITH CASTLE PEAK ROAD
- 192 TAI HO ROAD (NORTHBOUND) AT JUNCTION WITH SHA TSUI ROAD
- 193 NGAN SHING STREET (NORTHBOUND) AT JUNCTION WITH CHAP WAI KON STREET
- 194 SHA TIN ROAD (NORTHWEST BOUND) AT JUNCTION WITH TAI CHUNG KIU ROAD
- 195 HING FONG ROAD (NORTHBOUND) AT JUNCTION WITH WING FONG ROAD
- 196 SHA TSUI ROAD (EASTBOUND) AT JUNCTION WITH CHUEN LUNG STREET
- 197 WO YI HOP ROAD (EASTBOUND) AT JUNCTION WITH LEI MUK ROAD
- 198 TAI CHUNG KIU ROAD (WESTBOUND) AT JUNCTION WITH ON LAI STREET
- 199 SAI SHA ROAD (EASTBOUND) AT JUNCTION WITH ON CHIU STREET AND MA ON SHAN ROAD
- 200 TAI CHUNG KIU ROAD (WESTBOUND) AT JUNCTION WITH SIU LEK YUEN ROAD
- 201 TAI CHUNG KIU ROAD (EASTBOUND) AT JUNCTION WITH SHA TIN RURAL COMMITTEE ROAD
- 202 LAI KING HILL ROAD (EASTBOUND) AT JUNCTION WITH KWAI CHUNG INTERCHANGE
- 203 SHA TSUI ROAD (EASTBOUND) AT JUNCTION WITH HAM TIN STREET

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)191**

**(Question Serial No. 2227)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The work of the Transport Department (TD) under this Programme includes enhancing road safety, with one of the performance indicators being “injury accidents involving motor vehicles per million vehicle-km”. However, a number of traffic accidents involving multiple casualties have occurred in recent years, and quite a number of them involved public transport vehicles. In this connection, please inform this Committee of the following:

- (1) Will TD consider using the number of casualties in lieu of the number of accidents, so as to better reflect the effectiveness of TD’s work on enhancing road safety?
- (2) Will TD or relevant bureau(x) make reference to overseas practice in setting up a permanent independent accident investigation agency to be tasked with independent investigation of serious traffic accidents, so as to prevent recurrence of similar accidents?
- (3) How much resource will TD allocate in 2020-21 for enhancing road safety? What are TD’s plans for organising activities or formulating policies to enhance road safety?
- (4) What were the numbers of traffic accidents involving casualties in the past three years? Please reply by completing the following table:

Year	Total no. of traffic accidents	No. of injuries in traffic accidents	No. of traffic accidents involving injuries only	No. of fatalities in traffic accidents	No. of fatal traffic accidents	No. of traffic accidents involving more than or equal to ten casualties

- (5) What are the locations of traffic accident black spots? What were the number of traffic accidents occurring at each black spot and the number of casualties caused by the accidents in the past three years?

Asked by: Hon MO Claudia (LegCo internal reference no.: 56)

Reply:

- (1) TD takes into account both the number of traffic accidents and the number of casualties involved in analysing traffic accidents.
- (2) To prevent recurrence of similar traffic accidents, TD conducts investigation at 100 locations with clusters of injury accidents (including junctions, bends and other road sections) every year. Detailed investigations are carried out to examine if there are any distinct accident patterns and to identify common factors contributing to these accidents. Road safety enhancement measures will be proposed where necessary.
- (3) In 2019, TD set up a dedicated team to oversee the implementation of road safety audit. On legislation, TD considers from time to time the case for legislative amendments so as to enhance road safety.

On publicity, TD collaborates closely with the Road Safety Council (RSC) and the Hong Kong Police Force in launching publicity and educational activities through various means and channels such as social media platform, publicity video clips, leaflets and carnivals so as to enhance the safety awareness of road users. TD also conducts the Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers to disseminate safe driving and health messages, and provides free health checks.

On the use of technology, TD is arranging a technical trial scheme of an average speed camera system in 2020 so as to ascertain the technical feasibility and applicability of such a system in Hong Kong.

In 2020-21, TD will continue to examine and implement measures to enhance road safety through road safety audit, legislation, publicity and use of technology.

All the above-mentioned tasks are and will continue to be undertaken by the existing staff of TD as part of their normal duties and there is no separate breakdown of the expenditure involved, the estimated expenditures except that for RSC and the Campaign in 2020-21 are about \$5.7 million and \$1.4 million respectively.

- (4) The traffic accident statistics involving casualties in the past three years are provided below:

Year	Total no. of traffic accidents	No. of injuries in traffic accidents	No. of traffic accidents involving injuries only	No. of fatalities in traffic accidents	No. of fatal traffic accidents	No. of traffic accidents involving more than or equal to ten casualties
2017	15 725	19 780	15 621	108	104	31
2018	15 935	19 502	15 828	135	107	19
2019	16 102	20 105	15 995	113	107	26

- (5) The locations of traffic accident black spots, the numbers of traffic accidents occurring at each black spot and the numbers of casualties caused by the accidents in the past three years are at Annex.

**Locations of traffic accident black spots\*, numbers of traffic accidents at each black spot  
and numbers of casualties caused in the past three years**

LOCATION	2017				2018				2019			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
<b>HONG KONG ISLAND</b>												
<b>CENTRAL &amp; WESTERN</b>												
Des Voeux Road West, Wilmer Street	<b>1</b>	0	1	0	<b>3</b>	0	1	2	<b>1</b>	0	0	1
<b>EASTERN</b>												
Aldrich Bay Road, Oi Shun Road	<b>1</b>	0	0	1	<b>2</b>	0	1	2	<b>0</b>	0	0	0
Electric Road, Tsing Fung Street	<b>0</b>	0	0	0	<b>5</b>	0	1	4	<b>5</b>	0	2	3
<b>WAN CHAI</b>												
Sports Road, Morrison Hill Road	<b>3</b>	0	0	4	<b>7</b>	0	0	14	<b>4</b>	0	0	4
<b>KOWLOON</b>												
<b>KOWLOON CITY</b>												
Argyle Street, Kadoorie Avenue	<b>1</b>	1	0	0	<b>1</b>	0	0	1	<b>2</b>	0	0	5
Ma Tau Chung Road, Sung Wong Toi Road, Fu Ning Street	<b>11</b>	0	1	12	<b>15</b>	0	0	16	<b>15</b>	0	2	14
Ma Tau Wai Road, Fat Kwong Street, Man Yue Street	<b>5</b>	1	0	4	<b>6</b>	0	1	10	<b>2</b>	0	0	2
Princess Margaret Road, Man Fung Path	<b>8</b>	0	0	9	<b>6</b>	0	0	11	<b>7</b>	0	1	8
Waterloo Road, Argyle Street, Princess Margaret Road	<b>23</b>	0	3	34	<b>20</b>	0	1	26	<b>19</b>	0	3	34
Waterloo Road, Rutland Quadrant, Durham Road	<b>10</b>	0	0	13	<b>12</b>	0	0	18	<b>10</b>	0	0	12

LOCATION	2017				2018				2019			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
<b>KWUN TONG</b>												
Hip Wo Street, Tung Yan Street	2	0	0	2	4	0	0	4	3	1	1	1
Hong Ning Road, Ming Chi Street#	0	0	0	0	0	0	0	0	0	0	0	0
Kai Cheung Road, Wang Chiu Road	5	0	1	4	11	0	1	15	7	0	3	20
Kwun Tong Road, Hong Ning Road	9	0	0	18	12	0	0	15	13	0	0	15
Kwun Tong Road, Lai Yip Street, Elegance Road	9	0	1	10	13	0	0	15	12	0	0	13
Kwun Tong Road, Lei Yue Mun Road, Tsui Ping Road	4	0	1	4	12	0	4	14	11	0	2	10
Ngau Tau Kok Road, Fuk To Street	6	1	0	7	6	0	0	6	6	1	1	5
Ngau Tau Kok Road, Horse Shoe Lane	2	1	0	1	2	0	0	2	1	0	0	1
<b>SHAM SHUI PO</b>												
Castle Peak Road, Kwong Cheung Street	2	1	0	1	3	0	0	3	1	0	0	1
Cheung Sha Wan Road, Hing Wah Street	6	0	0	7	12	0	2	10	9	0	0	9
Cheung Sha Wan Road, Mei Lai Road	2	0	0	2	6	0	0	9	7	0	0	7
Cheung Sha Wan Road, Tai Nan West Street	19	0	1	21	8	1	0	9	9	0	0	9
Cheung Sha Wan Road, Tonkin Street	17	0	3	17	17	0	1	17	9	1	1	8
Cheung Sha Wan Road, Yen Chow Street	12	3	14	29	16	0	1	18	14	1	0	16
Cheung Wah Street, Fuk Wing Street	2	0	1	1	3	1	0	2	4	1	1	2

LOCATION	2017				2018				2019			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
Ki Lung Street, Kweilin Street	5	0	1	4	5	0	1	4	10	0	2	8
Ki Lung Street, Pei Ho Street	5	0	2	3	5	0	1	4	8	0	0	8
Lai Chi Kok Road, Fat Tseung Street	0	0	0	0	2	1	0	1	1	0	0	1
Lai Chi Kok Road, Nam Cheong Street	7	1	0	9	4	0	1	4	5	0	0	5
Fuk Wa Street, Yen Chow Street	5	1	2	2	4	0	0	4	4	1	0	3
Nathan Road, Cheung Sha Wan Road, Boundary Street	10	0	2	9	8	0	1	9	7	0	0	8
<b>WONG TAI SIN</b>												
Choi Hung Road, Choi Yee Lane#	0	0	0	0	0	0	0	0	0	0	0	0
Choi Hung Road, Tseuk Luk Street, Tai Shing Street	3	0	0	5	6	0	2	8	2	0	0	2
New Clear Water Bay Road, Fung Shing Street	3	1	2	14	2	0	0	5	2	0	0	3
Clear Water Bay Road, New Clear Water Bay Road Near Choi Wan Estate	8	0	0	9	11	0	0	14	14	0	1	18
Tseuk Luk Street, Hong Keung Street	4	0	0	4	11	0	3	8	2	0	0	2
<b>YAU TSIM MONG</b>												
Argyle Street, Reclamation Street	5	1	2	4	7	0	0	9	7	0	0	10
Argyle Street, Sai Yee Street	9	0	0	11	16	0	1	17	18	0	1	20
Argyle Street, Tong Mi Road, Cherry Street	5	0	0	5	10	0	2	15	19	0	1	22
Austin Road, Parkes Street	3	0	0	5	8	0	0	12	10	0	0	13
Canton Road, Austin Road, Austin Road West	13	0	0	15	8	0	1	35	19	0	2	27

LOCATION	2017				2018				2019			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
Canton Road, Jordan Road, Ferry Street	12	0	1	15	9	0	1	15	7	0	0	9
Canton Road, Public Square Street	0	0	0	0	3	1	1	2	0	0	0	0
Chatham Road South, Austin Road, Cheong Wan Road	19	0	0	28	18	0	0	26	29	0	2	45
Gascoigne Road, Chatham Road South	9	0	0	10	10	0	0	11	7	0	0	9
Jordan Road, Lin Cheung Road	9	0	1	10	7	0	0	10	13	0	0	20
Lin Cheung Road (northbound), Cherry Street	6	0	0	13	19	0	1	24	20	0	0	21
Nathan Road, Argyle Street	14	0	1	14	17	0	1	19	8	0	0	11
Nathan Road, Austin Road	11	0	2	10	6	0	0	6	13	0	0	15
Nathan Road, Haiphong Road, Humphreys Avenue	6	1	0	8	5	0	0	7	7	0	1	8
Nathan Road, Mong Kok Road	17	0	3	20	13	0	1	14	13	0	1	14
Nathan Road, Waterloo Road	12	0	3	17	16	0	0	21	12	0	2	12
Parkes Street, Bowring Street	2	0	0	2	6	0	1	5	0	0	0	0
Portland Street, Hamilton Street	5	0	0	6	9	0	1	10	8	0	0	10
Prince Edward Road West, Fa Yuen Street	2	0	0	2	2	0	0	3	2	0	0	2
Sycamore Street, Maple Street	0	0	0	0	9	0	2	8	5	0	1	4
<b>NEW TERRITORIES</b>												
<b>SAI KUNG</b>												
Mau Yip Road, Mau Tai Road, Outside Metro City Phase 1	0	0	0	0	2	0	0	2	1	1	0	0
Tong Ming Street, Tong Chun Street	3	0	0	3	7	0	0	8	4	0	0	5



LOCATION	2017				2018				2019			
	Number of accident	Number of casualty			Number of accident	Number of casualty			Number of accident	Number of casualty		
		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured		Killed	Seriously Injured	Slightly Injured
<b>TAI PO</b>												
Tai Po Tai Wo Road, On Cheung Road, Po Heung Street	<b>8</b>	0	0	17	<b>4</b>	0	0	4	<b>10</b>	0	0	18
<b>TSUEN WAN</b>												
Sha Tsui Road, Tai Chung Road	<b>4</b>	0	1	3	<b>7</b>	0	0	8	<b>12</b>	0	1	13
Tsuen Kam Interchange, Cheung Pei Shan Road	<b>7</b>	0	0	8	<b>10</b>	0	1	17	<b>9</b>	1	1	8
Tsuen Kam Interchange, Texaco Road North	<b>15</b>	0	2	14	<b>22</b>	0	1	24	<b>15</b>	0	0	19
Tsuen Tsing Interchange, Tsuen Wan Road	<b>14</b>	0	1	16	<b>22</b>	0	1	24	<b>17</b>	0	1	21
<b>YUEN LONG</b>												
Castle Peak Road - Yuen Long, Long Yat Road	<b>9</b>	0	2	8	<b>11</b>	0	0	14	<b>5</b>	0	1	5
Tung Lok Street, Fook Tak Street	<b>2</b>	0	0	2	<b>2</b>	0	0	2	<b>1</b>	0	0	1

\* A location will be classified as a traffic accident black spot if there were:

- (i) six or more pedestrian injury accidents in the past one year;
- (ii) nine or more injury accidents in the past one year; or
- (iii) two or more fatal traffic accidents in the past five years.

# Two fatal accidents occurred at each of the junction of Hong Ning Road / Ming Chi Street and Choi Hung Road / Choi Yee Lane between 2015 and 2016. Hence, these two junctions are classified as traffic accident black spots even though there were no traffic accidents thereat between 2017 and 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)192**

**(Question Serial No. 0732)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the preparation for the setting up and implementation of the Smart Traffic Fund (the Fund) that aims to promote research in and application of vehicle-related innovation and technology (I&T) in Hong Kong to enhance convenience and efficiency of motorists and improve their driving safety, please inform this Committee of the following:

1. What are the details of, timetable for, and expenditure and manpower involved in subsidising vehicle owners to install smart devices in 2020-21?
2. What are the details of, timetable for, and expenditure and manpower involved in promoting research in vehicle-related I&T in 2020-21?
3. Will the Government subsidise universities to set up transport-related research and development (R&D) centres and run incubator programmes to nurture more local technology start-ups and small and medium enterprises to participate in smart transport development?
4. Does the Government have any plan to strengthen collaboration among local universities, R&D centres, the transport trades, local I&T enterprises and District Councils in promoting the R&D and application of autonomous driving technology and autonomous vehicles (AVs) as well as other modes of transport that can reduce road traffic (e.g. electric bicycles and electric scooters, etc.)?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 21)

Reply:

(1), (2) & (3)

The Fund aims to provide funding support for enterprises or organisations to conduct research and application on vehicle-related I&T. The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund, which is expected to commence operation in 2020-21. The application eligibility, selection criteria, target

applicants, implementation timetable, management and review mechanism of the Fund will be formulated taking into account the advice of the Task Force. The Government has earmarked \$1.15 billion for the Fund, and we endeavour to cap the administrative expenditure to no more than 15% of the Fund. In terms of staff resources, two time-limited posts (i.e. one Senior Engineer and one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer) will be created in the Transport Department (TD) in 2020-21 to assist in the implementation of the Fund.

(4)

To promote AV technologies, TD set up the Technical Advisory Committee on the Application of AV Technologies in Hong Kong (the Committee) in November 2019. The Committee, comprising stakeholders and experts from the AV trade, testing organisations and relevant research and development institutes, will explore how best to draw up an appropriate regulatory framework for AVs.

TD is also reviewing the use of electric mobility devices (EMDs), including electric bicycles and electric scooters, under a consultancy study on enhancing walkability in Hong Kong. The study is expected to be completed within 2020. The Government will make reference to the study findings to consider the need for a regulatory regime for EMDs.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)193**

**(Question Serial No. 0734)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General Non-Recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

As regards the feasibility study on the use of personal mobility devices in Hong Kong, please advise on the work plans for reviewing the introduction of regulatory system and for conducting the trial scheme in 2020-21 for electric mobility devices as well as the resources and manpower involved.

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 23)

Reply:

Under the “Walk in Hong Kong” initiative, the Transport Department (TD) is conducting a consultancy study on enhancing the walkability in Hong Kong (the Study), which is expected to be completed within 2020. Apart from examining key walkability issues, the Study would review the use of electric mobility devices (EMDs) in Hong Kong and the prevailing regulatory policies in overseas regions. The Government will make reference to the findings of the Study to consider the need for a regulatory regime for EMDs and conducting a trial scheme to study the technical issues and safety considerations in greater detail.

There is no separate breakdown of manpower in TD for the tasks related to EMDs, and the fee for the tasks to be performed by the consultant is subsumed under the fee for the Study, which is approximately \$13.9 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)194**

**(Question Serial No. 0736)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work of encouraging public transport operators to open up their data and facilitating the provision of real-time green minibuses (GMBs) arrival information, please advise of the following:

- (1) In 2020-21, how many GMBs will be installed with positioning devices to provide real-time arrival information? What are the percentage of the routes involved, the expenditure, and the content of information to be disseminated and its format? Will the Government formulate technical standards on dissemination of information and disseminate the real-time arrival information at "DATA.GOV.HK" website?
- (2) In 2019-20, what are the public transport operators that provide real-time arrival information in the machine-readable format at "DATA.GOV.HK" website? What is the content of the information provided?
- (3) In 2020-21, will the Government ask the MTR Corporation Limited (MTRCL) to open up real-time arrival data of all its routes and encourage other bus operators to open up their data?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 25)

Reply:

- (1) The Transport Department (TD) aims to launch the real-time arrival information system for all GMBs (around 3 300) in phases from late 2020 for full implementation by 2022. The estimated capital cost for the full-scale development and implementation of the system is \$31 million. The real-time arrival information will be disseminated through the Public Sector Information (PSI) Portal (DATA.GOV.HK) in machine-readable format (JSON format) and TD's mobile application "HKeMobility" for public use.
- (2) TD has been actively liaising with the public transport operators and encouraging them to open up real-time arrival data. So far, New World First Bus Services Limited,

Citybus Limited, New Lantao Bus Company (1973) Limited, and MTRCL (in respect of the Airport Express, Tung Chung Line, West Rail Line and Tseung Kwan O Line) have opened up the data in machine readable format via the PSI Portal and TD's mobile application "HKeMobility" since August 2019. The content of information includes company name, route number, stop/station information, and estimated arrival time of next bus/train.

- (3) TD will continue to actively liaise with public transport operators, including MTRCL and franchised bus companies, on this front.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)195****(Question Serial No. 0738)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the approval of hire car permits (HCPs), please provide information using the tables below:

## (1) The issue of HCPs in 2019-20

Five types of HCPs issued under the Regulations	Maximum number of HCPs that can be issued	Number of HCPs issued by the Transport Department (TD) (as at 29 February 2020)	Percentage of number of HCPs issued over the statutory maximum number that can be issued

## (2) The issue of Private Service (Limousine) HCPs

Year	Number of enquiries about Private Service (Limousine) HCPs	Number of requests for "pre-application assessment"	Number of applications received	Number of applications approved	Number of applications rejected	Number of applications approved on grounds of special considerations
2019						
2020 (as at 29 February 2020)						

(3) The age of vehicles issued with Private Service (Limousine) HCPs

Year	Average taxable value	Average vehicle age	Number of brand new vehicles	Number of vehicles replaced
2019				
2020 (as at 29 February 2020)				

(4) How many requests for “pre-application assessment” have been: (a) received; and (b) approved after conducting assessments?

(5) The Government indicated the plan to “review the penalty level of illegal carriage of passengers for hire or reward”. Will the Government review the requirements for application for HCP and definition of “illegal carriage of passengers for hire or reward” again with a view to responding to the citizens’ demand for point-to-point transport services? If yes, what are the details? If no, what are the reasons?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 27)

Reply:

(1) The information on the issue of HCPs as at 29 February 2020 is tabulated as follows:

Five types of HCPs issued under the Road Traffic (Public Service Vehicles) Regulations	Statutory maximum number of HCPs that can be issued <small>Note 1</small>	Number of HCPs issued by TD (as at 29 February 2020)	Percentage of number of HCPs issued over the statutory maximum number
Private Hire Car Service <small>Note 2</small>	1 500	1 026	68.4%
Hotel Hire Car Service	400	147	36.8%
Tour Hire Car Service	400	136	34.0%
Airport Hire Car Service	60	0 <small>Note 3</small>	Not applicable
School Hire Car Service	1 500	0 <small>Note 3</small>	Not applicable

Note 1: The statutory limits imposed on the number of HCPs are stipulated in Hire Car Permits (Limitation on Numbers) Notice (Cap. 374L).

Note 2: Private Hire Car Service includes Private Service, Private Service (Limousine) and Private Service (Limousine - Cross Boundary).

Note 3: Airport hire cars were gradually replaced by limousines providing private hire car services in the mid-1980s, while at the same time school hire cars were also replaced by school private light buses. TD thus no longer receives applications for these two types of HCPs.



- (2) The information on the issue of Private Service (Limousine) HCPs between 2019 and 2020 (as at 29 February 2020) is tabulated as follows:

Year	Number of enquiries about Private Service (Limousine) HCPs <sup>Note 4</sup>	Number of requests for “pre-application assessment”	Number of applications received	Number of applications approved in the year <sup>Note 5</sup>	Number of applications rejected in the year <sup>Note 5</sup>	Number of applications approved on grounds of special considerations in the year <sup>Note 6</sup>
2019	59	19	71	31	12	10
2020 (as at 29 February)	10	0	4	5	2	2

Note 4: Figures include written enquiries or enquiries received via the Government’s 1823 call centre.

Note 5: Depending on the application submission date and timely submission of the required information, an application may not be approved or rejected in the same calendar year as the submission of application.

Note 6: The figures have also been included in the “number of applications approved in the year”.

- (3) The age and other requested information of vehicles with Private Service (Limousine) HCPs issued in 2019 and 2020 (as at 29 February) is tabulated as follows:

Year	Average taxable value (HK\$)	Average vehicle age (Year)	Number of brand new vehicles <sup>Note 7</sup>	Number of vehicles replaced
2019	528,653	5.1	18	44
2020 (as at 29 February)	471,235	5.5	7	13

Note 7: A vehicle should be less than one year old from the date of first registration for it to be regarded as a “brand new vehicle” in Hong Kong at the time of the application. For vehicles not first registered in Hong Kong, it should be within one year from the “Year of Manufacture” at the time of the application.

- (4) In 2019, TD received 21 requests for “pre-application assessment”, of which two obtained positive results.

- (5) With the general support by the relevant transport trades, the Transport Advisory Committee and the Legislative Council (LegCo) Panel on Transport, the Government will increase the penalties for illegal carriage of passengers for hire or reward as stipulated in the Road Traffic Ordinance (Cap. 374). The Government has started the legislative amendment exercise with the target to introduce the amendment bill into the LegCo within the 2020-21 legislative session.

Meanwhile, the Government proposes to introduce franchised taxis under a trial scheme to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features. As compared with the existing illegal online hailing hire car services, the franchised taxis proposed by the Government will be one form of public transport service. The number, service, fares as well as drivers' quality of franchised taxis will be regulated by the Government. This will provide better protection, more assured service quality and more transparency on the fares to the passengers. The impact on road traffic is also easier to anticipate. From transport policy perspective, franchised taxis can provide an additional choice for passengers and facilitate the planning and development of the public transport system in an orderly manner. The Government introduced the Franchised Taxi Services Bill into the LegCo in May 2019, and the Bill is being scrutinised by the relevant Bills Committee of the LegCo.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)196****(Question Serial No. 2037)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of additional parking spaces, please advise the numbers of licensed vehicles and parking spaces in Hong Kong at present. How many fixed penalty tickets were issued for illegal parking in the past three years? How much resources will be set aside this year to tackle the shortage of parking spaces in Hong Kong? What is the plan in the next three years for increasing the number of parking spaces and what are the numbers of additional parking spaces to be provided each year?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 12)

Reply:

As at end December 2019, there were 717 327 licensed vehicles in Hong Kong, including private cars, taxis, goods vehicles, private light buses and coaches, and there were 730 325 parking spaces.

The numbers of fixed penalty tickets issued by the Hong Kong Police Force against illegal parking under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) in the past three years are as follows:

Year	2017	2018	2019
Number of fixed penalty tickets issued against illegal parking	1 840 063	2 026 513	1 424 744

Increasing the provision of parking spaces is an on-going task of the Transport Department (TD) undertaken by its existing staff. There is no separate breakdown of the manpower and expenditure involved.

Looking ahead, the Government will continue to pursue actively a host of measures to increase parking spaces, including:

- (a) designating suitable on-street locations as night-time parking spaces;
- (b) encouraging schools to allow school buses to park within school premises after school hours;
- (c) requiring developers to provide parking spaces at the higher end of the current parking standards under the Hong Kong Planning Standards and Guidelines (HKPSG) for new developments as far as practicable;
- (d) reviewing the respective standards on parking spaces and loading/unloading bays for commercial vehicles as well as the standards on parking spaces for private cars stipulated in HKPSG with a view to updating the requirements and thereby increasing the number of private parking spaces in future housing developments;
- (e) providing public parking spaces in suitable “Government, Institution or Community” (GIC) facilities and public open space (POS) projects in line with the “single site, multiple uses” principle; and
- (f) continuing with the pilot study on automated parking systems (APS) to identify pilot sites and evaluate the feasibility and applicability of various types of APS in Hong Kong.

With regard to item (e) above, TD is proactively exploring the incorporation of new public car parks in suitable GIC facilities, POS and public housing projects. Subject to technical feasibility, it is expected that about 20 suitable works projects will provide a total of around 5 100 parking spaces by batches. To this end, TD is working closely with relevant bureaux and departments on these projects and will embark on technical assessment to ascertain the feasibility of provision of public car parking spaces.

While the Government is making continuous effort to increase the provision of parking spaces, TD does not set a target number of additional parking spaces to be provided in the coming years as the provision of additional parking spaces is subject to the views of the local community, site constraints and progress of individual development projects.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)197****(Question Serial No. 2064)**

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:

Please list out the numbers of first registered private cars over the past five years with breakdown by electric, petrol and diesel vehicles. Has the Government evaluated the effects of a significant reduction of first registration tax (FRT) concessions for electric private cars on curbing the growth in private car fleet? If yes, what are the results of evaluation? If no, what are the reasons?

Asked by: Hon OR Chong-shing, Wilson (LegCo internal reference no.: 39)

Reply:

The numbers of first registered private cars (PCs) in Hong Kong over the past five years by fuel types are tabulated as follows:

Year	Numbers of first registered PCs		
	Petrol	Diesel	Electric
<b>2015</b>	46 122	1 593	2 607
<b>2016</b>	36 266	1 896	3 020
<b>2017</b>	35 536	4 246	3 860
<b>2018</b>	41 551	265	471
<b>2019</b>	35 858	28	2 423

The Government has been promoting the use of electric vehicles (EVs) to improve roadside air quality through various measures, including providing first registration tax (FRT) concessions for EVs. To strike a balance between promoting the use of electric PCs and containing the overall number of PCs, the Government introduced the "One-for-One Replacement" Scheme on 28 February 2018, allowing a PC owner who arrange to scrap and de-register his/her own eligible old PC and then first register a new electric PC to enjoy a higher FRT concession of up to \$250,000.

There are a host of factors affecting decisions in the purchase of new cars, such as household incomes, vehicle prices and the promotion strategy of car suppliers. However, generally speaking, if FRT were to be significantly reduced for EVs, then it would very reasonably be expected to stimulate new growth.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)198**

**(Question Serial No. 0779)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Programme (1) that the Transport Department (TD) will develop transport infrastructure, including overseeing the supply of parking spaces in various districts in Hong Kong. In connection with this task, please advise of the following:

- a. What were the numbers of public parking spaces provided by the Government, parking spaces at privately operated car parks for public use, and parking spaces for private use, as well as their utilisation rates, in the 18 districts of Hong Kong in the past three years, with breakdown by district and vehicle type?
- b. What is the latest progress of TD's work in identifying on-street night-time parking spaces for commercial vehicles (CVs)? Please provide the information with breakdown by vehicle type, location and number of parking spaces.
- c. What is the progress of the work in providing public parking spaces in suitable "Government, Institution or Community" (GIC) facilities and public open space (POS) projects under the principle of "Single Site, Multiple Uses"? Please provide the information with breakdown by vehicle type, location and number of parking spaces.
- d. What is the progress of the work in providing additional parking spaces and pick-up/drop-off facilities for coaches? Please provide the information with breakdown by district and number of parking spaces.
- e. What is the progress of the work in examining the opening up of parking spaces and loading/unloading bays currently designated for own use of the development projects concerned and putting them up for night-time public parking of CVs?
- f. What is the progress of the work in examining the feasibility of providing government multi-storey car parks?
- g. What is the progress of the consultancy study on parking for CVs, including the schedules for reporting the study findings to the Legislative Council Panel on Transport and rolling out specific measures?

- h. With a decline in visitor arrivals in recent months, the demand for coaches has been falling. Will TD take any measure to address the increased need for short-term parking of coaches?

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 17)

Reply:

- a. The numbers of public parking spaces and parking spaces for private use in each of the 18 districts by vehicle type over the past three years are tabulated at Annex 1.

TD does not have records on the utilisation of privately owned car parks. For the 11 multi-storey car parks under TD's purview, their average utilisation rates as at December 2019 were as follows:

Car Park	No. of Parking Spaces ^	Average utilisation rate ^	
		Day-time (0800-2300)	Night-time (2300-0800)
Star Ferry Car Park	377	56%	10%
City Hall Car Park	170	34%	8%
Rumsey Street Car Park	835	61%	40%
Tin Hau Car Park	428	76%	62%
Shau Kei Wan Car Park	385	71%	75%
Aberdeen Car Park	293	72%	88%
Yau Ma Tei Car Park	770	57%	40%
Sheung Fung Street Car Park, Wong Tai Sin	267	74%	84%
Kwai Fong Car Park*	477	73%	76%
Tsuen Wan Car Park	545	85%	85%
Kennedy Town Car Park	195	75%	72%

^ Excluding parking spaces for motorcycles.

\* In April 2019, the rooftop of the Kwai Fong Car Park involving 75 parking spaces was converted into a temporary vehicle detention centre. Since 1 January 2020, 54 private car/van-type light goods vehicles parking spaces have been released for public use, while the remaining 21 parking spaces are kept for the temporary vehicle detention centre.



- b. Since 2015-16, TD has identified and proposed a total of 647 on-street night-time parking spaces for CVs. As at February 2020, the status of these parking spaces was as follows:

<b>Status</b>	<b>Number of spaces</b>
Completed	250 <sup>1</sup>
Shelved due to local objections	245
Local consultation/resolution of objection in progress	107
Under construction	45
<b>Total</b>	<b>647</b>

<sup>1</sup> The details of the 250 on-street night-time parking spaces for CVs are at [Annex 2](#).

- c & f. In accordance with the “single site, multiple uses” principle, TD is proactively exploring the incorporation of new public car parks in suitable GIC facilities, POS and public housing projects. Subject to technical feasibility, it is expected that about 20 suitable works projects will provide a total of around 5 100 parking spaces by batches. To this end, TD is working closely with relevant bureaux and departments on these projects and will embark on technical assessment to ascertain the feasibility of provision of public car parking spaces.
- d. In 2019-20, TD provided 58 new parking spaces and 44 additional picking-up/setting-down spaces for coaches as follows:
- Tuen Mun (one parking space);
  - Tsuen Wan (14 picking-up/setting-down spaces);
  - Wong Tai Sin (25 parking spaces);
  - Kowloon City (ten parking spaces and four picking-up/setting-down spaces);
  - Yau Tsim Mong (six parking spaces and one picking-up/setting-down space);
  - Kwun Tong (four parking spaces);
  - Southern (four picking-up/setting-down spaces);
  - Wan Chai (seven parking spaces and 21 picking-up/setting-down spaces); and
  - Eastern (five parking spaces).
- e. The Government is exploring the feasibility of opening up parking spaces and loading/unloading bays ancillary to existing private developments for night-time public parking of CVs, having regard to legal, planning and enforcement issues involved.
- g. The consultancy study on parking for CVs has been substantially completed, with the recommendations being taken forward by TD as on-going measures to increase the provision of parking spaces for CVs. The latest progress of implementation is tabulated at [Annex 3](#). Such measures were by and large covered in the Government’s paper submitted for discussion at the meeting of the Legislative Council Panel on Transport in May 2019.
- h. The business of the non-franchised bus (NFB) trade has been hard hit by the COVID-19, resulting in an imminent need for parking of idle NFBs. As a temporary measure to assist the trade to tide over the difficult period, the Government has made

short-term storage arrangement for up to 800 idle buses at a site adjacent to Container Port Road South in Kwai Chung since 25 February 2020.

**I. Numbers of public parking spaces provided by the Government in the past three years**

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total <sup>u</sup>
Central & Western	Feb 2020	2 263	292	15	871	3 441
	Feb 2019	2 273	589	15	871	3 748
	Feb 2018	2 261	583	15	820	3 679
Wan Chai	Feb 2020	1 762	22	26	772	2 582
	Feb 2019	1 761	6	24	772	2 563
	Feb 2018	1 759	6	26	783	2 574
Eastern	Feb 2020	1 256	66	73	773	2 168
	Feb 2019	1 226	60	99	721	2 106
	Feb 2018	1 222	65	93	665	2 045
Southern	Feb 2020	1 430	64	140	500	2 134
	Feb 2019	1 382	64	140	491	2 077
	Feb 2018	1 372	63	144	487	2 066
Yau Tsim Mong	Feb 2020	2 327	369	157	1 352	4 205
	Feb 2019	2 337	369	177	1 372	4 255
	Feb 2018	2 339	371	147	1 354	4 211
Sham Shui Po	Feb 2020	2 318	386	14	795	3 513
	Feb 2019	2 337	1 063	34	796	4 230
	Feb 2018	2 301	1 063	34	791	4 189
Kowloon City	Feb 2020	2 432	136	106	893	3 567
	Feb 2019	2 467	136	96	893	3 592
	Feb 2018	2 445	136	96	906	3 583
Wong Tai Sin	Feb 2020	1 121	142	44	514	1 821
	Feb 2019	1 076	142	19	499	1 736
	Feb 2018	1 074	143	19	498	1 734
Kwun Tong	Feb 2020	1 799	118	46	828	2 791
	Feb 2019	1 723	132	42	778	2 675
	Feb 2018	1 791	139	42	755	2 727
Tsuen Wan	Feb 2020	1 505	51	36	628	2 220
	Feb 2019	1 466	51	36	565	2 118
	Feb 2018	1 457	51	36	553	2 097
Tuen Mun	Feb 2020	1 571	328	51	820	2 770
	Feb 2019	1 537	348	41	803	2 729
	Feb 2018	1 534	338	41	779	2 692
Yuen Long	Feb 2020	1 774	440	110	568	2 892
	Feb 2019	1 608	442	111	555	2 716
	Feb 2018	1 655	470	107	506	2 738
North	Feb 2020	1 714	427	29	400	2 570
	Feb 2019	1 771	427	29	400	2 627
	Feb 2018	1 663	454	32	379	2 528

District	Situation as at	Private Car #	Goods Vehicle	Coach/Bus	Motorcycle	Total <sup>u</sup>
Tai Po	Feb 2020	1 847	331	82	235	2 495
	Feb 2019	1 840	333	82	235	2 490
	Feb 2018	1 766	333	82	240	2 421
Sai Kung	Feb 2020	2 158	331	168	442	3 099
	Feb 2019	2 159	331	174	423	3 087
	Feb 2018	2 174	331	169	413	3 087
Sha Tin	Feb 2020	2 349	287	58	516	3 210
	Feb 2019	2 208	280	58	495	3 041
	Feb 2018	2 493	298	57	494	3 342
Kwai Tsing	Feb 2020	1 363	361	30	701	2 455
	Feb 2019	1 449	360	30	699	2 538
	Feb 2018	1 433	333	32	671	2 469
Islands	Feb 2020	1 381	72	74	173	1 700
	Feb 2019	1 301	72	74	173	1 620
	Feb 2018	492	58	74	148	772
Total	Feb 2020	32 370	4 223	1 259	11 781	49 633
	Feb 2019	31 921	5 205	1 281	11 541	49 948
	Feb 2018	31 231	5 235	1 246	11 242	48 954

**II. Numbers of public parking spaces provided at privately-operated car parks in the past three years**

District	Situation as at	Private Car <sup>#</sup>	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2020	8 037	254	25	112	8 428
	Feb 2019	7 990	302	29	112	8 433
	Feb 2018	8 210	353	29	112	8 704
Wan Chai	Feb 2020	9 649	70	2	60	9 781
	Feb 2019	9 617	70	2	49	9 738
	Feb 2018	9 659	61	2	43	9 765
Eastern	Feb 2020	11 407	508	140	420	12 475
	Feb 2019	11 446	550	150	443	12 589
	Feb 2018	11 318	552	85	439	12 394
Southern	Feb 2020	6 796	520	178	145	7 639
	Feb 2019	6 794	563	168	145	7 670
	Feb 2018	6 762	565	72	145	7 544
Yau Tsim Mong	Feb 2020	14 413	1 704	56	266	16 439
	Feb 2019	13 405	1 728	39	249	15 421
	Feb 2018	13 135	1 769	45	197	15 146
Sham Shui Po	Feb 2020	8 121	1 450	65	110	9 746
	Feb 2019	8 175	1 428	66	105	9 774
	Feb 2018	8 028	1 407	52	101	9 588
Kowloon City	Feb 2020	6 991	637	74	19	7 721
	Feb 2019	7 742	859	497	25	9 123
	Feb 2018	7 984	960	575	26	9 545
Wong Tai Sin	Feb 2020	5 296	161	75	137	5 669
	Feb 2019	5 278	161	79	115	5 633
	Feb 2018	5 227	153	79	126	5 585
Kwun Tong	Feb 2020	13 724	969	11	396	15 100
	Feb 2019	13 049	972	45	360	14 426
	Feb 2018	12 828	1 048	49	321	14 246
Tsuen Wan	Feb 2020	9 858	742	365	147	11 112
	Feb 2019	9 789	772	375	145	11 081
	Feb 2018	9 434	782	376	85	10 677
Tuen Mun	Feb 2020	8 778	1 186	70	38	10 072
	Feb 2019	8 781	1 151	70	36	10 038
	Feb 2018	8 619	1 169	70	36	9 894
Yuen Long	Feb 2020	8 899	447	7	49	9 402
	Feb 2019	8 849	460	7	49	9 365
	Feb 2018	8 482	430	7	51	8 970
North	Feb 2020	4 802	569	0	33	5 404
	Feb 2019	5 199	677	0	48	5 924
	Feb 2018	5 068	621	0	46	5 735
Tai Po	Feb 2020	5 489	249	21	40	5 799
	Feb 2019	5 509	308	21	29	5 867
	Feb 2018	5 496	311	21	35	5 863

District	Situation as at	Private Car <sup>#</sup>	Goods Vehicle	Coach/Bus	Motorcycle	Total
Sai Kung	Feb 2020	10 868	314	43	425	11 650
	Feb 2019	10 424	341	43	421	11 229
	Feb 2018	10 631	399	33	458	11 521
Sha Tin	Feb 2020	16 094	1 058	48	238	17 438
	Feb 2019	16 336	1 097	39	254	17 726
	Feb 2018	16 144	1 117	36	252	17 549
Kwai Tsing	Feb 2020	10 036	7 219	341	153	17 749
	Feb 2019	10 062	7 187	236	153	17 638
	Feb 2018	9 854	7 307	192	161	17 514
Islands	Feb 2020	6 340	204	188	125	6 857
	Feb 2019	6 346	204	143	135	6 828
	Feb 2018	6 199	204	143	102	6 648
Total	Feb 2020	165 598	18 261	1 709	2 913	188 481
	Feb 2019	164 791	18 830	2 009	2 873	188 503
	Feb 2018	163 078	19 208	1 866	2 736	186 888

### III. Numbers of parking spaces for private use in the past three years

District	Situation as at	Private Car <sup>#</sup>	Goods Vehicle	Coach/Bus	Motorcycle	Total
Central & Western	Feb 2020	28 406	596	40	432	29 474
	Feb 2019	28 173	280	40	429	28 922
	Feb 2018	27 517	280	40	416	28 253
Wan Chai	Feb 2020	28 230	328	102	473	29 133
	Feb 2019	28 047	320	104	468	28 939
	Feb 2018	27 901	322	103	467	28 793
Eastern	Feb 2020	33 974	1 265	127	1 280	36 646
	Feb 2019	33 242	1 275	119	1 217	35 853
	Feb 2018	32 676	1 272	113	1 163	35 224
Southern	Feb 2020	31 190	573	38	1 219	33 020
	Feb 2019	31 098	570	46	1 194	32 908
	Feb 2018	30 658	577	46	1 177	32 458
Yau Tsim Mong	Feb 2020	17 924	447	69	481	18 921
	Feb 2019	17 745	289	69	480	18 583
	Feb 2018	17 661	288	69	474	18 492
Sham Shui Po	Feb 2020	18 843	1 421	334	1 085	21 683
	Feb 2019	18 645	757	335	1 077	20 814
	Feb 2018	18 312	731	336	994	20 373
Kowloon City	Feb 2020	39 397	520	52	1 036	41 005
	Feb 2019	39 408	544	44	1 018	41 014
	Feb 2018	38 742	545	44	943	40 274
Wong Tai Sin	Feb 2020	14 447	985	41	1 625	17 098
	Feb 2019	14 480	987	38	1 625	17 130
	Feb 2018	14 558	958	38	1 633	17 187
Kwun Tong	Feb 2020	31 505	2 189	119	3 055	36 868
	Feb 2019	30 599	2 164	115	2 922	35 800
	Feb 2018	30 307	2 546	109	2 742	35 704
Tsuen Wan	Feb 2020	25 708	1 153	14	716	27 591
	Feb 2019	25 608	1 153	14	716	27 491
	Feb 2018	24 896	1 114	14	643	26 667
Tuen Mun	Feb 2020	30 980	1 044	70	879	32 973
	Feb 2019	30 656	1 025	60	842	32 583
	Feb 2018	30 508	1 016	64	829	32 417
Yuen Long	Feb 2020	31 015	1 218	240	1 154	33 627
	Feb 2019	30 798	1 210	242	1 119	33 369
	Feb 2018	30 720	1 208	232	1 120	33 280
North	Feb 2020	15 109	718	48	409	16 284
	Feb 2019	14 685	730	48	364	15 827
	Feb 2018	14 559	743	47	356	15 705
Tai Po	Feb 2020	22 188	553	37	757	23 535
	Feb 2019	21 167	550	37	692	22 446
	Feb 2018	21 134	550	37	691	22 412

District	Situation as at	Private Car <sup>#</sup>	Goods Vehicle	Coach/Bus	Motorcycle	Total
Sai Kung	Feb 2020	28 870	918	119	2 156	32 063
	Feb 2019	28 380	870	122	2 078	31 450
	Feb 2018	27 014	855	137	1 912	29 918
Sha Tin	Feb 2020	55 111	1 331	126	2 211	58 779
	Feb 2019	54 341	1 345	122	2 117	57 925
	Feb 2018	53 552	1 325	122	2 057	57 056
Kwai Tsing	Feb 2020	24 538	3 508	30	1 848	29 924
	Feb 2019	24 206	3 506	30	1 830	29 572
	Feb 2018	24 186	3 314	28	1 797	29 325
Islands	Feb 2020	8 989	515	25	312	9 841
	Feb 2019	8 460	517	9	266	9 252
	Feb 2018	8 874	517	9	270	9 670
Total	Feb 2020	486 424	19 282	1 631	21 128	528 465
	Feb 2019	479 738	18 092	1 594	20 454	519 878
	Feb 2018	473 775	18 161	1 588	19 684	513 208

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, light goods vehicles and light buses with such sizes that can be accommodated within the private car parking spaces.

μ The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.



**On-street night-time parking spaces for CVs completed since 2015-16 by district**

<b>District</b>	<b>Location</b>	<b>Vehicle type</b>	<b>Number of parking spaces</b>
Central & Western	Man Kwong Street	Goods Vehicle	3
Eastern	Tung Hei Road Yiu Hing Road	Goods Vehicle / Bus	22
Southern	Lee Lok Street Heung Yip Road	Goods Vehicle / Bus	7
Wan Chai	Lockhart Road Oi Kwan Road Lung Hop Street	Goods Vehicle / Bus	14
Sham Shui Po	Woh Chai Street Tonkin Street Hing Wah Street West Tai Nan West Street Tan Lai Street Lai Chi Kok Road	Goods Vehicle / Bus	16
Kwun Tong	Hung To Road Wang Hoi Road Lam Fook Street	Goods Vehicle	11
Kwai Tsing	Tam Kon Shan Road Tsing Sheung Road Tsing Yi Hong Wan Road Wing Lap Street Ta Chuen Ping Street Ka Hing Road	Goods Vehicle	35
Tuen Mun	Kin Fat Street Kin Kwan Street Hung Cheung Road San Ping Circuit Hoi Wah Road	Goods Vehicle / Bus	57
Yuen Long	Ping Tong Street East Ping Tong Street South Wang Lee Street Fu Yip Street	Goods Vehicle / Franchised Bus	25
North	Choi Fat Street On Fuk Street Yip Wo Street Choi Yuen Road	Goods Vehicle	22
Sai Kung	Tong Chun Street	Goods Vehicle	6
Sha Tin	Man Lai Road Man Lam Road On Kwan Street Yuen Wo Road Sui Cheung Street	Goods Vehicle / Bus	18

<b>District</b>	<b>Location</b>	<b>Vehicle type</b>	<b>Number of parking spaces</b>
Islands	Yu Tung Road Tat Tung Road	Goods Vehicle / Light Bus	7
Tsuen Wan	Castle Peak Road (Ting Kau) Chung On Street	Goods Vehicle	7
Total			250

**Recommendations of  
the Consultancy Study on Parking for CVs and  
the Latest Progress of Implementation**

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time parking spaces	In 2019, 53 new on-street night-time CV parking spaces were provided.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2019/20 school year, 17 schools provided about 50 parking spaces for student service vehicles.
(3) Provide more on-street parking spaces and picking-up/setting-down facilities for coaches	In 2019, 61 new parking spaces and 109 picking-up/ setting-down facilities were provided for coaches.
(4) Specify in the tenancy agreement of suitable short-term tenancy car parks a minimum number of parking spaces for CVs	As at December 2019, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 30 short-term tenancy car parks, involving a total of some 1 670 CV parking spaces.
(5) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	Eight suitable sites for public CV parks have been identified. TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for provision of public CV parks at these sites.
(6) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines with a view to increasing the parking provision.	TD plans to promulgate the revised parking standards within 2020 after consulting relevant stakeholders.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)199**

**(Question Serial No. 0780)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work of Transport Department (TD) on planning, development and monitoring of franchised bus services, please reply:

- The latest progress for TD's follow-up actions in responses to the recommendations put forward by the Independent Review Committee on Hong Kong's Franchised Bus Service (IRC) for enhancing franchised bus safety and the details in the timetable for measures implemented/not yet implemented;
- The amount of subsidy that TD provide to franchised bus operators for retrofitting appropriate safety devices at present, in respect of franchised bus operators and subsidised items; and
- Since the implementation of the "Franchised Bus Toll Exemption Fund", what are the amount being deposited, withdrawn and kept in the Fund by the franchised bus operators?

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 18)

Reply:

The Government has been actively pursuing the recommendations put forward by the IRC in collaboration with the franchised bus operators. As at end-2019, among the 45 recommendations, 43 have been implemented or are being implemented (with some of them becoming on-going measures or actions). The Government is studying the remaining two recommendations, which involve legislative amendments or hinge on the implementation progress of the other initiatives, to formulate the next steps. The latest progress of the follow-up actions on the recommendations is at Annex.

On the retrofitting of safety devices on existing franchised buses, to take forward the recommendations of the IRC, cost-benefit analyses have been conducted on retrofitting Electronic Stability Control (ESC), speed limiting retarder and seat belts on existing franchised buses. Having regard to the results of the cost-benefit analyses, the franchised bus operators will install ESC and speed limiting retarder on around 4 200 buses, and install seat belts on all seats in the upper deck on around 1 900 buses. The Government has set

aside \$500 million to subsidise the franchised bus operators 80% of the relevant installation costs. About \$150 million has been earmarked for installation of ESC and speed limiting retarder, and about \$350 million has been earmarked for installation of seat belts.

The number of buses to be retrofitted with the above three devices by different franchised bus operators is set out in the table below :

Franchised bus operators	Number of buses to be retrofitted with*	
	Seat belts	ESC and speed limiting retarder
The Kowloon Motor Bus Company (1933) Limited (KMB)	1 164	2 842
New World First Bus Services Limited (NWFB)	276	474
Citybus Limited	298	654
Long Win Bus Company Limited (LWB)	116	199
New Lantao Bus Company (1973) Limited (NLB)	28	39

\* position as at end-2019

Since the implementation of the Franchised Bus Toll Exemption Fund and up to 31 January 2020, the amount being deposited and withdrawn as well as the balance of the Fund are tabulated below:

Bus company	Amount deposited (\$'000)	Amount withdrawn (\$'000)	Balance of the Fund (\$'000) (Note 1)
KMB	186,474 (Note 2)	0	186,976
NWFB	44,507	42,770	1,744
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) [CTB(F1)]	35,757	33,210	2,559
Citybus Limited (Franchise for Airport and North Lantau bus network) [CTB(F2)]	19,864	0	19,951
LWB	28,311	0	28,402
NLB	10	0	10

#### Note

1. The balance includes the interest (if any) received for the period between 17 February 2019 and 31 January 2020 by the dedicated fund account.

2. The amount deposited includes toll revenue saved and additional revenue generated from the jointly operated routes by CTB(F1)/NWFB and KMB which has been accrued to its dedicated fund account after the fare increase of CTB(F1)/NWFB on 20 January 2019.

**Report of the Independent Review Committee on  
Hong Kong's Franchised Bus Service**

**Summary of Recommendations and the latest progress on the follow-up actions**

<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
<p><i>(i) Safety Director</i></p> <p>(1) TD to establish a structure to develop a proactive approach to bus safety.</p>	<p><u>Being implemented</u></p> <p>TD has drawn up the various arrangements for appointing a Franchised Bus (FB) Safety Director and setting up a FB safety team, including the staff establishment and scope of work, etc. Subject to the approval by the Legislative Council on the funding for the manpower increase, it is expected that TD will set up a FB safety team, headed by a FB Safety Director, in 2020-21 so as to develop a proactive approach to take forward and implement relevant measures to ensure FB safety.</p>
<p>(2) TD to appoint a Safety Director and a small bus safety team.</p>	
<p>(3) Franchised bus operators to appoint their own Safety Directors.</p>	<p><u>Completed</u></p> <p>All FB operators have appointed their own Safety Directors.</p>
<p><i>(ii) Permanent Working Group on the enhancement of safety of franchised buses</i></p> <p>(4) Membership of the Permanent Working Group to be expanded to include independent members with expertise relevant to FB safety.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• The Working Group on the Enhancement of Safety of FB was turned into a permanent setup, and was revamped and renamed as the Committee on Enhancement of FB Safety (FB Safety Committee) in early 2019. Two local academic experts were appointed as members.</li> <li>• There are two sub-committees under the FB Safety Committee, namely the “Sub-Committee on In-vehicle Safety Devices and Technologies” and the “Sub-Committee on Training, Fatigue and Work Hour Management of Bus</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>Captains”. The sub-committees focus on the discussion of relevant topics and the monitoring of follow-up actions concerned. The sub-committees will also report work progress to the FB Safety Committee.</p> <ul style="list-style-type: none"> <li>• In 2019, meetings of the FB Safety Committee were held in April, June and November respectively, while a total of seven meetings were held by the two sub-committees.</li> </ul>
<p><b>(iii) Technological safety devices: TD’s technology team</b></p> <p>(5) A dedicated technology team to be formed urgently in TD.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• On the basis of the individual technology projects being carried out by different divisions in TD, some additional staff members, dedicated for transport technology matters, were added to the respective divisions of the department.</li> <li>• Upon the establishment of the FB safety team in future, the team will be dedicated to handling matters on FB safety and technological safety devices.</li> </ul>
<p>(6) The technology team to establish lines of communication with well-respected overseas jurisdictions, such as the Transport for London (TfL) and Land Transport Authority (LTA) to share information.</p>	<p><u>Completed (become an on-going task)</u></p> <p>At present, TD has already had lines of communication with well-respected authorities in overseas jurisdictions, such as TfL of the UK and LTA of Singapore, to share information available. TD will maintain and further enhance the lines of communications and exchanges with those overseas authorities.</p>
<p>(7) FB operators to appoint members of their own staff to be responsible for technological safety devices and to establish lines of communication with FB operators in well-respected overseas jurisdictions to share information.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• At present, local FB operators have already had lines of communications with FB operators in overseas jurisdictions to share information.</li> <li>• The Safety Directors of the FB operators have made coordinated efforts in handling</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>matters on technological safety devices and enhancing lines of communication and exchanges with overseas FB operators, including paying visits to overseas (e.g. Singapore, Japan and the UK, etc.) and Mainland China to communicate and exchange with local bus operators and manufacturers in respect of topics such as bus safety and application of advanced technologies, etc.</p>
<p><i>(iv) Subsidies</i></p> <p>(8) TD to establish a small fund to provide grants to FB operators to promote the uptake of new safety technology.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• TD has reviewed the currently available funds, and learnt that the scope of funding of the Innovation and Technology Fund (ITF) under the Innovation and Technology Commission should be able to cover new safety technology of FB. The ITF (including its Partnership Research Programme and Technology Voucher Programme has been providing financial support to local universities, public research institutions, local enterprises, and trade associations, etc., to encourage and help them to upgrade the technological level and introduce more innovative ideas into their business.</li> <li>• TD has informed FB operators of the funding scope of the ITF and encouraged them to apply for the fund to facilitate research and uptake of new safety technology to enhance FB safety and operations.</li> <li>• In addition, TD is following up on the provision of government subsidy for retrofitting existing double-deck buses with electronic stability control and speed limiting retarders, as well as seat belts on the upper decks. Details of which are at Item 10.</li> </ul>



<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(9) TD to engage an independent consultant to conduct a cost/benefit analysis in respect of the retrofitting of seat belts on the upper decks of some franchise buses.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• All new buses procured from July 2018 onwards have all their seats installed with seat belts. As at end-2019, about 400 newly procured buses with seat belts installed have been put into service.</li> <li>• TD engaged an independent consultant <sup>Note 1</sup> to commence a cost/benefit analysis in respect of the retrofitting of seat belts on FBs in February 2019. The study was completed in September 2019. It was revealed from the analysis that the Government should consider installing seat belts on the upper decks of double-deck buses registered in or after 2016 (around 1 900 buses). Moreover, the study also opined that those buses fitted with seat belts should first be deployed to routes operating via expressways and with longer journey distance.</li> </ul> <p>(<sup>Note 1</sup> The study was conducted by a team from the Department of Civil and Environmental Engineering, Hong Kong Polytechnic University as an independent consultant. The study report has been submitted to the FB Safety Committee and uploaded on TD website. )</p> <ul style="list-style-type: none"> <li>• In light of the study findings, TD and FB operators will arrange to have the seats on the upper deck of around 1 900 existing double-deck buses installed with seat belts. Relevant installation works will commence progressively from the second quarter of 2020 for target completion within three years. Among them, the installation works of 700 buses are expected to be completed in 2020. The Government will subsidise FB operators on 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators.</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<ul style="list-style-type: none"> <li>• Upon completion of the retrofitting works by 2022, it is estimated that there would be more than 3 000 buses, including the newly procured buses, fitted with seat belts. TD and FB operators will arrange to deploy these buses with priority given to long-haul routes operated via expressways with relatively fewer bus stops.</li> </ul>
<p>(10) TD to engage an independent consultant to conduct cost/benefit analyses in respect of the retrofitting of the electronic stability control system (ESC) and speed limiters with retardation function (speed limiting retarder), and all other safety devices proved to be technically successful, before TD requires installation of those devices by FB operators.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• Given the proven effectiveness of ESC and speed limiting retarder, TD has conducted a cost/benefit review based on the cost information provided by bus manufacturers and FB operators with reference to findings of relevant overseas studies. Relevant work has been completed and the findings revealed that the Government should consider retrofitting all existing buses with ESC and speed limiting retarder if technically feasible (around 4 200 buses).</li> <li>• In light of the study findings, TD and FB operators will arrange to have around 4 200 existing double-deck buses retrofitted with ESC and speed limiting retarder. Relevant installation works will commence progressively from the second quarter of 2020 for target completion within four years. The Government will subsidise FB operators on 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators.</li> <li>• All new buses procured from July 2018 onwards have been installed with ESC and speed limiting retarder. Upon completion of the retrofitting works by 2023, it is estimated that there would be more than 5 500 buses, including the newly-procured buses, equipped with ESC and speed limiting retarder.</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><b>(v) Safety Performance Indicators</b></p> <p>(11) TD to establish more nuanced Safety Performance Indicators (SPIs).</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• With reference to the SPIs of TfL, TD has finalised the SPIs to be used in Hong Kong with FB operators and standardised the relevant data format.</li> <li>• The number of items covered in the newly adopted SPIs will be increased from two <sup>Note 2</sup> to 19. These items cover six areas (including general safety, bus passenger safety, operation and network safety, bus engineering safety, safety of employees at work, and management and assurance systems) with a view to reviewing the performance and trends on FB operators' safety in a holistic manner, so as to facilitate targeted studies and measures for further enhancement of FB safety.</li> </ul> <p>(<sup>Note 2</sup> The two items are: (i) safety-related defects per bus examination; and (ii) number of buses involved in accidents per million vehicle-km.)</p> <ul style="list-style-type: none"> <li>• TD and FB operators have started collecting the relevant data for trials since July 2019 and the new set of SPIs has been adopted to measure the safety performance since 1 January 2020.</li> </ul>
<p>(12) TD to seek elucidation and clarification from TfL of the SPIs adopted by TfL.</p>	
<p><b>(vi) Franchised Bus Accident Data</b></p> <p>(13) The accident data material in the Bus Safety Chapter of the Forward Planning Programmes (FPP) to be made public.</p>	<p><u>Completed (become an ongoing task)</u></p> <p>TD has consolidated the data and confirmed relevant publishing arrangement with FB operators. FB operators made public the accident data in the Bus Safety Chapter of the FPP submitted in 2019 via their websites in January / February 2020.</p>
<p>(14) TD to require the FB operators to report all FB accidents to TD on a monthly basis.</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• TD has required FB operators to report all</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(15) Consideration should be given by TD to instituting a common reporting/analysis system of FB accident data.</p>	<p>accidents involving FBs to TD on a monthly basis.</p> <ul style="list-style-type: none"> <li>• TD has been maintaining a database on bus accidents since 2019 and has standardised with FB operators the reporting/analysis arrangements for reporting to the FB Safety Committee on a regular basis and taking follow-up actions as appropriate.</li> </ul>
<p>(16) TD to stipulate to the FB operators common thresholds for reporting instances of excessive speeding and harsh braking.</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• TD has completed the setting of a target common thresholds with FB operators for providing real-time alerts and generating records of instances of excessive speeding and harsh braking for following up with bus captains. The relevant thresholds are as follows: <ul style="list-style-type: none"> <li>(i) excessive speeding <ul style="list-style-type: none"> <li>real-time alerts – speed exceeding 50km/h or 70km/h (depending on speed limits of the road sections);</li> <li>generation of record – speed exceeding 55km/h or 75km/h consecutively for 10 seconds; and</li> </ul> </li> <li>(ii) harsh braking <ul style="list-style-type: none"> <li>generation of record – force exceeding 0.4G</li> </ul> </li> </ul> </li> </ul>
<p>(17) TD to stipulate to the FB operators common thresholds of excessive acceleration.</p>	
<p><b><i>(vii) Real-time alerts</i></b></p> <p>(18) TD to require the FB operators to provide real-time alerts of excessive speeding, deceleration and acceleration to bus captains and to generate records of those events.</p>	<ul style="list-style-type: none"> <li>• Real-time alerts to bus captains and exception reports were generated automatically for speeding situations.</li> <li>• FB operators have been explaining to bus captains on the use of the relevant thresholds and took follow-up actions regarding reports on individual bus captains. During the implementation period, the number of speeding cases as reported saw a significant drop, while FB operators progressively tightened the relatively mild thresholds to help bus captains make gradual adaptation and continuous improvements in driving safety. FB operators have reported to the</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>FB Safety Committee on the situation, which has taken note of the progress made and will keep in view the implementation by FB operators.</p> <ul style="list-style-type: none"> <li>• TD and FB operators will follow up on the timetable for implementing the target common thresholds, with a view to fully implementing them in 2020.</li> </ul>
(19) TD and FB operators to explore the feasibility of making use of the generation of real-time, or near real-time, of excessive speeding, deceleration and acceleration to provide an automatic alert to the FB operators Control Room, permitting communication with the bus if appropriate.	<p><u>Being studied</u></p> <p>Upon implementation of the setting of common thresholds for reporting instances of excessive speeding and harsh braking, TD will explore with FB operators on the feasibility of the recommendation and the possible implementation timetable.</p>
<p><i>(viii) Bus captain training</i></p> <p>(20) TD to collaborate with the FB operators to identify key indicators of the effectiveness of the bus captain training system.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• The Practice Note on Training Framework for Franchised Bus Captains (Practice Note) issued by TD to all FB operators has been implemented since October 2018.</li> <li>• In end-2019 (i.e. one year after the implementation of the Practice Note), TD started to review the implementation of the Practice Note with FB operators, and to identify and stipulate common key indicators on the effectiveness of bus captain training systems. The review is expected to be completed in 2020.</li> </ul>
(21) TD to stipulate that fatigue management form part of the training courses provided to bus captains.	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• At present, the FB captain training courses have already included the elements of fatigue management, in which bus captains are reminded to, amongst others, have enough rest to recover their mental and physical strength, avoid fatigue from prolonged working, be mindful of their personal physical conditions and endurable working hours to ensure they</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>are mentally fit for driving and do more exercises to maintain good health, etc.</p> <ul style="list-style-type: none"> <li>• TD will study the issues of fatigue identification and management together with the feasibility of further strengthening the relevant training to bus captains.</li> </ul> <p>[Please also refer to Items 25 to 27 below.]</p>
(22) TD to provide funding for a special course/programme for bus captains to deal with abusive and angry passengers.	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• TD has planned to produce training materials for FB captains on how to handle difficult passengers. The teaching materials, mainly in the form of online short videos, will cover topics such as how to deal with abusive and angry passengers.</li> <li>• TD has come up with the relevant training materials and implementation arrangements with FB operators. The relevant work is expected to start in the first quarter of 2020 for completion of production and implementation in the second half of 2020.</li> </ul>
<p><i>(ix) Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks</i></p> <p>(23) An expert(s) on fatigue identification and management to be appointed as an ad hoc member of the Permanent Working Group.</p>	<p><u>Completed</u></p> <p>TD has appointed local experts to be members of the FB Safety Committee.</p>
(24) The Guidelines on working hours, etc. to be stipulated in regulations.	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• In 2018, TD issued the latest revised “Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks” (Guidelines), which have been fully implemented by all FB operators since the second quarter of 2019.</li> <li>• TD has reviewed the implementation of the Guidelines by FB operators.</li> <li>• Having regard that FB operators are required to address the transportation needs of the public during the morning and</li> </ul>
(25) Consideration to be given by the Permanent Working Group of whether permitting 14 hours of duty in a split shift is compatible with bus safety.	
(26) Consideration to be given by the Permanent Working Group to restricting the total hours of driving by a bus captain in periods of 14 or 28 days.	

<p style="text-align: center;"><b>Recommendations by the Independent Review Committee</b></p>	<p style="text-align: center;"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(27) The Permanent Working Group to engage an independent consultant to conduct a cost/benefit analysis of the effect of abrogating the special shift exception to the 22 hours of duty rule, in particular the potential safety improvements, the number and cost of the additional bus captains that would be required and the implication to FB fares.</p>	<p>afternoon peak hours, the revised Guidelines allow bus companies to make appropriate arrangements in such way that the maximum duty hours of a special shift will not exceed 14 hours (provided that the driving hours therein should not exceed 10 hours and a rest break of no less than three hours be provided). At present, FB operators have started to implement arrangements for keeping the actual duty hours of each special shift not more than 13.5 hours and they have planned to gradually shorten the duty hours of a special shift to 13 hours by end-2020, subject to the progress of the recruitment of additional bus captains.</p> <ul style="list-style-type: none"> <li>• Besides following up on and monitoring the implementation of the latest revised Guidelines by FB operators, TD has also been engaged in studying fatigue identification and management for conducting a further comprehensive review of the Guidelines. This would include a cost/benefit analysis on whether the arrangement of a longer special shift meets safety criteria, the effect of abrogating it, as well as whether and how the total driving hours of bus captains should be capped over a certain period, etc.</li> <li>• Having regard to the literature review and research reports on driving fatigue in some overseas jurisdictions, TD has come to notice that a host of factors (including working hours, duty roster arrangement, rest times, as well as daily routine, sleep patterns and personal physical condition of the bus captains etc.) might cause fatigue on bus captains. TD has then discussed with the expert member of the FB Safety Committee from the Hong Kong Polytechnic University and two other local experts <sup>Note 3</sup> on the way forward.</li> </ul> <p>(<sup>Note 3</sup> One is a registered occupational therapist, chartered safety and health</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
	<p>practitioner, certified work capacity evaluator and registered driving assessor, and the other is an industrial engineer whose research focuses on the application of human factors on health care work system.)</p> <ul style="list-style-type: none"> <li>• In the light of the initial findings of overseas practices and TD’s subsequent discussions with the local experts/academics, TD has reported to the FB Safety Committee its plan to appoint independent local expert(s) to conduct research on identification and management of fatigue driving in the FB industry in Hong Kong. The preliminary study directions include: <ul style="list-style-type: none"> <li>(i) understanding the overall situation of fatigue driving of FB captains, the root of the problem and the causes;</li> <li>(ii) studying the correlation between FB captains’ working hours, rest times and duty roster arrangement (including special shifts) stipulated in the existing Guidelines and fatigue driving of bus captains; and</li> <li>(iii) exploring corresponding improvement strategies and measures.</li> </ul> </li> <li>• All FB operators and their bus captains will be engaged in the study.</li> <li>• As regards the recommendation to stipulate the Guidelines on working hours in regulations, it will be followed up together with the study on identification and management on fatigue driving.</li> </ul>
<p>(28) Citybus Limited (CTB) / New World First Bus (NWFB) and TD to work closely together to ensure that CTB/NWFB provides adequate rest facilities for drivers working on split shifts.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• Currently, there are 299 bus termini in Hong Kong (including those of MTR bus routes). FB operators have been progressively providing additional toilets and resting facilities at existing bus termini to cater for the needs of bus captains. At present, toilets are either located at or within a walking distance of three minutes at over 95% of the bus</li> </ul>



Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>termini. For the remaining bus termini, toilets are basically located within a walking distance of around four to seven minutes. On the other hand, about 90% of the bus termini have been provided with resting facilities for bus captains.</p> <ul style="list-style-type: none"> <li>• In addition to the provision of new rest rooms/rest facilities at the parking sites at Chai Wan Depot, Ocean Park and Sheung Wan for bus captains in 2018, CTB/NWFB have been progressively providing additional rest facilities for bus captains at different locations (including Exchange Square in Central, etc.) in 2019.</li> <li>• In 2017 to 2019, the Government has granted approval to 74 applications made by FB operators for providing working spaces/rest rooms/resting facilities.</li> </ul>
<p>(x) <i>Part-time bus captains: other employment</i></p> <p>(29) TD to stipulate to the FB operators the information that they are required to obtain, maintain and update in respect of the other employment of part-time captains, including the nature of the employment and the hours worked.</p>	<p><u>Completed (become an on-going task)</u></p> <p>At present, each FB operator already has its own mechanism for the part-time captains to report other employment.</p>
<p>(30) TD to require New Lantao Bus (NLB) to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by Kwoon Chung Motors Company Limited, or any other supplier of buses and drivers to NLB, and that NLB is required to be satisfied that, when they are performing driving duties for NLB, they are compliant with the Guidelines.</p>	<p><u>Completed (become an on-going task)</u></p> <p>As required by TD, NLB has obtained information and maintained records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by supplier(s) of buses and drivers.</p>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
<p><b><i>(xi) The provision of rest and toilet facilities for bus captains</i></b></p> <p>(31) TD to amend the Transport Planning and Design Manual (TPDM) to delete the provision that toilet facilities for bus operator's staff will not be required in a bus terminus if such facilities are available in a nearby development.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• In August 2019, TD revised the relevant provisions in the TPDM to include guidelines on the requirement of providing fundamental facilities such as rest rooms and toilets etc. for bus captains and staff in the planning of new public transport interchanges and bus termini, and provided a layout template with the concerned area provision for the planners' reference.</li> <li>• In December 2019, the Planning Department amended the relevant provisions in the HKPSG.</li> </ul>
<p>(32) TD to invite the Planning Department to amend paragraph 4.1.6 of Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG) to stipulate that the provision of toilets and rest facilities are required at bus termini.</p>	
<p>(33) The Government to provide built-in structures of a bus regulator's office, and restrooms with toilets facilities at new public transport interchanges and bus termini.</p>	
<p>(34) TD to invite a representative of the Secretary for Transport and Housing to become a member of TD's task force monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>	<p><u>Completed (become an on-going task)</u></p> <p>The Transport and Housing Bureau's representative has joined and participated in the inter-departmental meeting coordinated by TD in monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>
<p><b><i>(xii) Abuse and assaults on bus captains</i></b></p> <p>(35) TD and the Hong Kong Police Force (HKPF) to conduct a long-term programme in the news print media, television and social media to educate the public and abusing a bus captain performing his duties is not only unacceptable but also a criminal offence.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• On 25 February 2019, TD rolled out a series of Announcements in the Public Interest (API) on television and the internet to raise passengers' awareness of safety and courtesy (including respect for bus captains) when using public transport</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>services.</p> <ul style="list-style-type: none"> <li>• TD and the HKPF have formulated the long-term publicity programme to raise awareness on matters such as passenger safety and behaviours etc., through various channels (including API on the internet and the radio, and the Road Safety Bulletin, etc.).</li> <li>• TD and the HKPF will review the implementation of the publicity programme on a regular basis.</li> </ul>
(36) TD to require the FB operators to display notices to remind FB passengers that abusing a bus captain is unacceptable and constitutes a criminal offence.	<p><u>Completed</u></p> <p>TD has standardised the contents of the notices, and FB operators have displayed them inside bus compartments to remind passengers not to disturb bus captains while driving.</p>
(37) TD to require the FB operators to install video cameras with audio capability at the entrance of buses and where the bus captain is seated.	<p><u>Completed</u></p> <p>FB operators have retrofitted audio-recording equipment on their buses installed with CCTV at bus captain cabins, and have activated the function concerned.</p>
(38) TD to propose specific legislation be enacted to make it an offence to make a threatening, abusive or insulting communication towards a bus captain performing his public duties.	<p><u>Being studied</u></p> <p>TD is reviewing the existing relevant legislative provisions to see if they are adequate for the prosecution of a passenger who makes threatening, abusive or insulting communication towards a bus captain performing his public duties. In parallel, TD will consult relevant government bureaux/departments.</p>
<p><b><i>(xiii) Illegal stopping by vehicles at and near franchised bus stops</i></b></p> <p>(39) Legislative provisions to be presented to the Legislative Council as soon as possible to provide for the service of fixed penalty tickets, other than by affixing them to the vehicle or giving them to the vehicle driver,</p>	<p><u>Being implemented</u></p> <p>On technology-assisted traffic enforcement, HKPF launched an Electronic Fixed Penalty Tickets (E-Ticketing) pilot scheme in Wan Chai, Tseung Kwan O and Sham Shui Po police districts in mid-March 2020. Under</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>and to permit service by E-ticket.</p>	<p>the pilot scheme, frontline enforcement officers process data on illegally parked vehicles via their mobile devices on the spot of contraventions and instantly print out fixed penalty notices by portable printers. According to HKPF, the scheme will be extended to all police districts progressively. In the longer run, the Government plans to draw up legislative proposals for expanding the means of serving fixed penalty tickets under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240).</p>
<p>(40) TD and HKPF to explore the feasibility of installing CCTV cameras at suitable vantage points, in particular lampposts, to monitor blackspots of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Being implemented</u></p> <p>HKPF is planning a trial scheme in collaboration with the Logistics and Supply Chain MultiTech R&amp;D Centre, under which video cameras will be mounted at appropriate vantage points and video analytics technology will be used for actual enforcement operation against certain traffic offences which more commonly cause traffic obstruction, including illegal stopping of vehicle at a bus stop or at a no-stopping restriction zone, etc. The initiative is still at the preparatory stage. HKPF will brief relevant stakeholders upon formulation of the specific details (including the trial locations, etc.) and before implementation of the trial scheme. Depending on the progress of the preparatory work, the trial scheme is expected to commence within 2020.</p>
<p>(41) FB operators to cooperate with the police to make available CCTV recordings obtained by cameras mounted on FBs of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Completed (become an on-going task)</u></p> <p>FB operators have liaised with HKPF on the matter, and have been providing the HKPF from time to time with CCTV footages of illegal stopping of vehicles at and near franchised bus stops, for follow-up actions by the HKPF.</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><i>(xiv) Priority measures for franchised buses</i></p> <p>(42) TD to give consideration to introducing a system of affording priority to buses as they exit bus stops to rejoin the highway.</p>	<p><u>Being implemented</u></p> <p>TD has progressively put on trial a new bus-friendly traffic measure since September 2019 in Shatin, Kwai Fong, Kowloon City and Central. The new bus-friendly traffic measure comprises the use of a newly designed “Give way to bus” traffic sign and “Slow” and “Give way to bus” road markings. In parallel, FB operators would stick labels of the “Give way to bus” sign on the back of some buses deployed at the trial sites.</p>
<p>(43) TD to make greater use of bus lanes in appropriate locations.</p>	<p><u>Completed (become an on-going task)</u></p> <p>TD has been committed to taking forward the item wherever possible. At present, there are 79 bus-only lanes and 14 designated bus gates in the territory. TD will continue to set up more bus-only lanes in appropriate locations. For example, a bus-only lane will be set up at the slip road leading from Po Hong Road to Tseung Kwan O Tunnel, and the associated works are expected to be completed in mid-2020.</p>
<p><i>(xv) Route risk assessment</i></p> <p>(44) TD to require the FB operators to provide TD with a route risk assessment for each of the routes on which their buses ply.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• TD has finalised with FB operators the detailed arrangements for conducting Route Risk Assessment (RRA). In conducting the RRA, FB operators should check and assess the actual operation of each bus route (including situations of the road, nearby environment, activities of other vehicles and pedestrians, etc.), and provide the bus captains with sufficient and appropriate driving instructions having regard to the unique operating situation of each bus route.</li> <li>• FB operators started to conduct RRA on all</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>routes of their bus networks progressively in the fourth quarter of 2019. They expect to complete the submission of reports for TD on RRA by end-2020.</p>
<p><i>(xvi) Speed limits</i></p> <p>(45) TD to identify suitable locations to conduct trials of a low-speed zone of 30 km/h.</p>	<p><u>Being implemented</u></p> <p>Under the Study on Enhancing Walkability in Hong Kong, TD has initially proposed to implement a trial of low-speed zone on the road sections in Sham Shui Po Street Market. TD carried out a public engagement exercise to consult the stakeholders from June to August 2019. The consultant is formulating the implementation arrangements, and TD will communicate with the Sham Shui Po District Council and stakeholders again later this year.</p>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)200**

**(Question Serial No. 0781)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding Matters Requiring Special Attention next year, it is said that the Transport Department (TD) will, amongst others, put in place the arrangements to provide fuel subsidy or one-off subsidy for the transport trades. In connection with this task, please advise of the following:

- a. the manpower establishment and salary expenses for taking forward this task; and
- b. whether there is an implementation timetable for the task; if yes, the estimated dates of providing subsidies for different modes of transport; if no, the reasons.

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 19)

Reply:

The financial impact of the measures will be absorbed by the Anti-epidemic Fund, which does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

The Government announced on 22 October 2019 the introduction of a six-month fuel subsidy or a one-off subsidy to the transport trades to help them cope with the operating pressure in the light of the prevailing economic environment. With a view to providing comprehensive and continuous financial support to the various trades hard hit by the COVID-19, the Government announced on 21 February 2020 to expand the aforementioned proposal under the Anti-epidemic Fund. Details of the enhanced subsidy and the implementation timetable are set out below –

Transport Modes	Subsidy Details	Progress
Taxis and public light buses (PLBs)	Offer a \$1.0 discount per litre of liquefied petroleum gas (LPG) (i.e. approximately a one-third discount) for 12 months for LPG taxis and PLBs, and reimburse one-third of the actual fuel cost for 12 months for petrol taxis and diesel PLBs.	TD is in active discussion with the oil companies on the implementation details. Subject to the system readiness of the oil companies, the target is to roll out the initiative in mid-2020.
Franchised buses, local ferries and tramways	Reimburse one-third of the actual fuel/electricity cost for 12 months.	TD issued letters to the operators in end-February 2020 on the application details. Disbursement will be arranged within one month after receiving the applications and supporting documents from the public transport operators.
Non-franchised buses (NFBs)	Provide a one-off non-accountable subsidy of \$20,000 for each licensed NFB.	TD has started issuing letters to the registered vehicle owners by batches since mid-March 2020 on the application details.
School private light buses, hire cars and goods vehicles	Provide a one-off non-accountable subsidy of \$10,000 for each school private light bus, hire car and goods vehicle.	Disbursement will be arranged within one month after receiving the applications.

The preparation and implementation of the fuel subsidy and one-off subsidy initiative involves additional administrative works. The additional workload is absorbed by TD with existing resources and no separate breakdown can be provided.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)201**

**(Question Serial No. 0941)**

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:

Regarding the matters about the issue of vehicle and driving licences by the Transport Department (TD):

- (a) please provide the number of full driving licence holders, with breakdown by different classes of vehicles and age groups in the past three years, and provide the number of full driving licence holders whose licences will expire in the coming three financial years;
- (b) to handle the upsurge of renewal applications of the ten-year driving licences and conduct process re-engineering licensing services, please advise the details of measures, staff establishment and salary expenditure; and
- (c) there are five posts to be created under Programme (2) of TD, please provide the details of the grades, ranks, salary bands and duties.

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 40)

Reply:

- (a) The number of full driving licence holders, with breakdown by different classes of vehicles and age groups in the past three years, and the number of full driving licence holders whose licences will expire in the coming three financial years are tabulated at Annex.
- (b) To cope with the upsurge in applications for renewal of full driving licences, 50 time-limited posts have been created in TD's Licensing Offices in phases since 2017 to strengthen the manpower for processing counter and non-counter applications. Dedicated counters have also been set up to expedite the processing of renewal of full driving licences for applicants submitting not more than two renewal applications. The current annual staff cost of the 50 time-limited posts is about \$16.6 million.

In order to cope with the increasing demand for counter service at the Licensing Offices, TD will continue to implement process re-engineering measures, such as enhancing the provision of on-line appointment booking system (ABS) and encouraging submission of applications through alternative means such as by drop-in box, by post and online application, etc.

Moreover, TD has engaged an external consultant to conduct a technical study to explore the feasibility of adopting the Government's iAM Smart (formerly known as eID, which enables Hong Kong residents to use a single digital identity and authentication to conduct government and commercial transactions online) for online vehicle and driver licensing applications so as to provide a more convenient alternative to the public and reduce their reliance on counter services. The study is targeted to be completed by the fourth quarter of 2020. As process re-engineering work is an ongoing process undertaken by the existing staff of TD as part of their normal duties, there is no separate breakdown of expenditure for this purpose.

- (c) There will be a net increase of five non-directorate posts in 2020-21 under Programme (2) as a result of the creation of 25 posts to be offset by the deletion of 20 posts. The grade, rank, master pay scale point and duties of the new posts to be created are summarised as follows:

Duties	Grade	Rank	Number of Post	Master Pay Scale Point
<b>To take forward specific initiatives</b>				
To support the implementation of cross-boundary traffic initiatives relating to private cars using Hong Kong-Zhuhai Macao Bridge	Executive Officer	Executive Officer I	1	28 - 33
	Clerical Officer	Senior Clerical Officer	1	22 - 27
		Assistant Clerical Officer	1	3 - 15
To cope with the increasing demand for licensing services	Executive Officer	Executive Officer I	1	28 - 33
		Executive Officer II	1	15 - 27
	Clerical Officer	Assistant Clerical Officer	2	3 - 15
To support the study for implementation of e-Licensing initiatives	Executive Officer	Senior Executive Officer	1	34 - 44
		Executive Officer I	1	28 - 33
To support the implementation of the environmental initiatives of phasing	Executive Officer	Senior Executive Officer	1	34 - 44
		Executive Officer I	1	28 - 33
		Executive Officer II	1	15 - 27

<b>Duties</b>	<b>Grade</b>	<b>Rank</b>	<b>Number of Post</b>	<b>Master Pay Scale Point</b>
out Euro IV diesel commercial vehicles (DCVs); and carrying out residual work of the Ex-gratia Payment Scheme for Phasing Out Pre-Euro IV DCVs	Clerical Officer	Clerical Officer	1	16 - 21
		Assistant Clerical Officer	2	3 - 15
	Motor Vehicle Examiner	Motor Vehicle Examiner I	1	34 - 37
To support the preparation for the implementation of Free-Flow Tolling System at government tolled tunnels and Tsing Sha Control Area	Clerical Officer	Assistant Clerical Officer	1	3 - 15
To undertake the new initiatives relating to Smart Mobility	Electrical and Mechanical Engineer	Electrical & Mechanical Engineer/ Assistant Electrical & Mechanical Engineer	1	32 - 44 / 18 - 27
	Motor Vehicle Examiner	Motor Vehicle Examiner I	1	34 - 37
To handle the additional workload arising from relaxation of the eligibility criteria on the driving licensing regime for commercial vehicles as well as implementing taxi quality improvement measures	Transport Officer	Transport Officer II	1	14 - 27
	Executive Officer	Executive Officer I	1	28 - 33
	Driving Examiner	Driving Examiner I	1	23 - 27
<b>To replace T-contract position</b>				
To replace T-contract positions by civil service posts	Computer Operator	Computer Operator I	1	16 - 20
		Computer Operator II/ Student Computer Operator	2	6 - 15 / 5
		<b>Total:</b>	<b>25</b>	

**Number of Full Driving Licence Holders by Vehicle Class and Age Groups  
as at 31 March 2018** Notes 1 and 2

Class of Vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	364 (0)	198 359 (18 487)	508 334 (102 992)	595 285 (241 205)	575 241 (306 959)	328 329 (219 709)	46 577 (45 609)
Light Goods Vehicle	201 (0)	111 047 (11 374)	295 500 (63 454)	317 559 (139 029)	392 566 (219 351)	280 842 (193 023)	43 667 (42 751)
Motor Cycle	35 (0)	11 280 (1 269)	57 140 (14 363)	97 764 (36 857)	74 682 (34 453)	41 874 (27 137)	7 258 (7 115)
Private Light Bus	0 (0)	1 842 (501)	15 588 (5 620)	33 296 (16 727)	63 144 (35 689)	58 518 (40 445)	13 337 (13 035)
Public Light Bus	0 (0)	1 226 (413)	14 355 (5 373)	31 721 (16 118)	60 856 (34 387)	56 340 (38 876)	12 820 (12 535)
Taxi	0 (0)	1 072 (270)	9 237 (2 989)	23 486 (12 197)	79 805 (45 908)	85 270 (59 257)	14 718 (14 403)
Private Bus	0 (0)	1 827 (496)	15 316 (5 507)	30 939 (15 460)	46 660 (26 063)	36 986 (25 350)	6 346 (6 210)
Public Bus	0 (0)	1 827 (496)	15 315 (5 505)	30 924 (15 449)	46 542 (26 007)	36 854 (25 264)	6 577 (6 432)
Government Vehicle	0 (0)	1 654 (252)	7 317 (2 171)	10 303 (5 542)	9 224 (5 650)	2 408 (2 080)	21 (21)
Franchised Bus	0 (0)	651 (161)	2 515 (654)	4 388 (2 040)	7 822 (4 255)	8 213 (5 658)	784 (771)
Medium Goods Vehicle	0 (0)	2 771 (754)	20 443 (6 944)	37 772 (19 007)	62 796 (36 171)	54 926 (38 396)	11 155 (10 901)
Heavy Goods Vehicle	0 (0)	1 058 (306)	7 895 (2 805)	14 792 (7 378)	27 388 (16 133)	38 029 (27 250)	10 185 (9 946)
Articulated Vehicle	0 (0)	345 (109)	3 637 (1 348)	7 993 (4 008)	17 880 (10 745)	12 948 (9 048)	1 473 (1 441)
Special Purpose Vehicle	0 (0)	232 (60)	2 199 (764)	3 660 (1 787)	4 745 (2 562)	3 157 (2 075)	324 (316)
Motor Tricycle	35 (0)	11 280 (1 269)	57 141 (14 363)	97 763 (36 857)	74 690 (34 459)	41 873 (27 136)	7 254 (7 111)

Number of Full Driving Licence Holders by Vehicle Class and Age Groups  
as at 31 March 2019<sup>Notes 1 and 2</sup>

Class of Vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	300 (0)	195 787 (16 699)	516 642 (101 439)	600 327 (189 215)	572 072 (212 460)	342 651 (179 722)	56 611 (55 486)
Light Goods Vehicle	143 (0)	107 570 (10 074)	291 982 (61 168)	321 912 (106 392)	373 743 (139 389)	288 591 (154 486)	52 982 (51 914)
Motor Cycle	62 (0)	11 531 (1 162)	55 128 (13 344)	98 957 (27 857)	78 856 (24 118)	43 083 (21 429)	8 898 (8 691)
Private Light Bus	0 (0)	1 705 (428)	14 256 (5 091)	32 316 (9 278)	59 408 (17 885)	59 622 (29 186)	15 891 (15 512)
Public Light Bus	0 (0)	994 (337)	12 679 (4 730)	30 319 (8 803)	56 990 (17 024)	57 516 (28 028)	15 275 (14 908)
Taxi	0 (0)	1 098 (255)	9 085 (2 870)	22 015 (6 793)	72 319 (23 669)	86 625 (44 929)	18 283 (17 913)
Private Bus	0 (0)	1 695 (425)	14 024 (5 003)	30 517 (8 739)	44 985 (13 148)	38 569 (18 180)	7 960 (7 768)
Public Bus	0 (0)	1 695 (425)	14 025 (5 002)	30 506 (8 735)	44 887 (13 119)	38 429 (18 119)	8 157 (7 957)
Government Vehicle	0 (0)	1 724 (247)	7 712 (2 021)	10 218 (3 274)	8 608 (2 746)	2 000 (1 269)	28 (28)
Franchised Bus	0 (0)	640 (135)	2 560 (676)	4 478 (1 352)	7 409 (2 187)	8 383 (3 980)	1 084 (1 060)
Medium Goods Vehicle	0 (0)	2 483 (682)	19 123 (6 445)	36 529 (10 363)	59 649 (18 039)	56 044 (27 465)	13 952 (13 256)
Heavy Goods Vehicle	0 (0)	935 (267)	7 480 (2 626)	14 267 (3 923)	25 359 (7 709)	36 928 (19 352)	12 235 (11 923)
Articulated Vehicle	0 (0)	304 (99)	3 392 (1 233)	7 464 (2 070)	16 835 (5 191)	13 865 (6 498)	1 976 (1 924)
Special Purpose Vehicle	0 (0)	220 (56)	2 100 (728)	3 735 (1 083)	4 845 (1 397)	3 456 (1 507)	455 (448)
Motor Tricycle	62 (0)	11 531 (1 162)	55 128 (13 344)	98 956 (27 857)	78 863 (24 123)	43 086 (21 427)	8 895 (8 688)

Number of Full Driving Licence Holders by Vehicle Class and Age Groups  
as at 29 February 2020 <sup>Notes 1 and 2</sup>

Class of Vehicle	Age Groups						
	18-20	21-30	31-40	41-50	51-60	61-70	Above 70
Private Car	327 (0)	191 452 (19 781)	519 866 (121 290)	607 255 (164 575)	568 782 (134 148)	352 104 (136 195)	67 019 (66 608)
Light Goods Vehicle	153 (0)	103 959 (12 427)	286 752 (73 438)	328 613 (90 569)	356 216 (77 110)	292 061 (114 002)	62 517 (62 118)
Motor Cycle	76 (0)	11 565 (1 352)	52 888 (13 878)	99 846 (23 066)	82 466 (15 928)	44 142 (16 311)	10 531 (10 463)
Private Light Bus	0 (0)	1 635 (571)	13 059 (5 007)	31 662 (4 707)	56 264 (4 935)	59 801 (18 496)	18 342 (18 182)
Public Light Bus	0 (0)	859 (395)	11 212 (4 449)	29 169 (4 204)	53 731 (4 495)	57 728 (17 658)	17 623 (17 468)
Taxi	0 (0)	1 158 (368)	8 978 (3 126)	21 146 (3 650)	65 672 (7 790)	86 341 (30 762)	21 946 (21 801)
Private Bus	0 (0)	1 625 (564)	12 875 (4 938)	30 217 (4 492)	43 691 (3 579)	39 235 (11 079)	9 578 (9 489)
Public Bus	0 (0)	1 625 (564)	12 876 (4 938)	30 209 (4 497)	43 607 (3 586)	39 092 (11 032)	9 737 (9 646)
Government Vehicle	0 (0)	1 868 (321)	8 040 (2 467)	10 103 (1 784)	8 354 (522)	1 555 (374)	25 (25)
Franchised Bus	0 (0)	636 (179)	2 561 (806)	4 637 (1 024)	7 179 (843)	8 319 (2 333)	1 436 (1 425)
Medium Goods Vehicle	0 (0)	2 386 (868)	17 819 (6 559)	35 704 (5 216)	56 813 (4 610)	56 303 (17 032)	15 991 (15 864)
Heavy Goods Vehicle	0 (0)	869 (347)	6 943 (2 623)	14 008 (1 881)	23 811 (1 654)	35 210 (12 398)	14 152 (14 042)
Articulated Vehicle	0 (0)	277 (125)	3 085 (1 177)	7 177 (895)	15 829 (988)	14 345 (3 776)	2 575 (2 548)
Special Purpose Vehicle	0 (0)	215 (78)	2 026 (758)	3 848 (625)	4 861 (379)	3 728 (965)	590 (589)
Motor Tricycle	76 (0)	11 565 (1 352)	52 887 (13 878)	99 846 (23 068)	82 474 (15 934)	44 146 (16 308)	10 530 (10 462)

Note 1: Figures in square brackets are the numbers of holders whose Full Driving Licence will expire in the coming three financial years.

Note 2: Since a person may hold driving licence with endorsement of more than one class of vehicles, the sum of individual classes of licence holders in the above statistics may be greater than the total number of driving licence holders.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)202****(Question Serial No. 1336)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the work of “promoting ‘Smart Mobility’ and fostering the continued development of intelligent transport systems” under Programme (3), please list out the initiatives that Transport Department (TD) plans to introduce in 2020-21.

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 21)Reply:

The progress and expected milestones of various smart mobility initiatives in 2020-21 under the purview of TD are tabulated as follows:

<b>Smart mobility initiatives</b>	<b>Progress and expected milestones</b>
1. Expand walking path information on the all-in-one mobile application “HKeMobility” to 18 districts	- The walking route search function presently covers Causeway Bay, Yau Tsim Mong and Sham Shui Po, and will be expanded to all districts by end 2020.
2. Implement an automatic tolling system without toll booth, i.e. Free-flow Tolling System (FFTS), by phases at all government tolled tunnels and Tsing Sha Control Area using toll tags (in-vehicle units)	- The design of the toll tags is on-going. The detailed implementation proposal of FFTS is being developed, with tenders for the backend system of FFTS to be invited by mid-2020.

<b>Smart mobility initiatives</b>	<b>Progress and expected milestones</b>
3. Complete the installation of about 1 200 traffic detectors in all strategic roads to provide additional real-time traffic information	- All installation works will be completed by end 2020.
4. Introduce pilot real-time adaptive traffic signal systems with sensors for pedestrians and vehicles to help optimise the green times allocated to vehicles and pedestrians	- The pilot project commenced in mid-2019. With the completion of system design and laboratory trials, TD will commence installation in mid-2020.
5. Continue to facilitate trials of autonomous vehicles (AVs) at suitable locations in Hong Kong and review the relevant legislation to provide the legal basis for live, time-bound tests under regulation	<ul style="list-style-type: none"> <li>- TD set up a Technical Advisory Committee on the Application of Autonomous Vehicle Technologies in Hong Kong (the Committee) in November 2019. The Committee advises on, among others, how best to draw up an appropriate regulatory framework for AVs.</li> <li>- TD published the new “Guidance Notes on the Trials of Autonomous Vehicles” in December 2019, and has commenced studying necessary legislative amendments to facilitate full trials of AVs.</li> </ul>
6. Facilitate public transport (PT) operators’ plans to introduce new electronic payment systems for PT fare collection	<ul style="list-style-type: none"> <li>- TD issued the “Guidelines on Introduction of New Electronic Payment System for Fare Collection in Public Transport Sector” in June 2017 to facilitate PT operators to introduce new electronic systems for fare collection.</li> <li>- MTRCL plans to introduce QR code for fare payment in the MTR domestic network by 2020 onwards.</li> <li>- All franchised bus companies are actively exploring the use of various electronic payment systems.</li> <li>- Some green minibuses (GMBs) and taxi operators have been accepting payment by various electronic means.</li> </ul>



<b>Smart mobility initiatives</b>	<b>Progress and expected milestones</b>
7. Develop and set up hardware/software for provision of real-time arrival information for GMBs and continue to encourage PT operators to open up their data	<ul style="list-style-type: none"> <li>- The real-time arrival information system for GMBs will be launched in phases from late 2020 to 2022.</li> <li>- TD has been actively liaising with PT operators and encouraging them to open up real-time arrival data. So far, New World First Bus Services Limited/Citybus Limited, New Lantao Bus Co. (1973) Limited, and MTRCL (in the case of the Airport Express, Tung Chung Line, West Rail Line and Tseung Kwan O Line) have opened up the data via the Public Sector Information Portal (DATA.GOV.HK) and TD’s mobile application “HKeMobility” since August 2019.</li> </ul>
8. Complete trial of geo-fencing technology on vehicles for possible implementation on franchised buses for enhancing bus safety	<ul style="list-style-type: none"> <li>- The development of geo-fencing technology and on-road tests using private cars were completed. Further enhancement for adoption on franchised buses and related road tests will be conducted in the second quarter of 2020.</li> </ul>
9. Set up a Smart Traffic Fund (the Fund) to promote research and application of vehicle-related innovation and technology	<ul style="list-style-type: none"> <li>- The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund which is expected to commence operation in 2020-21.</li> </ul>
10. Develop a Traffic Data Analytics System to enhance traffic management and efficiency	<ul style="list-style-type: none"> <li>- Tenders for system development will be invited in 2020.</li> </ul>
11. Release real-time information of franchised buses through mobile devices and information display panels at 1 300 covered bus stops, including government PTIs	<ul style="list-style-type: none"> <li>- All franchised bus companies have been providing real-time arrival information through their websites and mobile applications.</li> <li>- As at end-February 2020, franchised bus companies have installed real-time arrival information display panels at 338 covered bus stops.</li> </ul>

<b>Smart mobility initiatives</b>	<b>Progress and expected milestones</b>
12. Install new on-street parking meters to support multiple payment systems (including Faster Payment System and remote payment through mobile application) with provision of real-time parking vacancy information	<ul style="list-style-type: none"> <li>- System development of the new parking meters is in progress. We expect that the installation of about 12 000 new parking meters will be completed in phases by mid-2022.</li> </ul>
13. Continue to encourage operators of existing public car parks to provide real-time parking vacancy information; and include relevant conditions in land leases and tenancy agreements requiring new public car parks to provide real-time parking vacancy information	<ul style="list-style-type: none"> <li>- TD has introduced a web interface to facilitate public car park operators without parking vacancy information system to disseminate real-time parking vacancy information since October 2018.</li> <li>- Since mid-2018, the Lands Department has incorporated provisions in all new short-term tenancy agreements of fee-paying public car parks, requiring the operators to provide parking vacancy data to the Government.</li> <li>- As at end February 2020, “HKeMobility” provided real-time parking vacancy information of a total of 347 government and commercial public car parks.</li> </ul>
14. Commission automated parking system (APS) pilot projects in batches for application in public car parks	<ul style="list-style-type: none"> <li>- The pilot study on the use of APS is scheduled for completion in April 2020. Tenders for the first pilot project in Tsuen Wan will be invited in mid-2020.</li> </ul>

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)203****(Question Serial No. 2010)**

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:

Regarding the implementation of the Public Transport Fare Subsidy Scheme (the Scheme), please advise of the following:

1. What were the total amount of subsidies disbursed each month and the monthly number of beneficiaries during 2019-20?
2. At present, operators of red minibuses (RMBs), residents' services (RS), employees' services (ES) and kaito interested in joining the Scheme are required to submit an application to the Transport Department (TD) on their own initiatives. Please provide the number of such applications from public transport operators received, rejected and being processed by TD since the implementation of the Scheme, with breakdown by type of public transport services and reasons for rejection.

Asked by: Hon POON Siu-ping (LegCo internal reference no.: 35)

Reply:

1. Based on the actual public transport expenses of commuters under the Scheme, the monthly subsidy amount and number of beneficiaries are listed below:

<b>Month</b>	<b>Subsidy Amount (\$ million)</b>	<b>Number of beneficiaries (million)</b>
March 2019	181.8	2.36
April 2019	152.8	2.18
May 2019	171.2	2.26
June 2019	158.1	2.20
July 2019	169.6	2.22
August 2019	162.5	2.15
September 2019	157.0	2.17
October 2019	141.0	1.99
November 2019	121.7	1.80
December 2019	151.3	2.10

<b>Month</b>	<b>Subsidy Amount (\$ million)</b>	<b>Number of beneficiaries (million)</b>
January 2020	170.4	1.92
February 2020	90.4	1.08

2. Since the implementation of the Scheme, TD has received a total of 80 applications from the operators of RS, ES, RMBs and kaitos for participation in the Scheme. The breakdown by type of public transport services is provided below:

	<b>RS</b>	<b>ES</b>	<b>RMB</b>	<b>Kaito</b>	<b>Total</b>
No. of applications approved	26	2	15	5	48
No. of applications being processed	10	5	2	0	17
No. of applications rejected (Note 1)	5	0	0	0	5
No. of applications withdrawn (Note 2)	7	1	2	0	10
<b>Total</b>	<b>48</b>	<b>8</b>	<b>19</b>	<b>5</b>	<b>80</b>

Note:

1. Applications were rejected mainly due to reasons that the operators could not comply with the operational requirements of the Scheme, such as failure to submit the required information and documents.
2. Applications withdrawn were mainly due to cessation of services by the operators.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)204**

**(Question Serial No. 0018)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General Non-recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In the Matters Requiring Special Attention in 2020-21 under Programme (1), it is mentioned that the Transport Department (TD) will prepare for the setting up and implementation of a Smart Traffic Fund (the Fund) to promote research in and application of vehicle-related innovation and technology in Hong Kong for enhancing convenience and efficiency of motorists as well as improving their driving safety. Will the Government inform this Committee:

1. of the details, selection criteria, targets and implementation timetable; of the staff establishment involved and the administrative expenditure incurred;
2. as the installation of smart lampposts has raised public concern on privacy, whether similar projects will be approved, and whether the Government will take public privacy as a consideration when considering an application; and
3. with reference to overseas experience, whether the Government will conduct a study on the feasibility of legislating for new technologies in a comprehensive manner, e.g. self-driving car.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 14)

Reply:

1. The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund, which is expected to commence operation in 2020-21. The application eligibility, selection criteria, target applicants, implementation timetable, management and review mechanism of the Fund will be formulated taking into account the advice of the Task Force.

The Government has earmarked \$1.15 billion for the Fund, and we will endeavour to cap the administrative expenditure to no more than 15% of the Fund. In terms of staff resources, two time-limited posts (i.e. one Senior Engineer and one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer) will be created in TD from 2020-21 to 2026-27 to assist in the implementation of the Fund.

2. When deliberating on the operational parameters of the Fund, the Task Force will consider how best privacy protection could be taken into account as part of the assessment process for applications.
3. To facilitate trials of autonomous vehicles (AVs), TD issued in mid-2017 “Movement Permits” under the existing legislation to enable trials of AVs at designated routes under safe environment. TD is also working in close collaboration with the trade to study legislative amendments required to facilitate full trials of AVs. When contemplating on the long-term regulatory framework for AVs, TD will keep in view the latest technological development and experiences in other jurisdictions.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)205**

**(Question Serial No. 0028)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in the Matters Requiring Special Attention in 2020-21 under Programme (1), that the Department will continue to follow up on the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service (IRC) to enhance franchised bus safety. The Department will also provide subsidy to the franchised bus companies and monitor their installation of appropriate safety devices on existing buses. In this connection, please advise on the following:

1. What is the latest progress and timetable for all recommendations of the IRC to be carried out? How many resources have been earmarked for following up on these recommendations?
2. The Government proposed in the 2018 Policy Address to set aside \$500 million to subsidise franchised bus operators for retrofitting three safety devices on suitable existing buses. Please inform this Committee, with breakdown by franchised bus operators, of the number of buses benefited and distribution of subsidy.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 13)

Reply:

The Government has been actively pursuing the recommendations put forward by the IRC in collaboration with the franchised bus operators. As at end-2019, among the 45 recommendations, 43 have been implemented or are being implemented (with some of them becoming on-going measures or actions). The Government is studying the remaining two recommendations, which involve legislative amendments or hinge on the implementation progress of the other initiatives, to formulate the next steps. The latest progress of the follow-up actions on the recommendations is attached at Annex. The follow-up actions on the recommendations are undertaken by the existing staff of the Transport Department (TD) and there is no separate breakdown of expenditure involved.

To take forward the recommendations of the IRC, cost-benefit analyses have been conducted on retrofitting Electronic Stability Control (ESC), speed limiting retarder and seat

belts on existing franchised buses. Having regard to the results of the cost-benefit analyses, the franchised bus operators will install ESC and speed limiting retarder on around 4 200 buses, and install seat belts on all seats in the upper deck on around 1 900 buses. The Government has set aside \$500 million to subsidise the franchised bus operators 80% of the relevant installation costs. About \$150 million has been earmarked for installation of ESC and speed limiting retarder, and about \$350 million has been earmarked for installation of seat belts.

The number of buses to be retrofitted with the above three devices by different franchised bus operators is set out in the table below :

<b>Franchised bus operators</b>	<b>Number of buses to be retrofitted with*</b>	
	<b>Seat belts</b>	<b>ESC and speed limiting retarder</b>
The Kowloon Motor Bus Company (1933) Limited	1 164	2 842
New World First Bus Services Limited	276	474
Citybus Limited	298	654
Long Win Bus Company Limited	116	199
New Lantao Bus Company (1973) Limited	28	39

\* position as at end-2019



**Report of the Independent Review Committee on  
Hong Kong's Franchised Bus Service**

**Summary of Recommendations and the latest progress on the follow-up actions**

<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
<p><i>(i) Safety Director</i></p> <p>(1) TD to establish a structure to develop a proactive approach to bus safety.</p>	<p><u>Being implemented</u></p> <p>TD has drawn up the various arrangements for appointing a Franchised Bus (FB) Safety Director and setting up a FB safety team, including the staff establishment and scope of work, etc. Subject to the approval by the Legislative Council on the funding for the manpower increase, it is expected that TD will set up a FB safety team, headed by a FB Safety Director, in 2020-21 so as to develop a proactive approach to take forward and implement relevant measures to ensure FB safety.</p>
<p>(2) TD to appoint a Safety Director and a small bus safety team.</p>	
<p>(3) Franchised bus operators to appoint their own Safety Directors.</p>	<p><u>Completed</u></p> <p>All FB operators have appointed their own Safety Directors.</p>
<p><i>(ii) Permanent Working Group on the enhancement of safety of franchised buses</i></p> <p>(4) Membership of the Permanent Working Group to be expanded to include independent members with expertise relevant to FB safety.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• The Working Group on the Enhancement of Safety of FB was turned into a permanent setup, and was revamped and renamed as the Committee on Enhancement of FB Safety (FB Safety Committee) in early 2019. Two local academic experts were appointed as members.</li> <li>• There are two sub-committees under the FB Safety Committee, namely the “Sub-Committee on In-vehicle Safety Devices and Technologies” and the “Sub-Committee on Training, Fatigue and Work Hour Management of Bus</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>Captains”. The sub-committees focus on the discussion of relevant topics and the monitoring of follow-up actions concerned. The sub-committees will also report work progress to the FB Safety Committee.</p> <ul style="list-style-type: none"> <li>• In 2019, meetings of the FB Safety Committee were held in April, June and November respectively, while a total of seven meetings were held by the two sub-committees.</li> </ul>
<p><i>(iii) Technological safety devices: TD’s technology team</i></p> <p>(5) A dedicated technology team to be formed urgently in TD.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• On the basis of the individual technology projects being carried out by different divisions in TD, some additional staff members, dedicated for transport technology matters, were added to the respective divisions of the department.</li> <li>• Upon the establishment of the FB safety team in future, the team will be dedicated to handling matters on FB safety and technological safety devices.</li> </ul>
<p>(6) The technology team to establish lines of communication with well-respected overseas jurisdictions, such as the Transport for London (TfL) and Land Transport Authority (LTA) to share information.</p>	<p><u>Completed (become an on-going task)</u></p> <p>At present, TD has already had lines of communication with well-respected authorities in overseas jurisdictions, such as TfL of the UK and LTA of Singapore, to share information available. TD will maintain and further enhance the lines of communications and exchanges with those overseas authorities.</p>
<p>(7) FB operators to appoint members of their own staff to be responsible for technological safety devices and to establish lines of communication with FB operators in well-respected overseas jurisdictions to share information.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• At present, local FB operators have already had lines of communications with FB operators in overseas jurisdictions to share information.</li> <li>• The Safety Directors of the FB operators have made coordinated efforts in handling</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
	<p>matters on technological safety devices and enhancing lines of communication and exchanges with overseas FB operators, including paying visits to overseas (e.g. Singapore, Japan and the UK, etc.) and Mainland China to communicate and exchange with local bus operators and manufacturers in respect of topics such as bus safety and application of advanced technologies, etc.</p>
<p><i>(iv) Subsidies</i></p> <p>(8) TD to establish a small fund to provide grants to FB operators to promote the uptake of new safety technology.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• TD has reviewed the currently available funds, and learnt that the scope of funding of the Innovation and Technology Fund (ITF) under the Innovation and Technology Commission should be able to cover new safety technology of FB. The ITF (including its Partnership Research Programme and Technology Voucher Programme has been providing financial support to local universities, public research institutions, local enterprises, and trade associations, etc., to encourage and help them to upgrade the technological level and introduce more innovative ideas into their business.</li> <li>• TD has informed FB operators of the funding scope of the ITF and encouraged them to apply for the fund to facilitate research and uptake of new safety technology to enhance FB safety and operations.</li> <li>• In addition, TD is following up on the provision of government subsidy for retrofitting existing double-deck buses with electronic stability control and speed limiting retarders, as well as seat belts on the upper decks. Details of which are at Item 10.</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(9) TD to engage an independent consultant to conduct a cost/benefit analysis in respect of the retrofitting of seat belts on the upper decks of some franchise buses.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• All new buses procured from July 2018 onwards have all their seats installed with seat belts. As at end-2019, about 400 newly procured buses with seat belts installed have been put into service.</li> <li>• TD engaged an independent consultant <sup>Note 1</sup> to commence a cost/benefit analysis in respect of the retrofitting of seat belts on FBs in February 2019. The study was completed in September 2019. It was revealed from the analysis that the Government should consider installing seat belts on the upper decks of double-deck buses registered in or after 2016 (around 1 900 buses). Moreover, the study also opined that those buses fitted with seat belts should first be deployed to routes operating via expressways and with longer journey distance.</li> </ul> <p>(<sup>Note 1</sup> The study was conducted by a team from the Department of Civil and Environmental Engineering, Hong Kong Polytechnic University as an independent consultant. The study report has been submitted to the FB Safety Committee and uploaded on TD website. )</p> <ul style="list-style-type: none"> <li>• In light of the study findings, TD and FB operators will arrange to have the seats on the upper deck of around 1 900 existing double-deck buses installed with seat belts. Relevant installation works will commence progressively from the second quarter of 2020 for target completion within three years. Among them, the installation works of 700 buses are expected to be completed in 2020. The Government will subsidise FB operators on 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators.</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
	<ul style="list-style-type: none"> <li>• Upon completion of the retrofitting works by 2022, it is estimated that there would be more than 3 000 buses, including the newly procured buses, fitted with seat belts. TD and FB operators will arrange to deploy these buses with priority given to long-haul routes operated via expressways with relatively fewer bus stops.</li> </ul>
<p>(10) TD to engage an independent consultant to conduct cost/benefit analyses in respect of the retrofitting of the electronic stability control system (ESC) and speed limiters with retardation function (speed limiting retarder), and all other safety devices proved to be technically successful, before TD requires installation of those devices by FB operators.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• Given the proven effectiveness of ESC and speed limiting retarder, TD has conducted a cost/benefit review based on the cost information provided by bus manufacturers and FB operators with reference to findings of relevant overseas studies. Relevant work has been completed and the findings revealed that the Government should consider retrofitting all existing buses with ESC and speed limiting retarder if technically feasible (around 4 200 buses).</li> <li>• In light of the study findings, TD and FB operators will arrange to have around 4 200 existing double-deck buses retrofitted with ESC and speed limiting retarder. Relevant installation works will commence progressively from the second quarter of 2020 for target completion within four years. The Government will subsidise FB operators on 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators.</li> <li>• All new buses procured from July 2018 onwards have been installed with ESC and speed limiting retarder. Upon completion of the retrofitting works by 2023, it is estimated that there would be more than 5 500 buses, including the newly-procured buses, equipped with ESC and speed limiting retarder.</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><b>(v) Safety Performance Indicators</b></p> <p>(11) TD to establish more nuanced Safety Performance Indicators (SPIs).</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• With reference to the SPIs of TfL, TD has finalised the SPIs to be used in Hong Kong with FB operators and standardised the relevant data format.</li> <li>• The number of items covered in the newly adopted SPIs will be increased from two <sup>Note 2</sup> to 19. These items cover six areas (including general safety, bus passenger safety, operation and network safety, bus engineering safety, safety of employees at work, and management and assurance systems) with a view to reviewing the performance and trends on FB operators' safety in a holistic manner, so as to facilitate targeted studies and measures for further enhancement of FB safety.</li> </ul> <p>(<sup>Note 2</sup> The two items are: (i) safety-related defects per bus examination; and (ii) number of buses involved in accidents per million vehicle-km.)</p> <ul style="list-style-type: none"> <li>• TD and FB operators have started collecting the relevant data for trials since July 2019 and the new set of SPIs has been adopted to measure the safety performance since 1 January 2020.</li> </ul>
<p>(12) TD to seek elucidation and clarification from TfL of the SPIs adopted by TfL.</p>	
<p><b>(vi) Franchised Bus Accident Data</b></p> <p>(13) The accident data material in the Bus Safety Chapter of the Forward Planning Programmes (FPP) to be made public.</p>	<p><u>Completed (become an ongoing task)</u></p> <p>TD has consolidated the data and confirmed relevant publishing arrangement with FB operators. FB operators made public the accident data in the Bus Safety Chapter of the FPP submitted in 2019 via their websites in January / February 2020.</p>
<p>(14) TD to require the FB operators to report all FB accidents to TD on a monthly basis.</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• TD has required FB operators to report all</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(15) Consideration should be given by TD to instituting a common reporting/analysis system of FB accident data.</p>	<p>accidents involving FBs to TD on a monthly basis.</p> <ul style="list-style-type: none"> <li>• TD has been maintaining a database on bus accidents since 2019 and has standardised with FB operators the reporting/analysis arrangements for reporting to the FB Safety Committee on a regular basis and taking follow-up actions as appropriate.</li> </ul>
<p>(16) TD to stipulate to the FB operators common thresholds for reporting instances of excessive speeding and harsh braking.</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• TD has completed the setting of a target common thresholds with FB operators for providing real-time alerts and generating records of instances of excessive speeding and harsh braking for following up with bus captains. The relevant thresholds are as follows: <ul style="list-style-type: none"> <li>(i) excessive speeding <ul style="list-style-type: none"> <li>real-time alerts – speed exceeding 50km/h or 70km/h (depending on speed limits of the road sections);</li> <li>generation of record – speed exceeding 55km/h or 75km/h consecutively for 10 seconds; and</li> </ul> </li> <li>(ii) harsh braking <ul style="list-style-type: none"> <li>generation of record – force exceeding 0.4G</li> </ul> </li> </ul> </li> </ul>
<p>(17) TD to stipulate to the FB operators common thresholds of excessive acceleration.</p>	
<p><b><i>(vii) Real-time alerts</i></b></p> <p>(18) TD to require the FB operators to provide real-time alerts of excessive speeding, deceleration and acceleration to bus captains and to generate records of those events.</p>	<ul style="list-style-type: none"> <li>• Real-time alerts to bus captains and exception reports were generated automatically for speeding situations.</li> <li>• FB operators have been explaining to bus captains on the use of the relevant thresholds and took follow-up actions regarding reports on individual bus captains. During the implementation period, the number of speeding cases as reported saw a significant drop, while FB operators progressively tightened the relatively mild thresholds to help bus captains make gradual adaptation and continuous improvements in driving safety. FB operators have reported to the</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>FB Safety Committee on the situation, which has taken note of the progress made and will keep in view the implementation by FB operators.</p> <ul style="list-style-type: none"> <li>• TD and FB operators will follow up on the timetable for implementing the target common thresholds, with a view to fully implementing them in 2020.</li> </ul>
(19) TD and FB operators to explore the feasibility of making use of the generation of real-time, or near real-time, of excessive speeding, deceleration and acceleration to provide an automatic alert to the FB operators Control Room, permitting communication with the bus if appropriate.	<p><u>Being studied</u></p> <p>Upon implementation of the setting of common thresholds for reporting instances of excessive speeding and harsh braking, TD will explore with FB operators on the feasibility of the recommendation and the possible implementation timetable.</p>
<p><i>(viii) Bus captain training</i></p> <p>(20) TD to collaborate with the FB operators to identify key indicators of the effectiveness of the bus captain training system.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• The Practice Note on Training Framework for Franchised Bus Captains (Practice Note) issued by TD to all FB operators has been implemented since October 2018.</li> <li>• In end-2019 (i.e. one year after the implementation of the Practice Note), TD started to review the implementation of the Practice Note with FB operators, and to identify and stipulate common key indicators on the effectiveness of bus captain training systems. The review is expected to be completed in 2020.</li> </ul>
(21) TD to stipulate that fatigue management form part of the training courses provided to bus captains.	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• At present, the FB captain training courses have already included the elements of fatigue management, in which bus captains are reminded to, amongst others, have enough rest to recover their mental and physical strength, avoid fatigue from prolonged working, be mindful of their personal physical conditions and endurable working hours to ensure they</li> </ul>



<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
	<p>are mentally fit for driving and do more exercises to maintain good health, etc.</p> <ul style="list-style-type: none"> <li>• TD will study the issues of fatigue identification and management together with the feasibility of further strengthening the relevant training to bus captains.</li> </ul> <p>[Please also refer to Items 25 to 27 below.]</p>
<p>(22) TD to provide funding for a special course/programme for bus captains to deal with abusive and angry passengers.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• TD has planned to produce training materials for FB captains on how to handle difficult passengers. The teaching materials, mainly in the form of online short videos, will cover topics such as how to deal with abusive and angry passengers.</li> <li>• TD has come up with the relevant training materials and implementation arrangements with FB operators. The relevant work is expected to start in the first quarter of 2020 for completion of production and implementation in the second half of 2020.</li> </ul>
<p><i>(ix) Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks</i></p> <p>(23) An expert(s) on fatigue identification and management to be appointed as an ad hoc member of the Permanent Working Group.</p>	<p><u>Completed</u></p> <p>TD has appointed local experts to be members of the FB Safety Committee.</p>
<p>(24) The Guidelines on working hours, etc. to be stipulated in regulations.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• In 2018, TD issued the latest revised “Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks” (Guidelines), which have been fully implemented by all FB operators since the second quarter of 2019.</li> <li>• TD has reviewed the implementation of the Guidelines by FB operators.</li> <li>• Having regard that FB operators are required to address the transportation needs of the public during the morning and</li> </ul>
<p>(25) Consideration to be given by the Permanent Working Group of whether permitting 14 hours of duty in a split shift is compatible with bus safety.</p>	
<p>(26) Consideration to be given by the Permanent Working Group to restricting the total hours of driving by a bus captain in periods of 14 or 28 days.</p>	

<p style="text-align: center;"><b>Recommendations by the Independent Review Committee</b></p>	<p style="text-align: center;"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(27) The Permanent Working Group to engage an independent consultant to conduct a cost/benefit analysis of the effect of abrogating the special shift exception to the 22 hours of duty rule, in particular the potential safety improvements, the number and cost of the additional bus captains that would be required and the implication to FB fares.</p>	<p>afternoon peak hours, the revised Guidelines allow bus companies to make appropriate arrangements in such way that the maximum duty hours of a special shift will not exceed 14 hours (provided that the driving hours therein should not exceed 10 hours and a rest break of no less than three hours be provided). At present, FB operators have started to implement arrangements for keeping the actual duty hours of each special shift not more than 13.5 hours and they have planned to gradually shorten the duty hours of a special shift to 13 hours by end-2020, subject to the progress of the recruitment of additional bus captains.</p> <ul style="list-style-type: none"> <li>• Besides following up on and monitoring the implementation of the latest revised Guidelines by FB operators, TD has also been engaged in studying fatigue identification and management for conducting a further comprehensive review of the Guidelines. This would include a cost/benefit analysis on whether the arrangement of a longer special shift meets safety criteria, the effect of abrogating it, as well as whether and how the total driving hours of bus captains should be capped over a certain period, etc.</li> <li>• Having regard to the literature review and research reports on driving fatigue in some overseas jurisdictions, TD has come to notice that a host of factors (including working hours, duty roster arrangement, rest times, as well as daily routine, sleep patterns and personal physical condition of the bus captains etc.) might cause fatigue on bus captains. TD has then discussed with the expert member of the FB Safety Committee from the Hong Kong Polytechnic University and two other local experts <sup>Note 3</sup> on the way forward.</li> </ul> <p>(<sup>Note 3</sup> One is a registered occupational therapist, chartered safety and health</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
	<p>practitioner, certified work capacity evaluator and registered driving assessor, and the other is an industrial engineer whose research focuses on the application of human factors on health care work system.)</p> <ul style="list-style-type: none"> <li>• In the light of the initial findings of overseas practices and TD’s subsequent discussions with the local experts/academics, TD has reported to the FB Safety Committee its plan to appoint independent local expert(s) to conduct research on identification and management of fatigue driving in the FB industry in Hong Kong. The preliminary study directions include: <ul style="list-style-type: none"> <li>(i) understanding the overall situation of fatigue driving of FB captains, the root of the problem and the causes;</li> <li>(ii) studying the correlation between FB captains’ working hours, rest times and duty roster arrangement (including special shifts) stipulated in the existing Guidelines and fatigue driving of bus captains; and</li> <li>(iii) exploring corresponding improvement strategies and measures.</li> </ul> </li> <li>• All FB operators and their bus captains will be engaged in the study.</li> <li>• As regards the recommendation to stipulate the Guidelines on working hours in regulations, it will be followed up together with the study on identification and management on fatigue driving.</li> </ul>
<p>(28) Citybus Limited (CTB) / New World First Bus (NWFB) and TD to work closely together to ensure that CTB/NWFB provides adequate rest facilities for drivers working on split shifts.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• Currently, there are 299 bus termini in Hong Kong (including those of MTR bus routes). FB operators have been progressively providing additional toilets and resting facilities at existing bus termini to cater for the needs of bus captains. At present, toilets are either located at or within a walking distance of three minutes at over 95% of the bus</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>termini. For the remaining bus termini, toilets are basically located within a walking distance of around four to seven minutes. On the other hand, about 90% of the bus termini have been provided with resting facilities for bus captains.</p> <ul style="list-style-type: none"> <li>• In addition to the provision of new rest rooms/rest facilities at the parking sites at Chai Wan Depot, Ocean Park and Sheung Wan for bus captains in 2018, CTB/NWFB have been progressively providing additional rest facilities for bus captains at different locations (including Exchange Square in Central, etc.) in 2019.</li> <li>• In 2017 to 2019, the Government has granted approval to 74 applications made by FB operators for providing working spaces/rest rooms/resting facilities.</li> </ul>
<p>(x) <i>Part-time bus captains: other employment</i></p> <p>(29) TD to stipulate to the FB operators the information that they are required to obtain, maintain and update in respect of the other employment of part-time captains, including the nature of the employment and the hours worked.</p>	<p><u>Completed (become an on-going task)</u></p> <p>At present, each FB operator already has its own mechanism for the part-time captains to report other employment.</p>
<p>(30) TD to require New Lantao Bus (NLB) to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by Kwoon Chung Motors Company Limited, or any other supplier of buses and drivers to NLB, and that NLB is required to be satisfied that, when they are performing driving duties for NLB, they are compliant with the Guidelines.</p>	<p><u>Completed (become an on-going task)</u></p> <p>As required by TD, NLB has obtained information and maintained records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by supplier(s) of buses and drivers.</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><i>(xi) The provision of rest and toilet facilities for bus captains</i></p> <p>(31) TD to amend the Transport Planning and Design Manual (TPDM) to delete the provision that toilet facilities for bus operator's staff will not be required in a bus terminus if such facilities are available in a nearby development.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• In August 2019, TD revised the relevant provisions in the TPDM to include guidelines on the requirement of providing fundamental facilities such as rest rooms and toilets etc. for bus captains and staff in the planning of new public transport interchanges and bus termini, and provided a layout template with the concerned area provision for the planners' reference.</li> <li>• In December 2019, the Planning Department amended the relevant provisions in the HKPSG.</li> </ul>
<p>(32) TD to invite the Planning Department to amend paragraph 4.1.6 of Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG) to stipulate that the provision of toilets and rest facilities are required at bus termini.</p>	
<p>(33) The Government to provide built-in structures of a bus regulator's office, and restrooms with toilets facilities at new public transport interchanges and bus termini.</p>	
<p>(34) TD to invite a representative of the Secretary for Transport and Housing to become a member of TD's task force monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>	<p><u>Completed (become an on-going task)</u></p> <p>The Transport and Housing Bureau's representative has joined and participated in the inter-departmental meeting coordinated by TD in monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>
<p><i>(xii) Abuse and assaults on bus captains</i></p> <p>(35) TD and the Hong Kong Police Force (HKPF) to conduct a long-term programme in the news print media, television and social media to educate the public and abusing a bus captain performing his duties is not only unacceptable but also a criminal offence.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• On 25 February 2019, TD rolled out a series of Announcements in the Public Interest (API) on television and the internet to raise passengers' awareness of safety and courtesy (including respect for bus captains) when using public transport</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>services.</p> <ul style="list-style-type: none"> <li>• TD and the HKPF have formulated the long-term publicity programme to raise awareness on matters such as passenger safety and behaviours etc., through various channels (including API on the internet and the radio, and the Road Safety Bulletin, etc.).</li> <li>• TD and the HKPF will review the implementation of the publicity programme on a regular basis.</li> </ul>
(36) TD to require the FB operators to display notices to remind FB passengers that abusing a bus captain is unacceptable and constitutes a criminal offence.	<p><u>Completed</u></p> <p>TD has standardised the contents of the notices, and FB operators have displayed them inside bus compartments to remind passengers not to disturb bus captains while driving.</p>
(37) TD to require the FB operators to install video cameras with audio capability at the entrance of buses and where the bus captain is seated.	<p><u>Completed</u></p> <p>FB operators have retrofitted audio-recording equipment on their buses installed with CCTV at bus captain cabins, and have activated the function concerned.</p>
(38) TD to propose specific legislation be enacted to make it an offence to make a threatening, abusive or insulting communication towards a bus captain performing his public duties.	<p><u>Being studied</u></p> <p>TD is reviewing the existing relevant legislative provisions to see if they are adequate for the prosecution of a passenger who makes threatening, abusive or insulting communication towards a bus captain performing his public duties. In parallel, TD will consult relevant government bureaux/departments.</p>
<p><b><i>(xiii) Illegal stopping by vehicles at and near franchised bus stops</i></b></p> <p>(39) Legislative provisions to be presented to the Legislative Council as soon as possible to provide for the service of fixed penalty tickets, other than by affixing them to the vehicle or giving them to the vehicle driver,</p>	<p><u>Being implemented</u></p> <p>On technology-assisted traffic enforcement, HKPF launched an Electronic Fixed Penalty Tickets (E-Ticketing) pilot scheme in Wan Chai, Tseung Kwan O and Sham Shui Po police districts in mid-March 2020. Under</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>and to permit service by E-ticket.</p>	<p>the pilot scheme, frontline enforcement officers process data on illegally parked vehicles via their mobile devices on the spot of contraventions and instantly print out fixed penalty notices by portable printers. According to HKPF, the scheme will be extended to all police districts progressively. In the longer run, the Government plans to draw up legislative proposals for expanding the means of serving fixed penalty tickets under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240).</p>
<p>(40) TD and HKPF to explore the feasibility of installing CCTV cameras at suitable vantage points, in particular lampposts, to monitor blackspots of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Being implemented</u></p> <p>HKPF is planning a trial scheme in collaboration with the Logistics and Supply Chain MultiTech R&amp;D Centre, under which video cameras will be mounted at appropriate vantage points and video analytics technology will be used for actual enforcement operation against certain traffic offences which more commonly cause traffic obstruction, including illegal stopping of vehicle at a bus stop or at a no-stopping restriction zone, etc. The initiative is still at the preparatory stage. HKPF will brief relevant stakeholders upon formulation of the specific details (including the trial locations, etc.) and before implementation of the trial scheme. Depending on the progress of the preparatory work, the trial scheme is expected to commence within 2020.</p>
<p>(41) FB operators to cooperate with the police to make available CCTV recordings obtained by cameras mounted on FBs of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Completed (become an on-going task)</u></p> <p>FB operators have liaised with HKPF on the matter, and have been providing the HKPF from time to time with CCTV footages of illegal stopping of vehicles at and near franchised bus stops, for follow-up actions by the HKPF.</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><i>(xiv) Priority measures for franchised buses</i></p> <p>(42) TD to give consideration to introducing a system of affording priority to buses as they exit bus stops to rejoin the highway.</p>	<p><u>Being implemented</u></p> <p>TD has progressively put on trial a new bus-friendly traffic measure since September 2019 in Shatin, Kwai Fong, Kowloon City and Central. The new bus-friendly traffic measure comprises the use of a newly designed “Give way to bus” traffic sign and “Slow” and “Give way to bus” road markings. In parallel, FB operators would stick labels of the “Give way to bus” sign on the back of some buses deployed at the trial sites.</p>
<p>(43) TD to make greater use of bus lanes in appropriate locations.</p>	<p><u>Completed (become an on-going task)</u></p> <p>TD has been committed to taking forward the item wherever possible. At present, there are 79 bus-only lanes and 14 designated bus gates in the territory. TD will continue to set up more bus-only lanes in appropriate locations. For example, a bus-only lane will be set up at the slip road leading from Po Hong Road to Tseung Kwan O Tunnel, and the associated works are expected to be completed in mid-2020.</p>
<p><i>(xv) Route risk assessment</i></p> <p>(44) TD to require the FB operators to provide TD with a route risk assessment for each of the routes on which their buses ply.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• TD has finalised with FB operators the detailed arrangements for conducting Route Risk Assessment (RRA). In conducting the RRA, FB operators should check and assess the actual operation of each bus route (including situations of the road, nearby environment, activities of other vehicles and pedestrians, etc.), and provide the bus captains with sufficient and appropriate driving instructions having regard to the unique operating situation of each bus route.</li> <li>• FB operators started to conduct RRA on all</li> </ul>



Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>routes of their bus networks progressively in the fourth quarter of 2019. They expect to complete the submission of reports for TD on RRA by end-2020.</p>
<p><i>(xvi) Speed limits</i></p> <p>(45) TD to identify suitable locations to conduct trials of a low-speed zone of 30 km/h.</p>	<p><u>Being implemented</u></p> <p>Under the Study on Enhancing Walkability in Hong Kong, TD has initially proposed to implement a trial of low-speed zone on the road sections in Sham Shui Po Street Market. TD carried out a public engagement exercise to consult the stakeholders from June to August 2019. The consultant is formulating the implementation arrangements, and TD will communicate with the Sham Shui Po District Council and stakeholders again later this year.</p>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)206**

**(Question Serial No. 0029)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Matters Requiring Special Attention in 2020-21 under Programme (3), that the Transport Department (TD) will conduct trials on real-time adaptive traffic signal systems with sensors to detect pedestrians and vehicles at signalised road junctions to help optimise the green times allocated to vehicles and pedestrians. In this regard, please advise this Committee:

1. of the administrative expenditure and staff establishment involved for the trials;
2. of the details, timetable, cost for each traffic signal systems, locations identified for the trials; and
3. of the criteria for evaluating the effectiveness of these systems, and whether resources will be set aside for the possible expansion of this project.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 15)

Reply:

1. TD commenced in mid-2019 a pilot project on real-time adaptive traffic signal systems to help optimise the green times allocated to vehicles and pedestrians at signalised road junctions, and the latest estimated cost is about \$6.6 million. The project supervision is undertaken by existing staff of TD. There is no separate breakdown of staff provision for this purpose.
2. The pilot project includes conducting laboratory trials, and subsequent installation of the real-time adaptive traffic signal systems at five selected signalised road junctions in different districts of Hong Kong starting from mid-2020. These junctions will be selected having regard to the traffic and pedestrian flows, as well as the capacity of the concerned junctions. The locations will be confirmed by third quarter of 2020 following local consultation. The cost of each system depends on the design and site conditions for each junction, and is therefore not available at this juncture.

3. The effectiveness of the systems will be mainly evaluated on the basis of traffic queue lengths and delay at those junctions. Subject to the evaluation, TD will consider a wider roll-out to other junctions.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)207**

**(Question Serial No. 1766)**

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:

It is said that after vehicles are sold or scrapped, vehicle owners will make use of the 'grey area' of the Transport Department (TD) in regulating motorcycles to extend the retention period of their vehicle registration marks (VRMs), which resulted in a waste of considerable government manpower resources. In this regard, the Government is requested to provide the following information:

1. The numbers of transactions for renewal of licence and refund of vehicle licence fees of the same vehicle on the same day in the past five years (listed in two categories, namely (i) private car and (ii) motorcycle and motor tricycle).

	Private Car	Motorcycle and motor tricycle
2015		
2016		
2017		
2018		
2019		

2. The numbers of transactions for transfer of vehicle ownership twice or more on the same day for the same vehicle in the past five years (listed in two categories, namely (i) private car and (ii) motorcycle and motor tricycle).

	Private Car (Fee: \$1,000)	Motorcycle and motor tricycle (Fee: \$250)
2015		
2016		
2017		
2018		
2019		

3. According to the reply to the special finance committee meeting last year (reply serial no. S-THB(T)004), the Government noted that "TD will examine the existing

arrangement to see if there is any ground to review the relevant legislative provisions such that vehicle owners' genuine need to retain VRMs in case of change of vehicle ownership are catered for, while safeguarding that any facilitating arrangement would not be subject to abuse and hence giving rise to undue administrative burden on the vehicle licensing regime or undesirable roadworthiness concern." What is the progress of the relevant review? What are the details?

4. Irrespective of renewing the vehicle licence and refunding of licensing fee on the same day for the same vehicle, or applying for the transfer of ownership twice or more on the same day for the same vehicle, the number of such motorcycles and motor tricycles was more than that of private cars. Does the Government know the reason(s)? At the same time, can the Government provide the number of transfer of ownership transactions of the same vehicle at present (listed in two categories, namely (i) private car and (ii) motorcycle and motor tricycle)?

Number of Transfer of Ownership Transactions of the Same Vehicle	Private Car	Motorcycle and motor tricycle
1		
2-10		
11-20		
21-30		
31-40		
41-50		
51-60		
61-70		
71-80		
81-90		
91-100		
101-200		
201-300		
301-400		
401-500		
501-600		
601-700		
701-800		
801-900		
901-1000		
>1000		

5. In addition, according to the present records, what is the highest number of transfer of ownership transactions of the same vehicle? If it can be disclosed, what is the vehicle registration mark of that vehicle?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 26)

Reply:

- (1) TD handles applications for the renewal of vehicle licence and the refund of fee on surrender of vehicle licence (i.e. refund of a portion relating to the unexpired period) in accordance with regulations 21 and 24 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E) ('the Regulations').

The numbers of transactions involving the renewal and refund of vehicle licence on the same day for the same vehicle in respect of (i) private car; and (ii) motorcycle and motor tricycle in the past five years are tabulated as follows:

	Number of Private Cars	Number of Motorcycles and Motor Tricycles
2015	1 386	5 939
2016	1 131	6 330
2017	960	6 622
2018	704	6 748
2019	523	6 620

- (2) TD handles applications for the transfer of vehicle ownership in accordance with regulation 17 of Cap. 374E. Under current legislation, a VRM cannot be transferred from one owner to another directly. However, a VRM can be transferred together with a vehicle to another owner.

The numbers of transactions involving the transfer of ownership twice or more on the same day for the same vehicle in respect of (i) private car and (ii) motorcycle and motor tricycle in the past five years are tabulated as follows:

	Number of Private Cars	Number of Motorcycles and Motor Tricycles
2015	143	15 010
2016	149	13 837
2017	144	15 257
2018	155	15 359
2019	138	14 620

- (3) & (4) The numbers of transactions involving the transfer of ownership of the same vehicle in respect of (i) private car and (ii) motorcycle and motor tricycle are tabulated below:

Number of Transfer of Ownership Transactions of the Same Vehicle	Private Car	Motorcycle and Motor Tricycle
1	135 622	12 909
2-10	208 096	29 939
11-20	2 054	3 626
21-30	38	2 263
31-40	0	1 576
41-50	0	1 158
51-60	0	794

Number of Transfer of Ownership Transactions of the Same Vehicle	Private Car	Motorcycle and Motor Tricycle
61-70	0	534
71-80	0	446
81-90	0	319
91-100	0	256
101-200	0	1 067
201-300	0	256
301-400	0	101
401-500	0	66
501-600	0	34
601-700	0	15
701-800	0	17
801-900	0	3
901-1000	0	3
>1000	0	19

The prevalence of motorcycle or motor tricycle over private car in multiple transactions involving transferring a VRM from one vehicle to another may be attributable to the relatively lower transaction costs in relation to the licence fee and transfer fee of vehicle ownership.

TD has conducted a review on the transfer and retention of VRM arrangements. Having regard to the relatively low numbers of transactions involving the renewal and refund of vehicle licence, as well as transfer of ownership of the same vehicle on the same day for private cars, TD considers that most of them are legitimate transactions and there are genuine needs for the vehicle and VRM transfer and retention. Hence, TD would not suggest indiscriminately curtailing such transactions at this stage but will keep in view the need to examine the possibility of imposing restrictions on making such applications, as necessary.

On the other hand, noting the popular use of motorcycles and motor tricycles as a medium to extend the VRM retention period which may be attributable to the fact that motorcycles and motor tricycles are not subject to vehicle examination, TD considers it necessary to look into this area and has thus embarked on a review in February 2020 on whether the requirement for vehicle examination before renewal of vehicle licence should be made a standard arrangement for all types of vehicles. The review is expected to complete within 2020.

5. According to TD's record, the highest number of transactions involving transfer of ownership of the same vehicle was 1 863 times. Due to privacy concern, TD considers that it is not appropriate to disclose the VRM of the vehicle concerned.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)208****(Question Serial No. 1782)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding hire car permits (HCPs) and promotion of electric vehicles (EVs):

- (a) Please provide the number of HCPs that can be issued and the number of HCPs issued by the Transport Department (TD) as at end of February for each type of HCPs.
- (b) Please provide the number of HCPs by fuel type of motor vehicle in table form:

Types of HCPs	Petrol	Diesel	Electric	Liquefied Petroleum Gas	Others

- (c) Will the Government amend the requirements for application for HCP and require the applicant to own a certain percentage of EVs with a view to encouraging enterprises to introduce more zero emission vehicles? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 42)Reply:

- (a) The numbers of valid HCPs issued by TD as at 29 February 2020 are tabulated as follows:

Type of HCPs	Statutory maximum number of HCPs that can be issued <sup>Note 1</sup>	Number of HCPs issued by TD (as at 29 February 2020)
Private Hire Car Service <sup>Note 2</sup>	1 500	1 026
Hotel Hire Car Service	400	147
Tour Hire Car Service	400	136



Note 1: The statutory limits imposed on the number of HCPs are stipulated in Hire Car Permits (Limitation on Numbers) Notice (Cap. 374L).

Note 2: Private Hire Car Service includes Private Service, Private Service (Limousine) and Private Service (Limousine - Cross Boundary).

- (b) The numbers of valid HCPs issued by TD as at 29 February 2020, with breakdown by the types of HCP and fuel used by the motor vehicle, are tabulated as follows:

Type of HCPs	Petrol	Diesel	Electric
Private Hire Car Service <sup>Note 2</sup>	771	227	28
Hotel Hire Car Service	135	7	5
Tour Hire Car Service	130	5	1

- (c) Under the current transport hierarchy, hire car is positioned as a premium transport mode for providing high-end personalised services which may not be met by regular modes of public transport. Under Regulation 14(3)(b) of Road Traffic (Public Service Vehicles) Regulations (Cap. 374D), the Commissioner for Transport may issue a HCP if he/she is of the opinion that the type of hire car service specified in the application is “reasonably required”. This is the criterion upon which TD will assess and recommend if any HCP should be approved. According to legal advice, there is no compelling case to suggest that environment-friendly private cars are “reasonably required” for the purpose of granting HCPs. The use of EVs and non-EVs is irrelevant for the purpose of assessing whether the hire cars service was “reasonably required”. Besides, the mandatory requirement for the use of EVs may limit the choice of luxury vehicles for hire cars serving a personalised high-end market.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)209**

**(Question Serial No. 2354)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services  
(6) Public Transport Fare Subsidy Scheme

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

For Programme (4), the provision for 2020-21 is 90.6% higher than the revised estimate for 2019-20. In this regard, please explain the full-year effect of filling of vacancies and provide other reasons for the substantial increase.

For Programme (6), the provision for 2020-21 is 73.2% higher than the revised estimate for 2019-20. What is the percentage of the provision for Public Transport Fare Subsidy Scheme after deducting the operating expenses thereof over the total provision for the programme?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 100)

Reply:

The increase in provision for 2020-21 over the revised estimate for 2019-20 under Programme (4) is mainly due to the additional provisions for the following items:

Items	\$ million
Additional provision for (i) the new management, operation and maintenance (MOM) contract for the newly commissioned Lung Shan Tunnel and Cheung Shan Tunnel; (ii) the increase in the MOM contract fee for the Tsing Sha Control Area (TSCA) upon renewal of contract; (iii) the increase in the MOM contract fee for the Tsing Ma Control Area with the proposed toll waiver arrangement for the Lantau Link; and (iv) the recurrent operating expenses arising from the anticipated commissioning of the Tuen Mun-Chek Lap Kok Tunnel (TM-CLKT) in 2020-21	253.6

Items	\$ million
Additional provision for the replacement and/or procurement of equipment and vehicles for government tunnels and bridges, procurement of the new generation of parking meter system, and development of free-flow tolling system (FFTS) at government tolled tunnels and TSCA	346.3
Additional provision for (i) a net creation of 15 posts to develop FFTS and to undertake new initiatives relating to Smart Mobility and preparatory work for the anticipated commissioning of TM-CLKT in 2020-21; and (ii) the full-year effect of filling of vacancies in 2019-20*	16.2
<b>Total</b>	<b>616.1</b>

\* Additional provision for the full-year effect of filling of vacancies refers to the additional requirement in 2020-21 arising from those posts that were filled in 2019-20, with part-year expenses in 2019-20 but full-year expenses incurred in 2020-21.

With regard to Programme (6), the amount of fare subsidy for public transport represents about 98% of the total estimated expenditure of \$3,160.9 million for 2020-21.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)210**

**(Question Serial No. 1230)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General Non-recurrent  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Budget that the Government has earmarked \$1 billion for the Smart Traffic Fund (the Fund) to provide funding support for enterprises or organisations to conduct research and application on vehicle-related innovation and technology (I&T). The Fund is expected to commence operation in 2020-21. Last year, Mr Frank Chan Fan, the Secretary for Transport and Housing, said that the preliminary idea was that the Fund could be used for promoting research and application on vehicle-related I&T, thereby enhancing convenience and efficiency of motorists and improving their driving safety. The Government will set up a Task Force to examine the scope and modus operandi of the Fund. In this connection, please advise this Committee of the following:

- a. the staff establishment of the Task Force;
- b. the staff establishment and estimated expenditure required for setting up the Fund and the results to be achieved;
- c. the number of manufacturers who have expressed interest in applying for the Fund and the project details; and
- d. the application details of the Fund.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 18)

Reply:

The Fund aims to provide funding support for enterprises or organisations to conduct research and application on vehicle-related I&T. The Government has earmarked \$1.15 billion for the Fund, and we will endeavour to cap the administrative expenditure to no more than 15% of the Fund. In terms of staff resources, two time-limited posts (i.e. one Senior Engineer and one Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer) will be created in the Transport Department from 2020-21 to 2026-27 to assist in the implementation of the Fund.

The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund, which is expected to commence operation in 2020-21. The application

eligibility, selection criteria, target applicants, implementation timetable, management and review mechanism of the Fund will be formulated taking into account the advice of the Task Force.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)211**

**(Question Serial No. 1240)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2019-20, the Transport Department (TD) was tasked with, amongst others, overseeing the preparation and development of a real-time arrival information system for green minibuses (GMBs). In this connection, please advise this Committee of the following:

1. the preliminary locations for installation of the real-time arrival information system;
2. the details of actual operation of the system given that some GMB stops are currently without electricity supply;
3. whether the Government will make use of the system to collect relevant data to monitor the frequencies of GMBs having regard to complaints made by some passengers about serious lost trip problems in the provision of GMB services;
4. the estimated number of GMBs to be covered by the real-time arrival information system; and
5. the implementation timetable and results to be achieved.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 31)

Reply:

To facilitate commuting and trip planning of the public, TD is developing a real-time arrival information system (the System) for GMBs. The Government will fund and install on-board data collection devices for all GMBs, as well as develop and establish a single centralised backend system for processing and disseminating real-time arrival information of all GMB routes. The real-time arrival information will be disseminated through the Public Sector Information Portal (DATA.GOV.HK) in machine-readable format (JSON format) and TD's mobile application "HKeMobility" for public use. There is no plan to install display panels at GMB stops for disseminating the real-time arrival information at this stage.

The main objective of developing the System is to enable passengers to obtain real-time arrival information of GMBs. The GMB operators can make use of the data for fleet management with a view to enhancing the operational efficiency, while the Government can apply the data for the purpose of traffic management or transport planning. TD has set up

a working group to engage the GMB trade representatives on the matter, and will continue to explore with them further use of information collected as appropriate.

TD aims to launch the System in phases from late 2020 with a view to achieving full implementation by 2022.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)212**

**(Question Serial No. 2243)**

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:

The Transport and Housing Bureau (Transport Branch) is responsible for formulating policies on the development of transport infrastructures, provision of transport services, traffic management and providing support to environmental improvement measures in transport-related areas. Please advise:

- (a) the average waiting time (in terms of days) of road tests of the four Designated Driving Schools (DDSs) as at end of February 2020 in table form;
- (b) the average waiting time (in terms of days) of road tests of the Driving Test Centres (DTCs) of the Government as at end of February 2020 in table form;
- (c) the number of working days on which the DTCs of non-Designated Driving Schools (Non-school) did not open and the respective percentages over the total number of working days for provision of road tests for non-commercial vehicles in the past five years in table form;
- (d) the number of working days on which the DTCs of Designated Driving Schools (DDS) did not open and the respective percentages over the total number of working days for provision of road tests for non-commercial vehicles in the past five years in table form;  
and
- (e) the establishment and strength of Driving Examiner in the past ten years.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 23)



Reply:

- (a) As at 29 February 2020, the waiting time for each type of road tests at the four DDSs is as follows:

Type of Road Tests		Waiting Time (No. of Calendar Days)			
		Yuen Long Driving School	Siu Lek Yuen Driving School	Ap Lei Chau Driving School	New Kwun Tong Driving School
Private Car	Combined	275	208	247	N.A <sup>Note</sup>
	Part B	32	46	53	48
	Part C	195	286	207	81
Motor Cycle	Part B (Competence Test)	279	255	233	111
	Part C (Road Test)	125	226	95	74
Light Goods Vehicle	Combined	283	206	247	N.A <sup>Note</sup>
	Part B	32	46	53	55
	Part C	195	286	207	95
Medium Goods Vehicle		65	68	N.A <sup>Note</sup>	N.A <sup>Note</sup>
Public/Private Bus		68	81	N.A <sup>Note</sup>	N.A <sup>Note</sup>
Articulated Vehicle		58	N.A <sup>Note</sup>	N.A <sup>Note</sup>	N.A <sup>Note</sup>

Note: There was no relevant road test held at the DDS concerned.

- (b) The Transport Department does not maintain the breakdown of waiting time of road tests of individual DTCs but maintains the breakdown arranged for two regions, namely the Hong Kong Island Region as well as the Kowloon and New Territories Region. As at 29 February 2020, the waiting time (in calendar days) for each type of road tests at DTCs on Hong Kong Island Region and Kowloon and New Territories Region is as follows:

Type of Road Tests		Waiting Time (No. of Calendar Days)	
		Hong Kong Island	Kowloon and New Territories
	Combined	167	219
Private Car	Part B	17	17
	Part C	69	80
Motor Cycle Part C (Road Test)		151	180
	Combined	212	220
Light Goods Vehicle	Part B	17	26
	Part C	137	111
Medium Goods Vehicle		46	31
Heavy Goods Vehicle		N.A <sup>Note</sup>	38
Public / Private Bus		46	37
Public / Private Light Bus		N.A <sup>Note</sup>	31

Type of Road Tests	Waiting Time (No. of Calendar Days)	
	Hong Kong Island	Kowloon and New Territories
Articulated Vehicle	N.A <sup>Note</sup>	37

Note: There was no relevant road test held in DTCs on Hong Kong Island.

(c) & (d)

The respective numbers of working days on which the Non-school DTCs and DTCs at DDSs did not open and the relevant percentages over the total number of working days for provision of road tests of non-commercial vehicles (including private car, light goods vehicle and motorcycle) in the past five years are tabulated at Annex. The number of opening days of the DTCs is subject to a host of factors, including the geographical considerations of the venues, traffic conditions of the nearby areas, the test demands for various vehicle types, and the deployment of the Transport Department's manpower resources.

(e) The establishment and strength of Driving Examiner grade from 2015 to 2019 are as follows:

Year <sup>Note 1</sup>	Establishment <sup>Note 2</sup>	Strength
2015	73	70
2016	73	68
2017	74	63
2018	75	68
2019	79	79

Note 1: To ensure quality and timely response to the question, we only provide relevant information for the past five years.

Note 2: The numbers include both permanent and time-limited posts.

**Number and Percentage of Non-open Working Days of  
Non-school DTCs for Road Tests of Non-commercial Vehicles  
(2015-2019)**

Year	Tin Kwong Road DTC (Light Goods Vehicle / Motorcycle)		Chung Yee Street DTC (Private Car/ Light Goods Vehicle)		Chak On Road DTC (Private Car/ Light Goods Vehicle)		Yau Tong DTC (Private Car/ Light Goods Vehicle)		Wing Hau Street DTC (Light Goods Vehicle) <sup>Note 1</sup>		Total No. of Working Days in a Year
	Days	%	Days	%	Days	%	Days	%	Days	%	
2015	0	0%	0	0%	30	12.1%	0	0%	N.A	N.A	247
2016	0	0%	3	1.2%	70	28.3%	4	1.6%	0	0%	247
2017	1	0.4%	0	0%	43	17.4%	4	1.6%	61	24.7%	247
2018	0	0%	2	0.8%	52	21.1%	22	8.9%	84	34.1%	246
2019	0	0%	4	1.6%	38	15.4%	7	2.8%	87	35.4%	246

Year	Shek Yam DTC (Private Car) <sup>Note 2</sup>		Pui Ching Road DTC (Private Car)		Happy Valley DTC (Private Car)		So Kon Po DTC (Light Goods Vehicle / Motorcycle) <sup>Note 2</sup>		Kwai Shing DTC (Light Goods Vehicle) <sup>Note 3</sup>		Total No. of Working Days in a Year
	Days	%	Days	%	Days	%	Days	%	Days	%	
2015	95	38.5%	9	3.6%	32	13.0%	59	23.9%	3	1.2%	247
2016	108	43.7%	27	10.9%	55	22.3%	65	26.3%	28	13.7%	247
2017	118	47.8%	42	17.0%	102	41.3%	73	29.6%	N.A	N.A	247
2018	108	43.9%	24	9.8%	96	39.0%	71	28.9%	N.A	N.A	246
2019	107	43.5%	61	24.8%	78	31.7%	67	27.2%	N.A	N.A	246

Note 1: Wing Hau Street DTC came into operation since 4 November 2016. The figures in 2016 reflects the number of non-open working days and the relevant percentage over the number of working days (i.e. 39 days) during the period between 4 November 2016 and 31 December 2016.

Note 2: Shek Yam DTC and So Kon Po DTC also conduct public light bus (PLB) road tests but since PLB is a commercial vehicle and thus is not included in this table.

Note 3: Kwai Shing DTC was closed since 29 October 2016. The figures in 2016 reflects the number of non-open working days and the relevant percentage over the number of working days (i.e. 204 days) during the period between 1 January 2016 and 28 October 2016.

**Number and Percentage of Non-open Working Days of  
DTCs at DDSs for Road Tests of Non-commercial Vehicles  
(2015-2019)**

Year	Ap Lei Chau DTC (Private Car/ Light Goods Vehicle / Motorcycle)		Siu Lek Yuen DTC (Private Car/ Light Goods Vehicle / Motorcycle)		Yuen Long DTC (Private Car/ Light Goods Vehicle / Motorcycle)		Kwun Tong DTC <sup>Note 1</sup> (Private Car/ Light Goods Vehicle / Motorcycle)		New Kwun Tong Driving DTC <sup>Note 2</sup> (Private Car/Light Goods Vehicle / Motorcycle)		Total No. of Working Days in a Year
	Days	%	Days	%	Days	%	Days	%	Days	%	
2015	74	30.0%	0	0%	50	20.2%	144	58.3%	N.A	N.A	247
2016	82	33.2%	0	0%	38	15.4%	136	55.1%	N.A	N.A	247
2017	99	40.1%	0	0%	34	13.8%	145	58.7%	N.A	N.A	247
2018	98	39.8%	0	0%	0	0%	146	59.3%	N.A	N.A	246
2019	100	40.7%	0	0%	32	13.0%	113	57.9%	7	63.6%	246

Note 1: Kwun Tong Driving School was closed since 18 October 2019. The figures in 2019 reflects the number of non-open working days and the relevant percentage over the number of working days (i.e. 195 days) during the period between 1 January 2019 and 17 October 2019.

Note 2: New Kwun Tong Driving School has provided Part B driving test since 13 December 2019. The figures in 2019 reflects the number of non-open working days and the relevant percentage over the number of working days (i.e. 11 days) during the period between 13 and 31 December 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)213**

**(Question Serial No. 2456)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The general public, including me, know little about what “smart traffic” is. Will the Transport Department (TD) explain it a bit more so that the public can have a better idea of what will be subsidised by the Government?

TD has earmarked \$1 billion for the Smart Traffic Fund (the Fund). What kind of vehicle-related innovation and technology (I&T) research and application projects will be funded? Please provide the amount of funding, the commissioning schedule and the expected effectiveness of each project.

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 28)

Reply:

The “Smart Mobility” strategy comprises three key dimensions, namely “Smart Transport Infrastructure”, “Data Sharing and Analytics” and “Applications and Services”. By leveraging I&T, the Government aims to enable more effective traffic management, alleviate road traffic congestion, and optimise the use of limited road space.

In addition, the Government has proposed setting up the Fund to provide funding support for enterprises or organisations to conduct research and application on vehicle-related I&T, including projects which could enhance convenience and efficiency of motorists as well as improve their driving safety, etc. The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund, which is expected to commence operation in 2020-21. The application eligibility, selection criteria, target applicants, funding ceiling and implementation timetable of the Fund will be formulated taking into account the advice of the Task Force.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)214**

**(Question Serial No. 1226)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding matters concerning the low-floor wheelchair accessible public light bus (PLB) trial scheme (the trial scheme), will the Government inform this Committee of the following:

- a. What are the annual expenditure and staff establishment involved since the implementation of the trial scheme?
- b. The Government introduced the trial scheme in earlier years but has so far only implemented the trial scheme on the routes that operate via Prince of Wales Hospital in Sha Tin and Queen Mary Hospital on Hong Kong Island. It is learned that the trial scheme has yet to be extended to the green minibuses (GMB) route that operates via St. Teresa's Hospital in Kowloon. For the trials on the two hospital routes mentioned above, what results have been achieved?
- c. Further to the above question, what are the policy guidelines for approval of the hospital route that serves St. Teresa's Hospital in Kowloon? What are the difficulties encountered? How is it different from the two hospital routes on trial?
- d. Will the Government plan to continue carrying out the trial scheme in other districts, including the Kowloon East Cluster? If no, what are the reasons?

Asked by: Hon WONG Kwok-kin (LegCo internal reference no.: 1)

Reply:

(a)

To facilitate barrier-free access by passengers with special needs, the Government launched the trial scheme in January 2018. The work involved in implementing and monitoring the trial scheme is undertaken by the existing staff of the Transport Department (TD). There is no separate breakdown of manpower and expenditure involved.

(b), (c) and (d)

The trial scheme involves three low-floor wheelchair-accessible PLBs. The first two low-floor wheelchair-accessible PLBs have been put into service on Hong Kong Island GMB Route No. 54M (Kennedy Town Station – Queen Mary Hospital) and New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) since 26 January and 28 May 2018 respectively.

The third low-floor wheelchair-accessible PLB is planned to be deployed on Kowloon GMB Route No. 2 (Whampoa Station – Festival Walk (via St. Teresa’s Hospital)). The PLB is of a new vehicle model manufactured by another vehicle manufacturer different from that for PLBs deployed to the first two GMB routes. The concerned PLB is undergoing modification works so as to comply with the relevant legal requirements before it can be put into service.

In selecting the hospital routes for the trial scheme, TD was of the view that the routes should be well known to the general public and should have different features in terms of route length, passenger distribution and road conditions (e.g. road gradient), which will provide data of reference value to TD in assessing the effectiveness of the trial scheme. The GMB operators should also participate in the trial scheme voluntarily.

TD is reviewing the effectiveness of the trial scheme. The review will examine the operational effectiveness of the low-floor wheelchair-accessible light buses, including the technical and operational feasibility, repair and maintenance, and passengers’ feedback, etc. The review is expected to be completed within the first half of 2020. The Government will, in the light of the review results, discuss with the PLB trade and further consider the way forward regarding the deployment of low-floor wheelchair-accessible PLBs, including whether or not any further trials should be conducted.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)215**

**(Question Serial No. 0561)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Government's measure to increase the maximum seating capacity of public light buses (PLBs) to 19 from 2017, please advise on the following:

1. the number of PLBs with seating capacity increased from 16 to 19 as at March 2020;
2. the total number of 19-seat PLBs as at March 2020 and, among them, the respective numbers of red minibuses (RMBs) and green minibuses (GMBs) and their respective proportion in the total number of PLBs;
3. the Government's estimated number of 19-seat PLBs in 2020-21 and, among them, the respective numbers of those being newly registered and those converted from existing PLBs;
4. whether the Transport Department (TD) has conducted any survey on the effects of increasing the seating capacity of PLBs; if yes, what are the details?
5. whether the Government has any plan to further relax restrictions on the maximum seating capacity of PLBs; if yes, what are the details?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 45)

Reply:

1. The maximum seating capacity of PLBs has been increased from 16 to 19 since 7 July 2017. As at 29 February 2020, 1 410 19-seat PLBs have been registered, accounting for about 32 % of the total registered fleet of 4 350 PLBs.
2. Among the 1 410 19-seat PLBs registered, 1 225 are GMBs (accounting for 28% of total number of PLBs), whereas 185 are RMBs (accounting for 4% of total number of PLBs).



3. TD encourages PLB operators to acquire 19-seat PLBs as appropriate, taking into account the conditions of the existing vehicles, passenger demand, and the operational and financial situation of individual routes or route packages. TD does not have any forecast on the number of 19-seat PLBs that may be registered or converted in 2020-21.
  
- 4&5. When studying and deciding on the suitable maximum seating capacity of PLBs, the Government has considered the supply and demand for PLB services and the need to maintain the delicate balance amongst various public transport services. TD has been conducting a regular survey on the market occupancy rate of PLBs since late 2018, based on which the supply of, and the demand for, PLB services since the implementation of the new maximum seating capacity will be examined in the review of the operation of PLBs service. The review is expected to be completed within the first half of 2020.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)216**

**(Question Serial No. 2236)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Government's measure to increase the maximum seating capacity of public light buses (PLBs) to 19 from 2017, please advise on the following:

1. the number of PLBs with seating capacity increased from 16 to 19 as at March 2020;
2. the total number of 19-seat PLBs as at March 2020 and, among them, the respective numbers of red minibuses (RMBs) and green minibuses (GMBs) and their respective proportion in the total number of PLBs;
3. the Government's estimated number of 19-seat PLBs in 2020-21 and, among them, the respective numbers of those being newly registered and those converted from existing PLBs;
4. whether the Transport Department (TD) has conducted any survey on the effects of increasing the seating capacity of PLBs; if yes, what are the details?
5. whether the Government has any plan to further relax restrictions on the maximum seating capacity of PLBs.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 56)

Reply:

1. The maximum seating capacity of PLBs has been increased from 16 to 19 since 7 July 2017. As at 29 February 2020, 1 410 19-seat PLBs have been registered, accounting for about 32 % of the total registered fleet of 4 350 PLBs.
2. Among the 1 410 19-seat PLBs registered, 1 225 are GMBs (accounting for 28% of total number of PLBs), whereas 185 are RMBs (accounting for 4% of total number of PLBs).

3. The TD encourages PLB operators to acquire 19-seat PLBs as appropriate, taking into account the conditions of the existing vehicles, passenger demand, and the operational and financial situation of individual routes or route packages. TD does not have any forecast on the number of 19-seat PLBs that may be registered or converted in 2020-21.
  
- 4&5. When studying and deciding on the suitable maximum seating capacity of PLBs, the Government has considered the supply and demand for PLB services and the need to maintain the delicate balance amongst various public transport services. TD has been conducting a regular survey on the market occupancy rate of PLBs since late 2018, based on which the supply of, and the demand for, PLB services since the implementation of the new maximum seating capacity will be examined in the review of the operation of PLBs service. The review is expected to be completed within the first half of 2020.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)217**

**(Question Serial No. 0884)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

During 2020-21, Transport Department (TD) will continue to review the operating conditions of public light buses (PLBs). What are the work details as well as the staff establishment and estimated expenditure involved? The operating conditions of red minibuses (RMBs) have become increasingly difficult due to operating constraints, expansion of railway network, non-coverage under the \$2 Scheme and acute shortage of drivers. These, coupled with the trend of vehicle replacement in recent years to follow the Government's green policy, have added to the burden of RMB owners who are facing operating deficits. Last year, there were RMBs seized by mortgage companies because of non-payment of debt. In view of this, will the Government introduce measures in 2020 to improve the operating conditions of RMBs?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 1)

Reply:

The maximum seating capacity of PLBs has been increased from 16 to 19 since 7 July 2017. TD has been conducting a regular survey on the market occupancy rate of PLBs since late 2018, based on which the supply of, and demand for, PLB services since the implementation of the new maximum seating capacity will be examined for the review of the operation of PLBs. The review is undertaken by the consultant engaged by TD and is expected to be completed within the first half of 2020. The total expenditure involved is \$7.2 million.

The Government has been closely monitoring the operating environment of RMBs and the following enhancement measures/ actions have been taken:

- (a) it has been the Government's established policy to encourage RMBs to convert to green minibuses (GMBs) for wider service coverage and more certain operating environment. Applicants who are new entrants to the GMB trade (including the existing RMB operators) will be given additional marks in the GMB Operators Selection Exercise. TD will continue to introduce new route packages suitable for GMB operation;

- (b) having regard to the requests of the RMB trade and taking into account the actual situation of individual locations, TD has relaxed or rescinded some passenger pick-up/drop-off restricted zones and prohibited zones for RMBs where feasible. For example, TD relaxed the PLB prohibited zone at Sugar Street in Causeway Bay. Apart from allowing RMBs to access West Kowloon Corridor and certain sections of Island Eastern Corridor, TD has further relaxed restrictions on certain sections of Kwun Tong Bypass, East Kowloon Corridor and Tsing Sha Highway in recent years. TD will continue to study and discuss with the trade on the feasibility of relaxing or rescinding other passenger pick-up/ drop-off restricted zones and prohibited zones to facilitate their operation;
- (c) with a view to addressing the situation of driver shortage faced by the commercial vehicle trades (including RMBs), the Government has relaxed the requirement for applicants for commercial vehicle driving licence to have held a valid driving licence for private car or light goods vehicle from for at least three years to one year. The relevant legislative amendments were made in January 2020 for taking effect from 1 October 2020.
- (d) the Government has engaged a consultant to assist in conducting a review of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, which is expected to be completed in mid-2020. Details of the implementation of the proposed improvement measures will be announced upon completion of the review.

To assist the transport trades in coping with the operating pressure in light of the prevailing economic environment, the Government announced on 15 August 2019 the waiver of various government fees, such as vehicle licence fees and examination fees for commercial vehicles including RMBs, and fees payable for the Passenger Service Licence and Passenger Service Licence Certificate for eligible types of vehicles including RMBs, for one year starting from December 2019. Further to the above, the Government announced on 22 October 2019 the introduction of a six-month fuel subsidy or a one-off subsidy to the transport trades. With a view to providing comprehensive and continuous financial support to the transport trades hard hit by the COVID-19, the Government announced on 21 February 2020 to expand the fuel subsidy and one-off subsidy initiative under the Anti-epidemic Fund. For PLB drivers, a \$1.0 discount per litre of liquefied petroleum gas (LPG) will be offered to LPG PLBs, and one-third of the actual fuel cost will be reimbursed for diesel PLBs, both for a period of 12 months. TD is in active discussion with the oil companies on the implementation details. Subject to the system readiness of oil companies, the initiative is expected to be rolled out in mid-2020. The financial impact of the measure will be absorbed by the Anti-epidemic Fund, which does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

The Government will continue to closely monitor the operating environment of the PLB trade in view of the development of the epidemic

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)218**

**(Question Serial No. 0885)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned that the Transport Department (TD) will continue to update and enhance the transport model for planning purpose during 2020-21. What are the work details as well as the manpower establishment and estimated expenditure? The current transport model is based on the third Comprehensive Transport Study (CTS) completed by the Government in October 1999. Although the Government has carried out various independent studies in the past 20 years including "Railway Development Strategy 2000", "Railway Development Strategy 2014", "Public Transport Strategy Study" in 2017, and the upcoming "Strategic Studies on Railways and Major Roads beyond 2030", these studies were/will be conducted in a piecemeal manner. To have a clearer picture of the overall transport landscape, will the Government consider conducting the Fourth CTS? If yes, what are the details? If no, how can the Government accurately assess the overall transport and traffic situation?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 2)

Reply:

The Government completed the third CTS in October 1999. The study comprised three main aspects: (i) planning of transport infrastructure; (ii) the roles, positioning, and coordination of each public transport mode; and (iii) other topical transport studies. The third CTS laid down a number of broad directions, including (1) better integration of transport and land use planning; (2) better use of railway as the backbone of the passenger transport system; (3) provision of better public transport services and facilities; (4) wider use of advanced technologies in traffic management; and (5) implementation of more environment-friendly transport measures. These broad directions remain applicable today.

After completion of the third CTS, the Transport and Housing Bureau has been conducting different studies for the various aspects of the CTS.

(i) On planning of transport infrastructure, the Government announced the "Railway Development Strategy 2000" and "Railway Development Strategy 2014" in 2000 and 2014 respectively. The Government also conducted regular internal reviews on the planning of strategic road projects in Hong Kong; and as a result, took forward major road projects

including Central – Wan Chai Bypass and Island Eastern Corridor Link, Central Kowloon Route, Tseung Kwan O – Lam Tin Tunnel, Cross Bay Link, Trunk Road T2 etc. in a timely manner. Our next step is to commence the “Strategic Studies on Railways and Major Roads beyond 2030”.

(ii) On public transport services, the Government completed the “Public Transport Strategy Study” in June 2017. It reaffirmed the key factors underpinning the success of the public transport system, and recommended more than 60 measures to enhance the arrangement of public transport system. These measures can help ensure that the public can enjoy highly efficient, convenient and diversified public transport services.

(iii) On topical transport studies, apart from the study on Electronic Road Pricing Pilot Scheme in Central, TD commenced the Study on “Congestion Charging” in July 2019, which would adopt the principle of “Efficiency First” to enable efficient people carriers to enjoy lower tolls for using government tolled tunnels and roads, while imposing higher tolls on vehicle types with low carrying capacity. TD expects to consult relevant stakeholders on the recommendations arising from the Study in 2021.

The above studies on different transport topics can basically serve the purpose of a CTS. Moreover, compared to the previous approach of conducting a one-off CTS to cover the above three main aspects, we consider that the arrangement of conducting studies on different aspects and topics at appropriate times, on the one hand, allows flexibility to match the ever-changing traffic demand arising from local developments. On the other hand, it is a more suitable approach to have resources progressively deployed so as to complete the studies in an orderly manner for early promulgation of the findings of each study, without undergoing protracted preparatory and coordination process for an extensive study.

In the meantime, TD has been upgrading and updating the CTS Model continuously to enhance its performance and capability; to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data; and to ensure the provision of robust and reliable traffic forecasts for planning purposes.

The operation of the CTS Model requires specific computer software as a platform and the annual licence fee involved is about \$90,000. Regular upkeep of the CTS Model to incorporate the latest planning information and changes in traffic circumstances is undertaken by TD’s existing staff resources, and hence there is no separate breakdown in the staff establishment and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)219**

**(Question Serial No. 0886)**

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:

Regarding the application for commercial vehicle driving licence, please advise:

1. In the past three years (2017, 2018 and 2019), what are the numbers of written tests arranged by the Transport Department (TD) and the passing rate for taxis; and what are the numbers of road tests arranged for commercial vehicles, including Medium Goods Vehicle (MGV), Heavy Goods Vehicle (HGV), Private/ Public Light Bus (PLB), Private/ Public Bus (PB) and Articulated Vehicle (AV) and their respective passing rates?
2. In view of the implementation of relaxation of the licence-holding period of private car (PC) or light goods vehicle (LGV) from at least three years to at least one year for applicants of driving licences for commercial vehicles starting from October 2020, how much additional resources TD has allocated to cope with the increased number of applicants for written and road tests of commercial vehicles due to the relaxation?
3. According to the existing licensing requirements, if a Hong Kong resident obtains a PC/LGV driving licence at 18 years old, he/she can apply for a commercial vehicle driving licence at 19 years old after the one-year probationary driving period. However, the existing minimum age requirement for obtaining a commercial vehicle driving licence is maintained at 21 years old. Would TD consider lowering the minimum age requirement for applying commercial vehicle driving licence to 19 years old in the future to enable a better transition for those who are interested in joining the transport industry?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 3)

Reply:

1. The numbers of taxi written tests arranged by TD and the respective passing rates in the past three years (2017, 2018 and 2019) are as follows:



Year	No. of Taxi Written Tests Arranged	Passing Rate
2017	11 315	38%
2018	11 196	37%
2019	12 388	37%

The numbers of road tests arranged for commercial vehicles, including MGV, HGV, PLB, PB and AV and their respective passing rates in the past three years (2017, 2018 and 2019) are tabulated below:

Year		MGV	HGV	PLB	PB	AV
2017	No. of Road Tests Arranged	5 133	2 942	519	4 209	1 204
	Passing Rate	39%	31%	33%	42%	44%
2018	No. of Road Tests Arranged	5 405	2 960	478	4 288	1 254
	Passing Rate	36%	29%	30%	42%	41%
2019	No. of Road Tests Arranged	6 335	3 250	535	5 845	1 231
	Passing Rate	36%	22%	32%	35%	42%

2. One additional driving examiner post has been created for handling additional test demand and duties relating to the relaxation of the licence-holding period of PC and LGV for applicants of driving licences for commercial vehicles. Other administrative tasks are absorbed by TD's existing resources.
3. In respect of the proposal of lowering the age requirement for applicants of driving licences for commercial vehicles, having considered Hong Kong's traffic accident statistics in recent years and having made reference to the overseas practices of setting higher basic age restrictions for drivers of commercial vehicles in general, the Government proposes to maintain the minimum age requirement for applicants of driving licences for commercial vehicles, i.e. 21 years old, for now. Upon implementation of the above-mentioned relaxation of the licence-holding period, which will take effect from 1 October 2020, TD will review the minimum age requirement for applicants of driving licence for commercial vehicles in the light of actual situation and the need of the trades, as necessary.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)220****(Question Serial No. 0887)**

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:

The average number of vehicle licences and driver licences processed by the Licensing Unit of Transport Department (TD) is around 1.8 million per year. However, some citizens have complained that the services provided by the Licensing Unit cannot meet the needs of the public and the queueing time is getting longer. In this regard, will the Government advise this Committee on the following:

- (a) What are the manpower resources and expenditure of the Licensing Unit in the past three years (2017, 2018 and 2019)?
- (b) The plan of TD to enhance the efficiency of issuing and renewing licences in 2020-21; and
- (c) Will TD consider to unify the services being provided in the existing licensing offices, and establish a new licensing office in the Northwest New Territories? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 4)

Reply:

- (a) The manpower resources and expenditure of the Licensing Unit of TD in the past three years are tabulated below:

Financial Year	Establishment	Notional annual mid-point salary (\$ million)
2017-18	245	74.85
2018-19	247	80.25
2019-20	247	84.44

- (b) The Licensing Unit of TD consists of four licensing offices located in Admiralty, Cheung Sha Wan, Kwun Tong and Sha Tin respectively. In order to cope with the increasing demand for counter service at the licensing offices, TD has been implementing a number of measures to enhance the efficiency in processing licence applications. Such measures include encouraging submission of applications through alternative means such as by drop-in box, by post and online application, implementing an appointment booking service, etc. When applications which have to be processed over the counters are better scheduled, counter resources can be more fully utilised and overall service capacity of the licensing offices can be enhanced.

To further enhance the operational efficiency of the licensing offices and provide more user-friendly services to the public, TD has been increasing the number of slots for the appointment booking service. Moreover, TD has engaged an external consultant to conduct a technical study to explore the feasibility of adopting the Government's iAM Smart (formerly known as eID, which enables Hong Kong residents to use a single digital identity and authentication to conduct government and commercial transactions online) for online vehicle and driver licensing applications so as to provide a more convenient alternative to the public and reduce their reliance on counter services. The study is targeted to be completed by the fourth quarter of 2020.

- (c) The range of licensing services currently provided at the four licensing offices are determined with respect to their locations, sizes and staffing. The smaller licensing offices focus on providing the essential and mostly needed licensing services, such as the renewal of driving licences, vehicle licences and the issuance of international driving permits, etc. In view of the growing service demands, TD is exploring the feasibility of commissioning new licensing facilities at suitable locations; the Northwest New Territories will be one possible area for consideration.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)221**

**(Question Serial No. 0888)**

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:

As regards combating illegal carriage of passengers for hire or reward, please inform this Committee of the following:

- (1) the number of persons prosecuted in 2019 for illegal carriage of passengers for hire or reward, and among these cases, how many vehicles have been suspended;
- (2) in 2020-21, the Transport Department (TD) will continue to assist the Transport and Housing Bureau in amending relevant Ordinance to increase the penalties for illegal carriage of passengers for hire or reward. Please provide details, time table and resource involved; and
- (3) apart from increasing the penalties, what measures will TD take in 2020-21 to support the Police in combating illegal carriage of passengers for hire or reward?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 6)

Reply:

- (1) In 2019, the Police initiated 184 enforcement actions against the activities involving illegal carriage of passengers for hire or reward. In the same year, 78 vehicles were detained, with their vehicle licences being suspended by TD after conviction by the court.
- (2) With the general support by the relevant transport trades, the Transport Advisory Committee and the Legislative Council (LegCo) Panel on Transport, the Government will increase the penalties for illegal carriage of passengers for hire or reward as stipulated in the Road Traffic Ordinance (Cap. 374). The Government has started the legislative amendment exercise with the target to introduce the amendment bill into the LegCo within the 2020-21 legislative session. The relevant tasks have been undertaken by the existing staff of TD as part of their normal duties. There is no separate breakdown of resources involved.

- (3) TD has put in place a number of measures to prevent members of the public from inadvertently riding on private cars that carry passengers for hire or reward without valid Hire Car Permits (HCPs). Such measures include publicity through various channels, including online promotional video, broadcasting radio announcements, displaying samples of HCPs on TD's website, and putting up posters in public places. They aim to further enhance the public's awareness of legal hire car service and promote how to identify a valid hire car by checking if it has a valid HCP. The public are encouraged to enquire with the service operator or make use of TD's Online Checking System to ascertain whether a HCP has been issued in respect of the private car concerned before the journey starts.

TD will continue with the publicity efforts and work with the Police on information exchange to combat illegal carriage of passengers for hire or reward.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)222****(Question Serial No. 0889)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In 2020-21, the provision in relation to licensing of vehicles and drivers is 16.8% higher than the revised estimate for 2019-20. Apart from meeting the expenditure for filling of vacancies, the increase in provision also involves a net increase of five posts in 2020-21. What are the ranks and duties of the concerned posts?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 7)Reply:

There will be a net increase of 5 non-directorate posts in 2020-21 in relation to licensing of vehicles and drivers as a result of the creation of 25 posts to be offset by the deletion of 20 posts. The ranks and duties of the posts to be created are summarised as follows:

Duties	Rank	Number of Post
<b>To take forward specific initiatives</b>		
To support the implementation of cross-boundary traffic initiatives relating to private cars using Hong Kong-Zhuhai-Macao Bridge	Executive Officer I	1
	Senior Clerical Officer	1
	Assistant Clerical Officer	1
To cope with the increasing demand for licensing services	Executive Officer I	1
	Executive Officer II	1
	Assistant Clerical Officer	2
To support the study for implementation of e-Licensing initiatives	Senior Executive Officer	1
	Executive Officer I	1

<b>Duties</b>	<b>Rank</b>	<b>Number of Post</b>
To support the implementation of the environmental initiatives of phasing out Euro IV diesel commercial vehicles (DCVs); and carrying out residual work of the Ex-gratia Payment Scheme for Phasing Out Pre-Euro IV DCVs	Senior Executive Officer	1
	Executive Officer I	1
	Executive Officer II	1
	Clerical Officer	1
	Assistant Clerical Officer	2
	Motor Vehicle Examiner I	1
To support the preparation for the implementation of Free-Flow Tolling System at government tolled tunnels and Tsing Sha Control Area	Assistant Clerical Officer	1
To undertake the new initiatives relating to Smart Mobility	Electrical & Mechanical Engineer/ Assistant Electrical & Mechanical Engineer	1
	Motor Vehicle Examiner I	1
To handle the additional workload arising from relaxation of the eligibility criteria on the driving licensing regime for commercial vehicles as well as implementing taxi quality improvement measures	Transport Officer II	1
	Executive Officer I	1
	Driving Examiner I	1
<b>To replace T-contract position</b>		
To replace T-contract positions by civil service posts	Computer Operator I	1
	Computer Operator II/ Student	2
	Computer Operator	
<b>Total :</b>		<b>25</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)223**

**(Question Serial No. 0890)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding green minibus (GMB) service, the Transport Department (TD) originally planned to introduce 11 new routes in 2019 but finally only introduced four. What are the reasons? What are the details of the four routes introduced, including the number of minibuses involved? As for the 13 new routes planned to be launched in 2020, what are the details, including the number of minibuses involved, the anticipated tender invitation dates, as well as the manpower establishment and resources involved? To enhance the flexibility in deploying GMBs in response to passenger demands, will TD consider allowing cross-district deployment of GMBs of the same operator, so as to optimise the use of resources. If yes, what are the details. If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 8)

Reply:

Operators are selected in the GMB Operators Selection Exercise (GMBOSE) which is normally conducted annually. Subject to the result of the local consultation, if the GMBOSE is concluded in the latter part of the calendar year (say, the fourth quarter), the routes concerned may only be introduced in the early part of the following calendar year to allow sufficient time for the operators to gear up for the new routes.

In 2019, TD introduced four new GMB routes (i.e. Routes 1 to 4 in the following table) that were selected in the 2018 GMBOSE. For the 2019 GMBOSE, TD completed the exercise in the fourth quarter of 2019; hence, the 11 routes selected under the 2019 GMBOSE (i.e. Routes 5 to 15) will be introduced in 2020. In 2020, TD plans to conduct the 2020 GMBOSE in the third quarter to select operators for three new routes (i.e. Routes 16 to 18), and intends to introduce these three routes in the first quarter of 2021. Therefore, the new routes planned to be launched in 2020 will be 11, instead of the original proposal of 13.

Details of the above 18 routes (four introduced in 2019, and 11 introduced / to be introduced in 2020 and three to be introduced in the first quarter of 2021), and their respective vehicle allocation and implementation timetable are as follows:



	<b>Origin - Destination</b>	<b>Vehicle allocation</b>	<b>Service introduction date / Timetable for tender exercise</b>
<i>Operators selected under the 2018 GMBOSE</i>			
(1)	Yau Tong (Yau Lai Estate) – Hong Kong Children’s Hospital	4	3 March 2019
(2)	Sau Mau Ping – Hong Kong Children’s Hospital	5	3 March 2019
(3)	Ap Lei Chau (Ping Lan Street) – Lei Tung Estate/ Ap Lei Chau Estate (Circular)	1	7 April 2019
(4)	Ap Lei Chau (Ping Lan Street) – Causeway Bay (Lee Garden Road) (Circular)	3	7 April 2019
<i>Operators selected under the 2019 GMBOSE</i>			
(5)	Tsing Yi Public Pier – Princess Margaret Hospital	4	2 March 2020
(6)	Wong Nai Tau – Wan Tau Tong	7	
(7)	Shek Mun – Wan Tau Tong	6	
(8)	Ma Liu Shui Public Pier – Wan Tau Tong	4	
(9)	Po Lam – Chun Cheong Street	4	To be introduced in March 2020
(10)	Po Lam – Kowloon Bay	8	
(11)	Haven of Hope Hospital – Po Lam Public Transport Interchange	1	
(12)	Hung Shui Kiu (Hung Yuen Road) – Tin Shui Wai (Tin Tan Street)	3	To be introduced in March 2020
(13)	Hung Shui Kiu (Hung Yuen Road) – Long Pin Station (Circular)	4	
(14)	Yuen Long (Fung Cheung Road) – Kong Tau Tsuen	2	
(15)	Choi Hing Estate – Kai Tak	4	To be introduced in June 2020

	<b>Origin - Destination</b>	<b>Vehicle allocation</b>	<b>Service introduction date / Timetable for tender exercise</b>
<i>Operators to be selected under the 2020 GMBOSE</i>			
(16)	Queen's Hill – North District Hospital	5 [proposed]	Subject to the outcome of the local and trade consultations in the second quarter of 2020, operators will be selected in the 2020 GMBOSE to be conducted in the third quarter of 2020. The services are to be introduced in the first quarter of 2021.
(17)	Wa Shan Tsuen – Sheung Shui Station	1 [proposed]	
(18)	Sheung Wan (Hollywood Road – Caine Road (Circular)) <sup>(Note)</sup>	2 [proposed]	
<b>Total (18 Routes)</b>		68	

Note: No application was received in the 2019 GMBOSE and it will be re-tendered in the 2020 GMBOSE.

The work involved in the introduction of new GMB routes is undertaken by the existing staff of TD. There is no separate breakdown of manpower and expenditure involved.

At present, GMB operators are allowed to freely deploy vehicles registered under the same passenger service licence on different routes under the same route package. TD will continue to facilitate the GMB operators in the flexible deployment of vehicles across different route packages under the same passenger service licence on a case-by-case basis, having regard to the nature of the services provided and operational needs.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)224**

**(Question Serial No. 0891)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is indicated that two area studies for enhancing road safety were conducted in 2019 and two will be conducted in 2020. What are the details of the studies, as well as the manpower establishment and expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 9)

Reply:

In 2019-20, the Transport Department (TD) conducted two area studies in respect of Shanghai Street in Yau Ma Tei and Hing Fong Road in Kwai Fong with a view to enhancing road safety thereat. Various enhancement measures as recommended by the studies are being pursued, including adjusting traffic signals; improving pedestrian facilities; and improving traffic signs and road markings. The studies were conducted by staff of TD as part of their normal duties. There is no breakdown of manpower and expenditure involved.

As for 2020-21, TD will identify two other areas for similar studies in due course.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)225**

**(Question Serial No. 0892)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is indicated that road safety enhancement measures were introduced at 90 locations in 2019 and will be introduced at 90 locations in 2020. What are the details of the measures and the resources involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 10)

Reply:

In 2019-20, the Transport Department (TD) has been implementing various enhancement measures at 90 locations with a view to enhancing road safety thereat. These measures include:

- (a) installing new traffic signals or adjusting existing ones;
- (b) improving road environment such as laying anti-skid materials and constructing central dividers;
- (c) improving pedestrian facilities such as modifying crossing facilities and widening the footpath; and
- (d) improving traffic signs and road markings.

The above-mentioned enhancement measures are drawn up by staff of TD as part of their normal duties. There is no breakdown of manpower and expenditure involved.

In 2020-21, TD will conduct similar enhancement measures at 90 other locations having regard to the actual local circumstances.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)226**

**(Question Serial No. 0893)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2020-21, the Transport Department (TD) will continue the design of toll tags (in-vehicle units) and associated systems for allowing motorists to pay tolls by remote means. What are the timetable of the relevant works and the estimated manpower resources and expenditure involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 11)

Reply:

The Government plans to consult the public and relevant stakeholders in end-2020 on the arrangements for toll tags (in-vehicle units) and Free-flow Tolling System (FFTS) which is expected to be implemented at government tolled tunnels and the Tsing Sha Control Area (TSCA) by phases. The Government will then consult the Panel on Transport of the Legislative Council (LegCo) before introducing a bill for the legislative amendments required. Upon passage of the Bill, TD will arrange issuance of toll tags to motorists and phased implementation of FFTS.

The estimated capital expenditure for implementing FFTS at government tolled tunnels and TSCA is about \$946 million. Five new permanent posts (including one Chief Transport Officer, one Engineer/Assistant Engineer, one Analyst/Programmer II, one Accounting Officer I and one Assistant Clerical Officer) will be created in 2020-21, and two time-limited posts (including one Senior Engineer and one Technical Officer (Traffic)/Technical Officer Trainee (Traffic)) will be created in 2020-21 for six years to support the development of this initiative.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)227**

**(Question Serial No. 0898)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of additional parking spaces for different types of vehicles, please inform this Committee of the following:

1. the latest progress of the work of providing public car parks in suitable "Government, Institution or Community" (GIC) facilities and public open space (POS) projects under the principle of "Single Site, Multiple Uses", including the numbers of additional parking spaces already provided for different types of vehicles, as well as the numbers of additional parking spaces expected to be provided for different types of vehicles in GIC facilities and POS projects in 2020-21 and the expenditure to be involved; and
2. the latest progress of providing additional parking spaces under the following measures and the numbers of additional parking spaces provided for different types of vehicles:
  - (a) designating suitable on-street locations as night-time parking spaces;
  - (b) requiring developers to provide parking spaces at the higher end of the parking standards under the Hong Kong Planning Standards and Guidelines for new developments;
  - (c) encouraging parking of school buses inside school premises after school hours;
  - (d) providing parking spaces and pick-up/drop-off facilities for coaches; and
  - (e) specifying in the tenancy agreement of suitable short term tenancy car parks a minimum number of parking spaces to be reserved for commercial vehicles (CVs) such as coaches and goods vehicles.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 16)

Reply:

1. Following the principle of "single site, multiple uses", the Transport Department (TD) is proactively exploring the incorporation of new public car parks in suitable GIC facilities, POS and public housing projects. Subject to technical feasibility, it is

expected that about 20 suitable works projects will provide a total of around 5 100 parking spaces by batches. To this end, TD is working closely with relevant bureaux and departments on these projects and will embark on technical assessment to ascertain the feasibility of provision of public car parking spaces.

Increasing the provision of parking spaces is an on-going task of TD undertaken by its existing staff. There is no separate breakdown of the expenditure involved.

2. The numbers of additional parking spaces for private cars and CVs provided in 2019-20 under various measures are as follows:

<b>Private Cars</b>	<b>CVs</b>			
<b>Parking spaces provided within new developments</b>	<b>Night-time on-street parking</b>	<b>Parking spaces provided within new developments</b>	<b>Parking spaces within school premises</b>	<b>Coach parking spaces and picking-up / setting-down facilities</b>
7 719	70	82	21	336

As at December 2019, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 30 short-term tenancy car parks, involving a total of some 1 670 CV parking spaces.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)228**

**(Question Serial No. 0899)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned that the Transport Branch of the Transport and Housing Bureau will oversee the implementation of providing fuel subsidy or one-off subsidy for the transport trades during 2020-21. What are the implementation timetable for such initiative and the resources to be involved?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 17)

Reply:

The financial impact of the measures will be absorbed by the Anti-epidemic Fund, which does not form part of the Appropriation Bill or the estimates on the General Revenue Account.

The question concerns works under both Head 186 (Transport Department) and Head 100 (Marine Department). The following is a consolidated reply from both the Transport Department (TD) and the Marine Department (MD).

The Government announced on 22 October 2019 the introduction of a six-month fuel subsidy or a one-off subsidy to the transport trades to help them cope with the operating pressure in the light of the prevailing economic environment. With a view to providing comprehensive and continuous financial support to the various trades hard hit by the COVID-19, the Government announced on 21 February 2020 to expand the aforementioned proposal under the Anti-epidemic Fund. Details of the enhanced subsidy and the implementation timetable are set out below –



Transport Modes	Subsidy Details	Progress
Taxis and public light buses (PLBs)	Offer a \$1.0 discount per litre of liquefied petroleum gas (LPG) (i.e. approximately a one-third discount) for 12 months for LPG taxis and PLBs, and reimburse one-third of the actual fuel cost for 12 months for petrol taxis and diesel PLBs.	TD is in active discussion with the oil companies on the implementation details. Subject to the system readiness of the oil companies, the target is to roll out the initiative in mid-2020.
Franchised buses, local ferries and tramways	Reimburse one-third of the actual fuel/electricity cost for 12 months.	TD issued letters to the operators in end-February 2020 on the application details. Disbursement will be arranged within one month after receiving the applications and supporting documents from the public transport operators.
Non-franchised buses (NFBs)	Provide a one-off non-accountable subsidy of \$20,000 for each licensed NFB.	TD has started issuing letters to the registered vehicle owners by batches since mid-March 2020 on the application details.
School private light buses, hire cars and goods vehicles	Provide a one-off non-accountable subsidy of \$10,000 for each school private light bus, hire car and goods vehicle.	Disbursement will be arranged within one month after receiving the applications.
Local commercial vessels	Provide a one-off non-accountable subsidy of \$10,000 for each local commercial mechanised vessel; and a one-off survey fee subsidy for local commercial vessels.	MD issued letters to all eligible vessel owners in March 2020. Upon receipt of the required information from vessel owners and thereafter verification by MD, the disbursement will be arranged from April 2020 onwards.
Cross-boundary ferries	Provide a one-off non-accountable subsidy of \$1 million for each eligible cross-boundary ferry vessel.	MD issued letters to all eligible cross-boundary ferry operators in March 2020. Upon receipt of the required information from vessel owners and thereafter verification by MD, disbursement will be arranged in April 2020.

The total amount of expenditure involved is approximately \$3,230 million. The preparation and implementation of the fuel subsidy and one-off subsidy initiative involves additional administrative works. The additional workload is absorbed by TD and MD respectively with the existing resources and no separate breakdown can be provided.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)229**

**(Question Serial No. 0900)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In 2020-21, the Transport Department (TD) will continue to oversee the preparation and development of the real-time arrival information system for green minibuses (GMBs). In this connection, please advise the latest progress and the corresponding resource for the work.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 18)

Reply:

TD aims to launch the real-time arrival information system for all GMBs (around 3 300) in phases from late 2020 for full implementation by 2022. TD has been engaging the GMB trade representatives through regular working group meetings to brief them on the implementation schedule and listen to their views on the matter. At the same time, TD has engaged a technical specialist to take forward a pilot scheme on the data collection system. The pilot scheme was completed in late 2019 for the selection of a suitable system in early 2020. TD will install the relevant devices on GMBs and conduct field testing and system trial from mid-2020. The estimated capital cost for the full-scale development and implementation of the system is \$31 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)230**

**(Question Serial No. 0914)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding parking spaces for commercial vehicles (CVs), please inform this Committee of:

1. the number of additional parking spaces provided in each of the 18 districts in 2019 with breakdown by CV type;
2. the number of parking spaces provided in each of the 18 districts with breakdown by CV type; and
3. the latest progress of and timetable for the work of taking forward in phases the recommendations of the study on parking for commercial vehicles during 2020-21, and the estimated expenditure and manpower to be involved.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 33)

Reply:

1. In 2019-20, the numbers of additional parking spaces by vehicle type in each of the 18 districts are tabulated at Annex 1.
2. The numbers of parking spaces by vehicle type as at February 2020 in each of the 18 districts are tabulated at Annex 2.
3. The recommendations arising from the consultancy study on parking for CVs and the latest progress of implementation are tabulated at Annex 3. The work in relation to taking forward the recommendations is undertaken by TD's existing staff as part of their normal duties. There is no separate breakdown of the expenditure and manpower involved.

**Numbers of Additional Parking Spaces by Vehicle Type in 18 Districts in 2019-20**

<b>District</b>	<b>Private Car/Van/ Taxi</b>	<b>Goods Vehicle ^</b>	<b>Coach/Bus</b>
Central & Western	146	12	0
Wan Chai	253	13	11
Eastern	451	6	11
Southern	132	2	17
Yau Tsim Mong	730	4	8
Sham Shui Po	55	12	3
Kowloon City	225	4	12
Wong Tai Sin	0	0	25
Kwun Tong	1 400	10	9
Tsuen Wan	204	17	0
Tuen Mun	321	10	5
Yuen Long	328	17	12
North	624	6	0
Tai Po	1 109	0	0
Sai Kung	1 006	3	5
Sha Tin	698	9	0
Kwai Tsing	200	20	153
Islands	522	0	21
<b>Total</b>	<b>8 404</b>	<b>145</b>	<b>292</b>

^ Goods Vehicles include Light Goods Vehicles, Medium Goods Vehicles and Heavy Goods Vehicles.

**Numbers of Parking Spaces by Vehicle Type in 18 Districts as at February 2020**

<b>District</b>	<b>Private Car/Van/ Taxi</b>	<b>Goods Vehicle ^</b>	<b>Coach/Bus</b>
Central & Western	38 706	1 142	80
Wan Chai	39 641	420	130
Eastern	46 637	1 839	340
Southern	39 416	1 157	356
Yau Tsim Mong	34 664	2 520	282
Sham Shui Po	29 282	3 257	413
Kowloon City	48 820	1 293	232
Wong Tai Sin	20 864	1 288	160
Kwun Tong	47 028	3 276	176
Tsuen Wan	37 071	1 946	415
Tuen Mun	41 329	2 558	191
Yuen Long	41 688	2 105	357
North	21 625	1 714	77
Tai Po	29 524	1 133	140
Sai Kung	41 896	1 563	330
Sha Tin	73 554	2 676	232
Kwai Tsing	35 937	11 088	401
Islands	16 710	791	287
<b>Total</b>	<b>684 392</b>	<b>41 766</b>	<b>4 599</b>

^ Goods Vehicles include Light Goods Vehicles, Medium Goods Vehicles and Heavy Goods Vehicles.

**Recommendations of  
the Consultancy Study on Parking for CVs and  
the Latest Progress of Implementation**

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time parking spaces	In 2019, 53 new on-street night-time CV parking spaces were provided.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2019/20 school year, 17 schools provided about 50 parking spaces for student service vehicles.
(3) Provide more on-street parking spaces and picking-up/setting-down facilities for coaches	In 2019, 61 new parking spaces and 109 picking-up/setting-down facilities were provided for coaches.
(4) Specify in the tenancy agreement of suitable short-term tenancy car parks a minimum number of parking spaces for CVs	As at December 2019, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 30 short-term tenancy car parks, involving a total of some 1 670 CV parking spaces.
(5) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	Eight suitable sites for public CV parks have been identified. TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for provision of public CV parks at these sites.
(6) Revise the standards on parking spaces and loading/unloading spaces stipulated in the Hong Kong Planning Standards and Guidelines with a view to increasing the parking provision.	TD plans to promulgate the revised parking standards within 2020 after consulting relevant stakeholders.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)231**

**(Question Serial No. 0927)**

Head: (186) Transport Department

Subhead (No. & title): (700) General Non-recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Financial Secretary stated in paragraph 137 of the Budget Speech that he had earmarked about \$1 billion for the Smart Traffic Fund (the Fund) to provide funding support for enterprises or organisations to conduct research and application on vehicle-related innovation and technology (I&T). What are the details of the Fund? When will it be officially launched? The Fund only targets vehicles now, will an extension to cover vessels be considered? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 48)

Reply:

The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund, which is expected to commence operation in 2020-21. The application eligibility, selection criteria, target applicants, implementation timetable, management and review mechanism of the Fund will be formulated taking into account the advice of the Task Force.

The Fund aims to provide funding support for enterprises or organisations to conduct research and application on vehicle-related I&T. For other non-road based projects, interested parties may consider seeking funding support under other existing funding schemes administered by the Government.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)232**

**(Question Serial No. 2237)**

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:

Regarding the regulation of the Passenger Service Licence (PSL) System, please inform this Committee of the following:

1. In 2019, there were 16 inquiry cases on unauthorised operations by vehicles governed under the PSL System. What are the case details, the manpower and expenditure involved?
2. From 2020, the concerned indicator will be replaced by a new indicator "surveys conducted on unauthorised operation by vehicles governed under the PSL System with an estimated number of 900 cases in the year. What are the estimated manpower and expenditure to be involved after the change?
3. To reduce the manpower and resources spent on prolonged investigations and inquiries, will the Transport Department (TD) consider applying technology in the regulation of vehicles issued with a PSL, and imposing a fixed penalty on the non-compliance instead? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 5)

Reply:

(1, 2 and 3)

Under section 30 of the Road Traffic Ordinance (Cap. 374), if PSL holders are suspected of operating unauthorised service or contravening any licensing conditions or PSL conditions, the Commissioner for Transport can appoint a public officer to hold an inquiry against such PSL holders for any irregularities.

Under the PSL System, non-franchised public buses can operate different types of services, namely tour services, hotel services, student services, employees' services, international passenger services, residents' services or contract hire services. PSL holders of non-franchised public buses operating any of the above-mentioned services must be properly authorised and be granted with the respective endorsement of the service types concerned.

The replies to the specific questions are as follows :

1. The 16 inquiry cases in 2019 all involved suspected unauthorised non-franchised public bus operations, including five cases on operating bus services without proper service endorsements, eight cases on operations of unauthorised bus routes and three cases on serving passengers at unauthorised pick-up/ set-down points. Conducting inquiry proceedings is part of TD's routine operation. There is no separate breakdown of the manpower and expenditure involved.
2. The new indicator of "surveys conducted on unauthorised operation by vehicles governed under the PSL System" from 2020 is adopted to replace that of "inquiries on unauthorised operation by vehicles governed under the PSL System", to give a more objective and fairer assessment on TD's enforcement efforts made against such unauthorised operations. The change does not entail additional manpower resources and expenditure.
3. To enhance the efficiency of inquiry proceedings, TD has introduced a new information system to better monitor the progress of the inquiry proceedings involving vehicles issued with PSLs.

TD has also reviewed the applicability and effectiveness of issuing fixed penalty tickets to PSL holders for breaches of PSL conditions, and found it not effective and practicable. As an enforcement tool, the issue of fixed penalty tickets is generally applicable to non-compliant acts that can be identified and enforced on the spot. For most of the breaches of PSL conditions or suspected unauthorised services (such as operating service types without proper service endorsements or non-adherence to the schedules of services), such acts are not easily identified and verified on the spot or inside the vehicle concerned by the enforcement agents. It is necessary to go through evidence collection, information verification, and investigation before further enforcement actions can be initiated.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)233**

**(Question Serial No. 0651)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work of overseeing the progress and latest development of the implementation of smart mobility initiatives and intelligent transport systems, including the preparatory work for setting up the Smart Traffic Fund (the Fund), what are the work details? What are the uses of the Fund and the amount of funding involved?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 23)

Reply:

The Fund aims to provide funding support for enterprises or organisations to conduct research and application on vehicle-related innovation and technology. The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund. The application eligibility, selection criteria, target applicants, implementation timetable, management and review mechanism of the Fund will be formulated taking into account the advice of the Task Force. The Government has earmarked \$1.15 billion for the Fund.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)234**

**(Question Serial No. 0654)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Due to social activities and the epidemic of novel coronavirus, the business of the tour services of non-franchised buses (NFBs) was seriously undermined and the trade has suffered. In this regard, please inform this Committee of the following:

- 1) What support measures had the Government taken in the past six months?
- 2) Will the Government continue the support measures in the coming year? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YIU Si-wing (LegCo internal reference no.: 27)

Reply:

The Government has introduced various measures to assist the transport trades in coping with the operating pressure in the light of the prevailing economic environment. The measures related to NFB trade are set out below:-

(1) Waiver of Fees and Charges

As announced by the Government on 15 August 2019 in a package of relief measures to support enterprises and safeguard jobs, 27 groups of government fees and charges are waived for 12 months. For NFBs, the relevant vehicle licence fees and examination fees, as well as fees payable for the new issue or renewal of Passenger Service Licence, Passenger Service Licence Certificate and Close Road Permit are waived for 12 months starting from 30 December 2019.

(2) One-off Subsidy to NFBs

The Government announced on 22 October 2019 that, among others, a one-off non-accountable subsidy of \$5,000 would be provided to each licensed NFB. With a view to providing comprehensive and continuous financial support to the various trades hard hit by the COVID-19, the Government announced on 21 February 2020 the expansion of the aforementioned proposal under the Anti-epidemic Fund, in which the amount of one-off subsidy provided to each licensed NFB will be increased to \$20,000.

(3) Short-term Storage Arrangement

As a temporary measure to assist the NFB trade to tide over the difficult period, the Government has made short-term storage arrangement for idle buses at a site adjacent to Container Port Road South in Kwai Chung.

The Government will continue to closely monitor the operation of the NFB trade in view of the development of the epidemic.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)235****(Question Serial No. 3856)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil Aviation (Captain Victor LIU)Director of Bureau: Secretary for Transport and HousingQuestion:

It is mentioned in this Programme that the provision for 2020-21 is \$81.4 million (15.6%) higher than the revised estimate for 2019-20. This is mainly due to the increased provision for a net increase of 68 posts in 2020-21, filling of vacancies and other operating expenses. Will the Government inform this Committee of the ranks, duties and estimated expenditure on remuneration of the 68 new posts to be created in 2020-21?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 153)Reply:

In 2020-21, 68 civil service posts will be created under Programme (3) with details of rank and annual salary cost (in terms of notional annual mid-point salary) as follows:

Rank	Number of Posts	Total Annual Salary Cost (\$ million)
Air Traffic Control Officer I	5	7.573
Air Traffic Control Officer II	30	35.188
Air Traffic Control Officer III/Student Air Traffic Control Officer	25	13.080
Senior Air Traffic Flight Services Officer	2	1.691
Air Traffic Flight Services Officer I	5	3.210
Clerical Officer	1	0.463
Total:	68	61.205

These posts are created to perform duties coping with air traffic growth, supporting the implementation of the Three Runway System at the Hong Kong International Airport and enhancing air traffic flow management in the region.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)236**

**(Question Serial No. 4863)**

Head: (28) Civil Aviation Department  
Subhead (No. & title): (-) Not Specified  
Programme: (-) Not Specified  
Controlling Officer: Director-General of Civil Aviation (Captain Victor LIU)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work in relation to the Code on Access to Information, will the Government advise this Committee on the following:

1) Concerning the requests for information under the Code on Access to Information received by the Civil Aviation Department (CAD) from October 2018 to present for which only some of the required information has been provided, please state in table form: (i) the content of the requests for which only some of the required information has been provided; (ii) the reasons for providing some of the information only; (iii) whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application); (iv) whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details of how the requests have been handled eventually.

From October to December 2018

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2019

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2) Concerning the requests for information under the Code on Access to Information received by CAD from October 2018 to present for which the required information has not been provided, please state in table form: (i) the content of the requests refused; (ii) the reasons for refusal; (iii) whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application); (iv) whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details of how the requests have been handled eventually.

From October to December 2018

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2019

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.



3) Any person who believes that a department has failed to comply with any provision of the Code on Access to Information may ask the department to review the situation. Please advise this Committee in each of the past 5 years, (i) the number of review cases received; (ii) the number of cases, among the review cases received in the year, in which further information was disclosed after review; (iii) whether the decisions on review were made at the directorate (D1 or D2) level.

Year in which review cases were received	(i) Number of review cases received	(ii) Number of cases, among the review cases received in the year, in which further information was disclosed after review	(iii) Whether the decisions on review were made at the directorate (D1 or D2) level
2015			
2016			
2017			
2018			
2019			

4) With reference to the target response times set out in paragraphs 1.16.1 to 1.19.1 of the Guidelines on Interpretation and Application of the Code on Access to Information, please advise this Committee on the following information by year in table form (with text descriptions).

(a)

Within 10 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

Within 10 to 21 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge

2020					
2019					
2018					
2017					
2016					

Within 21 to 51 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

(b) cases in which information could not be provided within 21 days from date of receipt of a request in the past 5 years:

Date	Subject of information requested	Specific reason

(c) cases in which information could not be provided within 51 days from date of receipt of a request in the past 5 years:

Date	Subject of information requested	Specific reason

5) Please state in table form the number of those, among the cases in which requests for information were refused under the exemption provisions in Part 2 of the Code on Access to Information, on which the Privacy Commissioner for Personal Data was consulted when they were being handled in the past 5 years. For cases on which advice had been sought, was it fully accepted in the end? For cases where the advice of the Privacy Commissioner for Personal Data was not accepted or was only partially accepted, what are the reasons?

Date	Subject	Particular exemption provision in Part 2 of the Code on Access to Information under which requests for information were refused	Whether the advice of the Privacy Commissioner for Personal Data was fully accepted	Reasons for refusing to accept or only partially accepting the advice of the Privacy Commissioner for Personal Data

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 431)

Reply:

During the period from October 2018 to September 2019, CAD had four requests under the Code on Access to Information (the Code) for which only part of the required information was provided.

Amongst the four requests mentioned above, the information in three requests was related to third party information of owners and operators of aircraft registered in Hong Kong and the Certificate of Registration of an aircraft, and was thus withheld in accordance with paragraph 2.14 “Third party information” of the Code. As regards the remaining request which asked for information relating to contract tenderers’ scores under the marking scheme, the tender prices and details of the contract, such information was sensitive business information and hence withheld in accordance with paragraph 2.16 “Business affairs” of the Code.

The decisions were made by officers at point two of the Directorate Pay Scale after conducting a “harm or prejudice” test which ascertains that the harm or prejudice that could result from disclosure of the information would outweigh the public interest in disclosure of the information in the above-mentioned cases.

During the period from October 2018 to September 2019, CAD refused two requests under the Code asking for Mandatory Occurrence Reports submitted by airlines in accordance with paragraph 2.14 “Third party information” of the Code. The decisions were made by officers at point two of the Directorate Pay Scale after conducting a “harm or prejudice” test which ascertains that the harm or prejudice that could result from disclosure of the information would outweigh the public interest in disclosure of the information in the above cases.

During the period from 2015 to September 2019, CAD received one request for a review. After seeking legal advice, CAD upheld the decision to refuse to provide the information.

During the period from 2016 to September 2019, the number of written requests for which the information requested was provided within 10 days, 11 to 21 days and 22 to 51 days from date of receipt of a request were 16, 15 and 5 respectively.

During the period from 2016 to September 2019, four requests were refused under the exemption provisions in Part 2 of the Code. Amongst the requests, the response time for one case was within 11 to 21 days and that for the other three cases was within 22 to 51 days from date of receipt of the requests.

During the period from 2016 to September 2019, the main reasons for not providing the information requested within 21 days from date of receipt of the requests in respect of the five cases were that longer time was required to seek legal advice or the consent of the third parties, and the information to be prepared was complex and detailed.

During the period from 2016 to September 2019, there were three cases in which information could not be provided within 51 days from date of receipt of a request. It was because longer time was required to seek legal advice.

During the period from 2016 to September 2019, there was only one request refused by CAD in which the Privacy Commissioner for Personal Data was consulted when the case was being handled. CAD refused the request in accordance with paragraph 2.9 “Management and operation of the public service” of the Code. The advice of the Privacy Commissioner for Personal Data was fully accepted in handling the case.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)237**

**(Question Serial No. 6035)**

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Captain Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

- a. Please set out the quantity, value and stock of surgical masks produced by the Correctional Services Department (CSI masks) that the Civil Aviation Department (CAD) obtained from the Government Logistics Department (GLD) each month in the past 3 years in the following table:

Month/Year	No. of CSI masks obtained	Value of CSI masks obtained	Stock

- b. Please set out the quantity, value, stock and consumption of surgical masks that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of surgical masks obtained from GLD (value)	No. of surgical masks procured (value)	Stock	Consumption

- c. Please set out the quantity, value, stock and consumption of N95 masks that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of N95 masks obtained from GLD (value)	No. of N95 masks procured (value)	Stock	Consumption

d. Please set out the quantity, value, stock and consumption of gowns that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of gowns obtained from GLD (value)	No. of gowns procured (value)	Stock	Consumption

e. Please set out the quantity, value, stock and consumption of protective coverall suits that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of protective coverall suits obtained from GLD (value)	No. of protective coverall suits procured (value)	Stock	Consumption

f. Please set out the quantity, value, stock and consumption of face shields that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of face shields procured	Value of face shields procured	Stock	Consumption

g. Please set out the quantity, value, stock and consumption of goggles that the CAD obtained from the GLD or procured each month in the past 3 years in the following table:

Month/Year	No. of goggles procured	Value of goggles procured	Stock	Consumption

h. Did the CAD supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations in the past 3 years? If yes, please provide the relevant information, including the quantity, consumption and stock, in the following table:

Month/Year	Name of organisations	Manner of provision (e.g. sold or supplied for free)	Surgical masks	N95 masks	Face shields	Goggles	Gowns	Protective coverall suits

- i. If the CAD is to supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations, what are the departments and the ranks of the officers responsible for making such decisions? Please provide the ranks of the officers involved in each decision, the date they made the decision and other relevant information.

Asked by: Hon MO Claudia (LegCo internal reference no.: 124)

Reply:

Demand for personal protective equipment (PPE) has been increasing exponentially globally. The HKSAR Government is procuring in a highly competitive international market. To avoid harming the bargaining power of the Government Logistics Department and other government departments in the procurement of PPE, it is not advisable to disclose further at this stage the information for the past few years and recent period regarding the PPE stock, the places of origin of the stock, suppliers, quantity of procurement and the funding involved, schedule of delivery and the usage of individual department.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)238**

**(Question Serial No. 5153)**

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Captain Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Programme (5) that the Department will continue to review the regulation of unmanned aircraft systems (UAS) in Hong Kong.

- 1) Please inform this Committee of the legislative progress of any laws to regulate UAS. Drone maps with delineation of no-fly zones should also be made public as soon as possible.
- 2) To help promote the proper and safe operation of UAS, will the Government open up real-time air traffic data so that UAS application developers may inform their users of live air traffic conditions, thereby effectively reducing accidents? If yes, what is the plan? If no, what are the reasons?
- 3) To publicise the proper and safe operation of UAS, will the Department work with other government departments to identify UAS training venues so that members of the public may learn how to operate UAS at safe venues (e.g. the rooftops of service reservoirs)? If yes, what is the plan? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 608)

Reply:

- 1) In Hong Kong, UAS are classified as aircraft and are governed, as far as aviation safety is concerned, by the civil aviation legislation. According to Article 48 of the Air Navigation (Hong Kong) Order (Cap. 448C), a person shall not recklessly or negligently cause or permit an aircraft (including an UAS) to endanger any person or property.

With a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS, the Civil Aviation Department (CAD) is reviewing the regulatory regime for UAS in Hong Kong. To assist the Government



in reviewing the existing statutory requirements and exploring ways to refine the prevailing regulatory regime, an overseas consultant was engaged in 2017 to conduct a study on the regulation of UAS. In April 2018, CAD published the consultancy report and launched a three-month public consultation on the directions for regulating UAS. After assessing the views collected, CAD drew up the detailed proposals and consulted the Legislative Council Panel on Economic Development on 24 June 2019. CAD is now following up the comments raised and working on the draft legislation of the enhanced regulatory regime for UAS.

- 2) In accordance with the safety guidelines for operations of UAS published by CAD ([https://www.cad.gov.hk/english/Unmanned\\_Aircraft\\_Systems.html](https://www.cad.gov.hk/english/Unmanned_Aircraft_Systems.html)), UAS should not be operated in the vicinity of an airport/heliport and aircraft approach and take-off paths, and the altitude of operations should not exceed 300 feet above ground level in order to ensure aviation safety. While there is currently no international standard on operating UAS and manned aircraft within the same airspace, CAD will keep in view the latest development and international standards/requirements on this front.
- 3) Given the increased use of UAS for recreational and professional purposes, CAD has been liaising with the relevant government departments to identify suitable venues for UAS training and other flying activities, etc. CAD will continue to work with the industry and stakeholders with a view to striking a balance between aviation safety and development of UAS in Hong Kong.

At the same time, CAD will continue with its publicity and educational efforts through various means, including publishing safety information and guidelines on CAD's website, distribution of safety leaflets, broadcasting safety messages through television and radio stations, communicating regularly with major UAS/model aircraft associations and manufacturers so as to raise the safety awareness of the relevant sectors and organisations, as well as the general public, about UAS operations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)239**

**(Question Serial No. 4036)**

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Captain Victor LIU)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “review the regulation of unmanned aircraft systems (UAS) in Hong Kong”:

1. What is the current progress of the work? What is the expected date of introducing the relevant legislative proposal into the Legislative Council?
2. In light of the continuous technological development of UAS, is there any difference between the legislative proposal to be put forward under the current review and that originally recommended in the consultancy report? Will the originally proposed regulations be further relaxed? If yes, what are the details?
3. Before submitting the relevant legislative proposal to the Legislative Council, has the Government any administrative measures or other measures to promote and regulate the development of UAS? For example, will a map be published to indicate the latest restricted flying zones for reference by the UAS operators?

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 63)

Reply:

In Hong Kong, UAS are classified as aircraft and are governed, as far as aviation safety is concerned, by the civil aviation legislation. According to Article 48 of the Air Navigation (Hong Kong) Order (Cap. 448C), a person shall not recklessly or negligently cause or permit an aircraft (including an UAS) to endanger any person or property.

With a view to safeguarding public safety while accommodating the technological development and diversified uses of UAS, the Civil Aviation Department (CAD) is reviewing the regulatory regime for UAS in Hong Kong. To assist the Government in reviewing the existing statutory requirements and exploring ways to refine the prevailing regulatory regime, an overseas consultant was engaged in 2017 to conduct a study on the regulation of UAS. In April 2018, CAD published the consultancy report and launched a three-month public consultation on the directions for regulating UAS. After assessing the views collected, CAD drew up the detailed proposals and consulted the Legislative Council Panel on Economic Development on 24 June 2019. CAD is now following up the

comments raised and working on the draft legislation of the enhanced regulatory regime for UAS.

In preparing the draft legislation, CAD aims to strike a balance between protecting public safety and facilitating technological development of UAS. Flexibility has therefore been built in to cater for different types of UAS operation and the rapid development of UAS. A risk-based approach has been adopted to allow general use for lower risk operations and, with prior permission from CAD, higher risk operations. In response to public views collected, the operating conditions recommended by the consultancy report have been further reviewed. For example, the requirement on minimum lateral separation from uninvolved people/structures/vessels/vehicles will be reviewed under the latest proposal, taking into consideration the densely populated environment in Hong Kong. In addition, with a view to facilitating development/research/education related operations, drone racing, media reporting, etc., special arrangements on the requirements may be considered on a case-by-case basis under the proposed new regulatory regime. To facilitate the implementation arrangements, an electronic portal, in the form of a mobile application and a web portal, is being developed, which will include a map to indicate areas restricted from the flying of UAS for reference.

At the same time, CAD will continue with its publicity and educational efforts through various means, including publishing safety information and guidelines on CAD's website, distribution of safety leaflets, broadcasting safety messages through television and radio stations, communicating regularly with major UAS/model aircraft associations and manufacturers so as to raise the safety awareness of the relevant sectors and organisations, as well as the general public, about UAS operations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)240**

**(Question Serial No. 3776)**

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Ricky C K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the details of the works progress of the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) project? Has the project cost of the Tunnel increased as compared with the last year's estimate? If so, what are the reasons for that?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 57)

Reply:

The tunnelling works, site formation works, building works, marine viaduct works and roadworks of the TKO-LTT project are in progress and the anticipated project completion is end 2021.

Due to unforeseen events including the Novel Coronavirus epidemic in recent months, the supply chain of construction materials from the Mainland and overseas have been affected and the workforce for site works has been reduced. The Government will continue to closely monitor the progress of works and assess the impacts on the commissioning target of the project. It is anticipated that TKO-LTT will be completed within the Approved Project Estimate.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)241**

**(Question Serial No. 4887)**

Head: (60) Highways Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work in relation to the Code on Access to Information, will the Government advise this Committee on the following:

(1) Concerning the requests for information under the Code on Access to Information received by the Highways Department (HyD) from October 2018 to present for which only some of the required information has been provided, please state in table form: (i) the content of the requests for which only some of the required information has been provided; (ii) the reasons for providing some of the information only; (iii) whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application); (iv) whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details.

From October to December 2018

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2019

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

(2) Concerning the requests for information under the Code on Access to Information received by HyD from October 2018 to present for which the required information has not been provided, please state in table form: (i) the content of the requests refused; (ii) the reasons for refusal; (iii) whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application); (iv) whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details.

From October to December 2018

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2019

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

(3) Any person who believes that a department has failed to comply with any provision of the Code on Access to Information may ask the department to review the situation. Please

advise this Committee in each of the past five years, (i) the number of review cases received; (ii) the number of cases, among the review cases received in the year, in which further information was disclosed after review; (iii) whether the decisions on review were made at the directorate (D1 or D2) level.

Year in which review cases were received	(i) Number of review cases received	(ii) Number of cases, among the review cases received in the year, in which further information was disclosed after review	(iii) Whether the decisions on review were made at the directorate (D1 or D2) level
2015			
2016			
2017			
2018			
2019			

(4) With reference to the target response times set out in paragraphs 1.16.1 to 1.19.1 of Guidelines on Interpretation and Application of the Code on Access to Information, please advise this Committee on the following information by year in table form (with text descriptions).

(a) Within 10 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications for which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

Within 10 to 21 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications for which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

Within 21 to 51 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications for which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

(b) cases in which information could not be provided within 21 days from date of receipt of a request in the past five years:

Date	Subject of information requested	Specific reason

(c) cases in which information could not be provided within 51 days from date of receipt of a request in the past five years:

Date	Subject of information requested	Specific reason

(5) Please state in table form the number of those, among the cases in which requests for information were refused under the exemption provisions in Part 2 of the Code on Access to Information, on which the Privacy Commissioner for Personal Data was consulted when they were being handled in the past five years. For cases on which advice had been sought, was it fully accepted in the end? For cases where the advice of the Privacy Commissioner for Personal Data was not accepted or was only partially accepted, what are the reasons?

Date	Subject	Particular exemption provision in Part 2 of the Code on Access to Information under which requests for information were refused	Whether the advice of the Privacy Commissioner for Personal Data was fully accepted	Reasons for refusing to accept or only partially accepting the advice of the Privacy Commissioner for Personal Data

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 457)

Reply:

(1) From October 2018 to September 2019, there were three requests made pursuant to the Code on Access to Information received by HyD. The requests concerned information on road projects, tender documents and tender specifications. Only some of the information requested was provided lest it would prejudice legal proceedings, the department's business activities, etc. These considerations are stipulated in the Code on Access to Information as reasons for which information may be refused. The decision was made at the directorate



level and based on the consideration that public interest in disclosure did not outweigh the harm or prejudice that could result.

(2) From October 2018 to September 2019, there were four requests made pursuant to the Code on Access to Information received by HyD, for which the requested information was not provided. The requests concerned authorisation letters and drawings for road works, past incident and maintenance records, tender documents and tender specifications. The requested information was not provided lest it would prejudice legal proceedings, the department's business activities, etc. These considerations are stipulated in the Code on Access to Information as reasons for which information may be refused. The decision was made at the directorate level and based on the consideration that public interest in disclosure did not outweigh the harm or prejudice that could result.

(3) From 2015 to September 2019, HyD received nine review cases. Further information was disclosed in four cases after review. The decisions on reviews were made at the directorate level.

(4)

(a) From 2016 to September 2019, there were a total of 146 requests for information. The requests which were handled within 10 days, within 10 to 21 days and within 21 to 51 days were 91, 48 and 7 respectively.

Among the 91 requests handled within 10 days, the requested information was provided in 78 cases. In ten cases, the information could not be provided since the requests had to be transferred to another department. In three cases, the information was refused under the exemption provisions in the Code on Access to Information.

Among the 48 requests handled within 10 to 21 days, the requested information was provided in 41 cases. In six cases, the information was refused under the exemption provisions in the Code on Access to Information. In one case, the information could not be provided since the request involved third party information.

Among the 7 requests handled within 21 to 51 days, the requested information was provided in five cases. In two cases, the information was refused under the exemption provisions in the Code on Access to Information.

(b) For cases which information was not provided within 21 days, additional time was required to prepare the information as those cases touched on various road works and other operational details of HyD. In some cases, it would also take time to seek legal advice before replying.

(c) There was no case which information was not provided within 51 days from date of receipt of a request in the above period.

(5) There was no case which the Privacy Commissioner for Personal Data was consulted in the past five years.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)242****(Question Serial No. 5765)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital Projects, (2) District and Maintenance WorksControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee on:

- (1) the locations of footbridges in various districts in Hong Kong that have installed wire mesh since 2019 (provide in table form);
- (2) the staff establishment for installing wire mesh; and
- (3) the expenditure involved.

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 592)Reply:

In the interest of public safety, the Highways Department (HyD) recently installed temporary protective fencing on some of the public footbridges to prevent throwing of objects onto the nearby roads, especially trunk roads. As at end March 2020, HyD has installed protective fencing at some 40 footbridges at the following locations:

<b>District</b>	<b>Locations of footbridges</b>
Central and Western	Connaught Road West and Harcourt Road
Kwai Tsing	Castle Peak Road – Kwai Chung, Hing Fong Road, Kwai Chung Road, and Kwai Fuk Road
Kwun Tong	Eastern Harbour Crossing
North	Fanling Highway
Sha Tin	Lion Rock Tunnel Road, Shek Mun Interchange, Tai Po Road – Sha Tin, Tate's Cairn Highway, and Tolo Highway
Tai Po	Fanling Highway
Tsuen Wan	Castle Peak Road – Tsuen Wan
Tuen Mun	Tuen Mun Road

<b>District</b>	<b>Locations of footbridges</b>
Wan Chai	Gloucester Road, Harcourt Road, and Wan Shing Street
Yau Tsim Mong	Cheong Wan Road, and Hong Chong Road
Yuen Long	Castle Peak Road – Yuen Long

The total estimated cost of these protective fencing works is about \$33.5 million. HyD deploys existing resources for overseeing these works. There is no separate breakdown for the manpower deployed.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)243**

**(Question Serial No. 5766)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects, (2) District and Maintenance Works

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee on:

- (1) the number of metal railings that have been replaced by plastic chains in various districts in Hong Kong since 2019 (provide in table form);
- (2) the staff establishment for installing plastic chains;
- (3) the expenditure involved; and
- (4) the time that the Administration will consider installing metal railings.

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 593)

Reply:

From June 2019 to February 2020, some 55 kilometres of railings were removed. Having discussed with other relevant departments, the Highways Department (HyD) has temporarily put up plastic chains to alert road users at locations where the railings have been removed. HyD has been gradually reinstating the railings with reinforced and enhanced design. As the repair works for railings are still in progress, the final cost has yet been concluded but is estimated to be about \$15 million.

HyD deploys existing staff to oversee the repair works during the above period. There is no separate breakdown for the manpower deployed.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)244****(Question Serial No. 4759)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

To continue to oversee the works of the Shatin to Central Link (SCL) is one of the tasks for the Bureau in this year. Regarding the claims arising from the various items of works under the SCL project, please provide the following information in table form:

Scope of works	Contract No.	Contract sum	Contractor	No. of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 379)Reply:

According to the information provided by the MTR Corporation Limited (MTRCL), as at 31 December 2019, MTRCL received 1,046 substantiated claims from contractors for the main works of SCL. The total amount claimed was about \$7,713.6 million, accounting for 13.3% of the total awarded contract sum. A total of 318 cases of claims were resolved and MTRCL awarded about \$1,798.0 million, accounting for about 3.11% of the awarded contract sum. For some unresolved cases of claims, interim awards amounting to about \$1,213.2 million were made. Details are as follows:

Scope of works	Awarded contract sum (\$million)	Claims resolved			Claims unresolved		
		No. of cases	Amount claimed (\$million)	Amount awarded (\$million)	No. of cases	Amount claimed (\$million)	Interim award (\$million)
Civil works	43,912.2	302	3,039.2	1,780.7	571	2,921.4	798.7
Electrical and Mechanical works	13,901.8	16	39.9	17.3	157	1,713.1	414.5
<b>Total</b>	<b>57,814.0</b>	<b>318</b>	<b>3,079.1</b>	<b>1,798.0</b>	<b>728</b>	<b>4,634.5</b>	<b>1,213.2</b>

For details of the major awarded contracts for the main works, including the contract titles, contract numbers, awarded contract sums and the names of contractors, please refer to **Annex**.

<b>Contract number</b>	<b>Contract title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1101	Modification of Ma On Shan Line (MOL)	Sun Fook Kong Joint Venture	620,000,000
1102	Hin Keng Station and Approach Structures	Penta-Ocean Construction Co. Ltd.	1,039,000,000
1103	Hin Keng to Diamond Hill Tunnels and Fung Tak Public Transport Interchange	Vinci Construction Grands Projets	2,727,891,805
1106	Diamond Hill Station Extension	Leader Joint Venture	1,665,080,888
1107	Diamond Hill to Kai Tak Tunnels	Chun Wo - SELI Joint Venture	1,067,338,000
1108	Kai Tak Station and Associated Tunnels	Kaden - Chun Wo Joint Venture	1,422,000,000
1108A	Kai Tak Barging Point Facilities	Concentric - Hong Kong River Joint Venture	289,993,398
1109	Stations and Tunnels of Sung Wong Toi and To Kwa Wan stations	Samsung - Hsin Chong Joint Venture	4,569,503,000
1111	Hung Hom North Approach Tunnels	Gammon - Kaden SCL 1111 Joint Venture	3,368,442,219
1112	Hung Hom Station and Stabling Sidings	Leighton Contractors (Asia) Limited	5,241,356,085
1113	Reprovisioning of New Territories South Animal Management Centre and Shatin Plant Quarantine Station	Kaden - Leader Joint Venture	132,608,000
1114	Pedestrian Links at Tsz Wan Shan	Paul Y. Construction Company, Limited	608,000,000
1117	Pat Heung Depot Modification Works	Paul Y. Construction Company, Limited	810,800,000
1119	Trackwork and Overhead Line Modification Works at Lo Wu and PHD	Chun Wo - Henryvicy - GTECH Joint Venture	105,600,001
1120	Trackwork and Overhead Line for SCL Phase 1	Alstom Hong Kong Ltd	425,910,954
1120B	Trackwork and Overhead Line for SCL Phase 2	Eiffage Infra-Bau Tak Yue Joint Venture	204,999,695
1121	North South Line (NSL) Cross Harbour Tunnels	Penta-Ocean - China State Joint Venture	4,350,000,000
1122	Admiralty South Overrun Tunnel	Vinci Construction Grands Projets	412,138,888
1123	Exhibition Centre Station and Western Approach Tunnel	Leighton - China State Joint Venture	5,869,282,300

<b>Contract number</b>	<b>Contract title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1124	Admiralty SCL Related Works	Build King SCL1124 Joint Venture	833,606,000
1125	Police Sports and Recreation Club Enhancement Works	Sun Fook Kong Construction Ltd	297,000,000
1126	Reprovisioning of Harbour Road Sports Centre and Wan Chai Swimming Pool	Build King SCL1126 Joint Venture	871,022,808
1128	South Ventilation Building to Admiralty Tunnels	Dragages-Bouygues J.V.	5,226,570,173
1129	SCL - Advance Works for NSL	Hsin Chong Construction Company Limited	299,938,960
11209	Platform Modification and Associated Works at East Rail Line (EAL)	Chun Wo Construction and Engineering Company Limited	835,600,000
11227	Advance Works for NSL Cross Harbour Tunnels	Concentric-Hong Kong River Joint Venture	49,800,000
1141A	New Rolling Stock for SCL Phase 1	Changchun Railway Vehicles Co., Ltd	1,139,955,435
1141B	New Rolling Stock for SCL Phase 2	Hyundai Rotem Company	4,077,535,440
1151	Rolling Stock Modification and New Train Cars for SCL Phase 1	Itochu-Kinki Sharyo-Kawasaki Consortium	1,181,077,173
1152	Signalling System for SCL Phase 1 & Signalling System Modification for MOL and West Rail Line	Thales Transport & Security (Hong Kong) Limited	642,526,505
1152B	Signalling System for SCL Phase 2	Siemens Limited	845,134,913
1153	Tunnel Environmental Control System (ECS) for SCL Phase 1	Shinryo Corporation	188,992,283
1153B	Tunnel ECS for SCL Phase 2	Shinryo Corporation	179,939,997
1154	Platform Screen Doors for SCL Phase 1 & Automatic Platform Gate (APG) Retrofit for MOL	Gilgen Door Systems AG	415,870,578
1154B	Platform Screen Doors for SCL Phase 2 & APG Retrofit for EAL	Shenzhen Fangda Automatic System Co., Ltd.	511,666,066
1155	Power Supply System and Trackside Auxiliaries for SCL Phase 1	GTECH-KUM SHING Joint Venture	208,380,000

<b>Contract number</b>	<b>Contract title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1155B	Power Supply System and Trackside Auxiliaries for SCL Phase 2	CLP Engineering Limited	150,863,858
1159	Lifts for SCL Phase 1	OTIS Elevator Company (H.K.) Limited	72,194,842
1162	TETRA System for SCL Phases 1 & 2	Motorola Solutions Asia Pacific Limited	131,436,641
1162B	Radio Distribution Network System for SCL Phases 1 & 2	Radio Frequency Engineering Limited	92,880,000
1163	Automated Fare Collection System and Security Access Management System for SCL Phases 1 & 2	Kaba Security System (China) Co., Ltd. – Wincard Security System (Beijing) Co., Ltd. Consortium	113,497,620
1164	Building Services for Diamond Hill Station	Gammon E&M Limited	272,000,000
1164B	Building Services for SCL Hong Kong Island Section	Gammon E&M Limited	346,800,000
1165	Building Services for Hin Keng Station, Ma Chai Hang Ventilation Building and Fung Tak Emergency Access	Gammon E&M Limited	219,000,000
1166	Main Control System for SCL Phase 1	Siemens Limited	308,499,220
1166B	Main Control System for SCL Phase 2	Thales Transport & Security (Hong Kong) Limited	132,228,899
1169	Communications System for SCL Phase 1	Siemens Limited	431,299,430
1169B	Communications System for SCL Phase 2	CLP Engineering Limited	112,355,003
1172	Escalators for SCL Phase 1	ThyssenKrupp Elevator (HK) Limited	180,438,081
1172B	Lifts and Escalators for SCL Phase 2	OTIS Elevator Company (H.K.) Limited	145,448,832
1173	Building Services for Hung Hom Station and Hung Hom Stabling Sidings	Shinryo Corporation	631,480,466
1175	Building Services for Kai Tak Station	Leighton M&E Limited	157,879,865
1176	Building Services for Sung Wong Toi Station and Ancillary Building	Leighton M&E Limited	183,341,320
1177	Building Services for To Kwa Wan Station and Ancillary Building	BEST 1177 Joint Venture	250,310,836



<b>Contract number</b>	<b>Contract title</b>	<b>Contractor</b>	<b>Awarded contract sum (\$)</b>
1183	EAL Signalling System Modification for SCL	Alstom Hong Kong Limited	115,076,084
1191	Floodgate System for SCL Phase 2	The Jardine Engineering Corporation, Limited	60,259,267

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)245****(Question Serial No. 4761)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the claims arising from the various items of works under the Central-Wan Chai Bypass project, please provide the following information in table form:

Scope of works	Contract No.	Contract sum	Contractor	No. of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 381)

Reply:

The Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB) is a large-scale and complex works project. The project is implemented under 13 major works contracts, among which eight are managed by the Highways Department, while the remaining works have been entrusted to the Civil Engineering and Development Department for implementation under the other five contracts. The 13 contracts also cover works items which are funded under other works projects such as the reclamation works of the Wan Chai Development Phase II project.

As at end February 2020, there are 218 claims received under the 13 contracts of the CWB project, amounting to some \$7.7 billion and the total amount awarded is about \$1.8 billion. According to the relevant terms of the works contracts, the Government cannot divulge information of individual claims without the consent of the contractors.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)246****(Question Serial No. 4977)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In the coming year, the Administration will continue to oversee three hillside escalator links and elevator systems (HEL) projects in Kwai Chung. To this end, please advise this Committee on: (1) the total expenditure of the project to date and the works progress of each item as of today; and (2) regarding the claims arising from the construction of various items under the three HEL projects in Kwai Chung so far, please provide the following information in table form:

Scope of works	Contract No.	Contract sum	Contractor	No. of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 800)Reply:

For the Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, the construction works have reached an advance stage. The total expenditure as of end February 2020 is \$71.5 million. Up to end February 2020, the contractor has submitted four claims. The amount of the claims has yet to be finalised.

For the Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, the construction works commenced in February 2019. The total expenditure as of end February 2020 is \$30.5 million. Up to end February 2020, no claims arising from the contract have been received.

For the Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, the construction works commenced in December 2019. The total expenditure as of end February 2020 is \$5.3 million. Up to end February 2020, no claims arising from the contract have been received.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)247****(Question Serial No. 4978)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the coming year, the Administration will continue to oversee the Central Kowloon Route (CKR) project. To this end, please advise this Committee: (1) on the total expenditure of the project and the works progress of each item to date; and (2) regarding the claims arising from the construction of various items under the CKR project so far, please provide the following information in table form:

Scope of works	Contract No.	Contract sum	Contractor	No. of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 801)

Reply:

The works of the CKR project commenced in December 2017 for target commissioning in around 2025. Works in progress include construction of tunnels and connecting roads as well as temporary re-provisioning of public facilities at Yau Ma Tei. There are eight contracts under the project, among which six have already been awarded. Of the other two contracts, while tenders are being invited for the one on buildings, electrical and mechanical works, the remaining one involving landscaping and other miscellaneous works will be tendered in due course to tie in with the progress of the tunnel and road works. The approved project estimate is \$42,363.9 million.

As at end February 2020, four claims in relation to the CKR project have been received. The claims amount to some \$6.74 million and the total amount awarded up to end February 2020 is about \$0.85 million. According to the relevant terms of the works contracts, the Government cannot divulge information of individual claims without the consent of the contractors.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)248****(Question Serial No. 4981)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In the coming year, the Administration will continue to oversee the Tuen Mun-Chek Lap Kok Link (TM-CLKL) Northern Connection project. To this end, please advise this Committee: (1) on the total expenditure of the project and the works progress of each item to date; and (2) regarding the claims arising from the construction of various items under the TM-CLKL Northern Connection project so far, please provide the following information in table form:

Scope of works	Contract No.	Contract sum	Contractor	No. of claims	Amount claimed	Amount awarded

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 804)

Reply:

The total approved project estimate of the TM-CLKL project is 46,708 million. The construction of TM-CLKL Northern Connection has reached an advanced stage, with the structures of the sub-sea tunnel and ancillary buildings substantially completed. Installation of the electrical and mechanical systems inside the tunnel as well as the fitting-out and building services works inside the ancillary buildings are underway.

The TM-CLKL Northern Connection is planned to be completed in end 2020 at the earliest and it is expected that the project will be completed within the Approved Project Estimate. However, due to unforeseen events including the Novel Coronavirus epidemic in recent months, the supply chain of construction materials and installations from the Mainland has been affected and the workforce for site works has been reduced. The Highways Department (HyD) will closely monitor the progress of works and assess the impacts on the commissioning target.

It is the responsibility of the contractors of the TM-CLKL Northern Connection to complete the works within the specified time and cost as required in the contracts. In the event of

unforeseen circumstances, the contractors may submit claims according to the terms of the contracts, and substantiate the claims with sufficient justifications and information. The consultant engineers appointed by HyD have to assess the claims carefully and independently, and then submit them to HyD for approval. HyD conducts detailed reviews of the assessments made by the consultant engineers on the claims to ensure that the claims are being handled strictly in accordance with the terms of the contracts.

As at end February 2020, the claims in relation to the TM-CLKL Northern Connection, submitted by the contractors are as follows:-

<b>Number of claims with amount specified</b>	<b>Amount claimed</b>	<b>Amount assessed</b>	<b>Amount awarded</b>
44	\$1.20 billion	\$1.15 billion	\$0.56 billion

According to the relevant terms of the works contracts, the Government cannot divulge information on individual claims without the consent of the contractors.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)249****(Question Serial No. 4982)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2 project which was completed last year, will the Administration inform this Committee of the following:

- (1) The final expenditure of the project;
- (2) Regarding the claims arising from the construction of various items so far, please provide the following information in table form:

Scope of works	Contract No.	Contract sum	Contractor	No. of claims	Amount claimed	Amount awarded

- (3) Please list in table form the various over-budget items of works, the expenditures under the original approved project estimates, the projected amount of cost overrun and the actual amount of cost overrun under the concerned project.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 805)

Reply:

The Widening of Tolo Highway / Fanling Highway between Island House Interchange and Fanling – Stage 2 project (the Project), which was completed in August 2019, is implemented under two major works contracts managed by the Highways Department and the Civil Engineering and Development Department.

Finalisation of the works contracts is underway and it is expected that the total costs will be within the Approved Project Estimate of \$4,320 million.

As at end February 2020, there are 87 claims in relation to the Project received, amounting to some \$158 million and the total amount awarded is about \$29.8 million. According to the relevant terms of the works contracts, the Government cannot divulge information of individual claims without the consent of the contractors.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)250****(Question Serial No. 4983)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB) project which was completed last year, will the Administration inform this Committee of the following:

- (1) The final expenditure of the project;
- (2) Regarding the claims arising from the construction of various items under the project so far, please provide the following information in table form:

Scope of works	Contract No.	Contract sum	Contractor	No. of claims	Amount claimed	Amount awarded

- (3) Please list in table form the various over-budget items of works, the expenditures under the original approved project estimates, the projected amount of cost overrun and the actual amount of cost overrun under the concerned project.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 806)

Reply:

CWB is a large-scale and complex works project. The project is implemented under 13 major works contracts, among which eight are managed by the Highways Department, while the remaining works have been entrusted to the Civil Engineering and Development Department for implementation under the other five contracts. The 13 contracts also cover works items which are funded under other works projects such as the reclamation works of the Wan Chai Development Phase II project.

While accounts of some contracts of the CWB project have not been finalised, it is expected that the total costs will be within the Approved Project Estimate of \$36,038.90 million.



As at end February 2020, there are 218 claims received under the 13 contracts of the CWB project, amounting to some \$7.7 billion and the total amount awarded is about \$1.8 billion. According to the relevant terms of the works contracts, the Government cannot divulge information of individual claims without the consent of the contractors.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)251****(Question Serial No. 4984)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the two hillside escalator links and elevator systems projects (HEL) in Kowloon City and Tsing Yi which were completed last year, will the Administration inform this Committee of the following:

- (1) The final expenditures of the projects and the works progress of each item;
- (2) Regarding the claims arising from the construction of various items under the projects so far, please provide the following information in table form;

Scope of works	Contract No.	Contract sum	Contractor	No. of claims	Amount claimed	Amount awarded

- (3) Please list in table form the various over-budget items of works, the expenditures under the original approved project estimates, the projected amount of cost overrun and the actual amount of cost overrun under the projects.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 807)

Reply:

The HEL projects at Cheung Hang Estate, Tsing Yi and Waterloo Hill, Kowloon City were completed and open for public use in February 2020 and November 2019 respectively.

Finalisation of project accounts is underway and it is expected that the total project costs will be within the Approved Project Estimates of \$222.7 million and \$116.7 million for the projects at Tsing Yi and Kowloon City respectively.

Up to end February 2020, one claim has been received from the contractor of the HEL project in Kowloon City. The amount of the claim is yet to be finalised. Regarding the project at Tsing Yi, no claims arising from the contract have been received.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)252****(Question Serial No. 4986)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the elevated walkway between Tong Ming Street and Tong Tak Street, Tseung Kwan O project which was completed last year, will the Administration inform this Committee of the following:

- (1) The final expenditure of the elevated walkway project;
- (2) Regarding the claims arising from the construction of various items under the elevated walkway project so far, please provide the following information in table form:

Scope of works	Contract No.	Contract sum	Contractor	No. of claims	Amount claimed	Amount awarded

- (3) Please list in table form the various over-budget items of works, the expenditures under the original approved project estimates, the projected amount of cost overrun and the actual amount of cost overrun under the elevated walkway project.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 809)Reply:

The elevated walkway between Tong Ming Street and Tong Tak Street in Tseung Kwan O was open for public use in September 2019.

Finalisation of project account is underway and it is expected that the total project cost will be within the Approved Project Estimate of \$221.6 million. No claims arising from the contract have been received.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)253**

**(Question Serial No. 4987)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the footbridge connecting Tsuen Wan Plaza, Skyline Plaza and adjacent landscaping area project which was completed last year, will the Administration inform this Committee of the following:

- (1) The final expenditure of the footbridge project;
- (2) Regarding the claims arising from the construction of various items under the footbridge project so far, please provide the following information in table form:

Scope of works	Contract No.	Contract sum	Contractor	No. of claims	Amount claimed	Amount awarded

- (3) Please list in table form the various over-budget items of works, the expenditures under the original approved project estimates, the projected amount of cost overrun and the actual amount of cost overrun under the footbridge project.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 810)

Reply:

The footbridge connecting Tsuen Wan Plaza, Skyline Plaza and adjacent landscaping area was open for public use in November 2019.

Finalisation of project account is underway and it is expected that the total project cost will be within the Approved Project Estimate of \$146.2 million. No claims arising from the contract have been received.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)254**

**(Question Serial No. 6156)**

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:

Air purification system is used in road tunnels to purify vehicle exhaust in the Central – Wan Chai Bypass (CWB) so as to help reduce roadside air pollutants. Will the Government inform this Committee of the following -

- (a) Please provide a comparison of the concentration of each kind of pollutants (sulphur dioxide (SO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), respirable suspended particulates (RSP or PM<sub>10</sub>), fine suspended particulates (FSP or PM<sub>2.5</sub>), volatile organic compounds (VOC), carbon monoxide (CO) and ozone (O<sub>3</sub>)) emitted in each month since the commissioning of CWB with the Air Quality Objectives;
- (b) What is the average operation cost of the system? Has any maintenance work been carried out to the system since the commissioning of CWB? If yes, what are the details? What are the cost breakdown and amount involved? Please provide the information in table form.

Asked by: Hon KWOK Wing-hang, Dennis (LegCo internal reference no.: 84)

Reply:

- (a) The Air Purification System (APS) of CWB is designed to purify respirable suspended particulates (RSP) and nitrogen dioxide (NO<sub>2</sub>) of the exhausts emitted from the tunnel ventilation buildings. The prevailing Air Quality Objectives of 24-hour RSP limit and 1-hour NO<sub>2</sub> limit are 100 µg/m<sup>3</sup> and 200 µg/m<sup>3</sup> respectively. For the period between June and December 2019, the recorded monthly maximum concentration of the emitted RSP in 24 hours and the emitted NO<sub>2</sub> in 1 hour range from 26.2 to 91.3 µg/m<sup>3</sup> and from 4.1 to 110.8 µg/m<sup>3</sup> respectively after the exhausts have been purified by APS.
- (b) Since the commissioning of APS, routine operation and maintenance activities including general cleansing, calibration of sensors, wash-down of electrostatic precipitators and regular inspection of the APS components have been carried out to keep APS in optimal and efficient operating condition. Maintenance works for APS are currently carried out by the Contractor without extra cost as it is within the one-year “warranty period”. After the expiry of the warranty in November 2020, the estimated annual operation and maintenance cost of APS is around \$13 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)255**

**(Question Serial No. 6760)**

Head: (60) Highways Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (Jimmy P M CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

For the financial year 2020-21, what are the estimated expenditures on salaries and allowances payable to the Director of Highways and the Principal Government Engineer of the Railway Development Office?

Asked by: Hon LAM Cheuk-ting (LegCo internal reference no.: 27)

Reply:

The pay scale of the two posts as of March 2020 is as follows –

<b>Rank</b>	<b>Salary range per month</b>
Director of Highways	\$265,150 – \$273,000 (Directorate Pay Scale Point D6)
Principal Government Engineer/ Railway Development	\$208,500 – \$227,600 (Directorate Pay Scale Point D3)

There are no separate breakdowns relating to the allowances or job-related allowances of the two directorate posts.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)256****(Question Serial No. 4433)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) District and Maintenance WorksControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Highways Department (HyD) is responsible for the maintenance of all public roads, including highway structures, government road tunnels, road furniture, road drainage and roadside slopes. In this regard, please provide:

(a) HyD's outsourced projects in the past three years using the table below:

Contract number and commencement date	Contract details	Successful tenderer	Actual tender price	Anticipated completion date	Actual completion date

(b) The emergency works conducted in the past three years using the table below:

Commencement date and period	Location	Contract details	Cost	Anticipated completion date	Actual completion date

(c) How does the Department distinguish whether any works are "emergency works" or "general works"? What are the differences between the implementing procedures for "emergency works" and "general works"? For co-ordination of works, what are the ways currently used by the Department to notify other departments?

Asked by: Hon MO Claudia (LegCo internal reference no.: 105)

Reply:

(a) There are six HyD maintenance works contracts which commenced in the past three years, including term contracts for management and maintenance of local roads across various districts, as well as other contracts for slope upgrading and road improvements. The tender prices range from \$2 million to \$598 million. The term contracts normally cover a period of six years while the other contracts normally cover one to three years. All the works under these contracts are in progress.

- (b) On average, HyD issued more than 100 works orders for emergency works annually across various districts in the past three years. The works include emergency repair of carriageways and pavements and clearance of landslide debris and road blockage. The cost of these work orders ranges from less than \$1,000 to about \$1 million. Emergency works are usually completed within one day.
- (c) In general, HyD carries out emergency works for the purpose of (1) the prevention of injury to any person; (2) the saving of life of any person; (3) the prevention of damage to any property; or (4) the prevention of serious interruption or disruption to any public transport system or utility.

For emergency works, the maintenance term contractor will immediately mobilise plant and labour so as to complete the work as soon as possible after receiving HyD's works order. All relevant departments / authorities, such as the Hong Kong Police Force (HKPF) and the Transport Department (TD), will be informed immediately. If serious traffic disruption is anticipated, HyD will immediately notify the Emergency Transport Coordination Centre of TD to arrange the necessary publicity. HyD will also notify the parties concerned, such as utility undertakings affected by the works as soon as possible, in case excavation is involved.

For normal works, HyD will submit the temporary traffic arrangement for the agreement of relevant authorities, such as HKPF and TD. HyD will also notify the parties concerned, such as utility undertakings. The maintenance term contractors will normally be allowed a reasonable time to mobilise plant and labour to implement the works.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)257****(Question Serial No. 4436)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) District and Maintenance WorksControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Highways Department (HyD) is responsible for the maintenance of all public roads, including highway structures, government road tunnels, road furniture, road drainage and roadside slopes. In this regard, please advise on:

- (a) the expenses arising from traffic accident where government property is damaged, and the number of cases involving inability to recover the costs of repair from the car owner/driver in the past three years;
- (b) whether the Government has made public the costs of repairing government property damaged in traffic accidents? If so, please provide a reply using the table form below:

Damaged facilities	Charges for replacing the facilities	Charges for repair workers	Total repair cost

Asked by: Hon MO Claudia (LegCo internal reference no.: 108)Reply:

(a)

In the past three years, the total cost for repair of road facilities under the purview of HyD arising from 6 175 traffic accidents is about \$34 million. We were unable to recover the repair costs from vehicle owners/drivers in 221 cases.

(b)

In respect of the cost for repair of road facilities under the purview of HyD arising from traffic accidents, HyD does not have the breakdown of the repair cost as the contractors are paid on a lump sum basis.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)258****(Question Serial No. 6064)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director of Highways (Jimmy P M CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

- (a) Please set out the quantity, value and stock of surgical masks produced by the Correctional Services Department (CSD) (CSI masks) that the Highways Department (HyD) obtained from the Government Logistics Department (GLD) each month in the past three years in the following table:

Month/Year	No. of CSI masks obtained	Value of CSI masks obtained	Stock of CSI masks

- (b) Please set out the quantity, value, stock and consumption of surgical masks that HyD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of surgical masks obtained from GLD (value)	No. of surgical masks procured (value)	Stock	Consumption

- (c) Please set out the quantity, value, stock and consumption of N95 masks that HyD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of N95 masks obtained from GLD (value)	No. of N95 masks procured (value)	Stock	Consumption

- (d) Please set out the quantity, value, stock and consumption of gowns that HyD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of gowns obtained from GLD (value)	No. of gowns procured (value)	Stock	Consumption

- (e) Please set out the quantity, value, stock and consumption of protective coverall suits that HyD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of protective coverall suits obtained from GLD (value)	No. of protective coverall suits procured (value)	Stock	Consumption

- (f) Please set out the quantity, value, stock and consumption of face shields that HyD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of face shields procured	Value of face shields procured	Stock of face shields	Consumption

- (g) Please set out the quantity, value, stock and consumption of goggles that HyD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of goggles procured	Value of goggles procured	Stock of goggles	Consumption

- (h) Did HyD supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations in the past three years? If yes, please provide the relevant information, including the quantity, consumption and stock, in the following table:

Month/Year	Name of organisations	Manner of provision (e.g. sold or supplied for free)	Surgical masks	N95 masks	Face shields	Goggles	Gowns	Protective coverall suits

- (i) If HyD is to supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations, what are the departments and the ranks of the officers responsible for making such decisions? Please provide the ranks of the officers involved in each decision, the date they made the decision and other relevant information.

Asked by: Hon MO Claudia (LegCo internal reference no.: 153)

Reply:

The demand for PPE has been escalating globally. The HKSAR Government is procuring in a highly competitive international market. To avoid prejudicing the bargaining power of GLD and other government departments in the procurement of PPE, it is not advisable to disclose further at this stage the information in the past few years and recent period regarding the stock of PPE, their origin, suppliers, quantity of procurement and the amount involved, schedule of delivery and the usage of individual departments.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)259**

**(Question Serial No. 4043)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (Jimmy P M CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Concerning the supervision of the construction and operation of Shatin to Central Link (SCL), will the Administration inform this Committee of the fund, manpower and resources allocated to execute the above works? Given the latest delays and overspending of the above project, does it mean that the Administration fails to allocate sufficient manpower and experts to supervise this project? Please also inform this Committee of the reasons for the delays and overspending which revealed at the very last stage which are totally against the principle of cost-effectiveness for the management and supervision of this project.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 84)

Reply:

The Highways Department (HyD) is responsible for the monitoring and verification (M&V) of the works of the MTR Corporation Limited (MTRCL) in implementing the SCL project. As at March 2020, there are one Government Engineer, three Chief Engineers, 11 Senior Engineers, 19 Engineers and one Assistant Engineer in the Railway Development Office of HyD assisting one Principal Government Engineer in taking forward the SCL project. As they are existing staff resources of HyD and are also responsible for other projects, there is no separate breakdown of expenditure for SCL. HyD has employed consultants to assist in M&V works and the expenditure was about \$27.7 million in 2019-20.

Under the entrustment agreements of the SCL project, MTRCL is responsible for the construction, testing and commissioning of the works under the SCL project, as well as the provision of construction management and supervision services. MTRCL is the project manager who receives project management cost from the Government to, among others, employ the required manpower to manage the SCL project with the skill and care reasonably expected of a professional and competent project manager. It is MTRCL's duty to ensure that the contractor carries out the works in accordance with the contractual requirements and other relevant statutory provisions.

The progress updates of the SCL project have been regularly reported by the Government to the Legislative Council (LegCo) Subcommittee on Matters Relating to Railways since 4 July 2014, which had included events that would cause delay to the commissioning of SCL. Upon MTRCL's notification of the increase in entrustment cost of the main construction works of SCL in December 2017, HyD in collaboration with its M&V consultant had critically examined the justifications for the increase. A funding application, with detailed reasons for an increase to the approved project estimates for the main works of the SCL project under PWP Items 6061TR and 6062TR, is being considered by LegCo (LC Paper No. PWSC(2019-20)27).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)260**

**(Question Serial No. 4265)**

Head: (91) Lands Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Land Administration  
Controlling Officer: Director of Lands (Thomas CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

For railway projects completed and under construction, what were the respective number of residents affected and claims made in the past five years? What are the expenditure and manpower involved in 2020-2021 for the Lands Department to undertake work on land resumption and clearance, creation of easements and rights of temporary occupation, granting and administration of short term tenancies and land allocations required for the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Shatin to Central Link (SCL)?

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 231)

Reply:

We do not have readily available statistics on the overall number of residents affected by the railway projects completed and under construction. The total number of compensation claims received under the Railways Ordinance (Cap 519) for various railway projects in the past five financial years (i.e. 2015-16 to 2019-20 (up to February 2020)) is 47.

For 2020-21, the estimated staff cost and the number of staff in the Lands Department for handling the land matters relating to XRL and SCL are about \$37 million and 49 respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)261**

**(Question Serial No. 4179)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Services to Ships  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the number of locally-licensed vessels which, upon periodical inspections carried out by the Marine Department (MD) in the past five years, were found failing to carry adult lifejackets equivalent to 100% of the total number of persons on board; and the provision earmarked by MD for carrying out periodical inspections of locally-licensed vessels in 2020-2021.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 144)

Reply:

In the past five years, all locally licensed vessels inspected were found to fully comply with the legislative requirement on lifejackets. In 2020-21, periodical inspections of locally licensed vessels will be performed by 20 ship surveyors and ship inspectors. Periodical inspections form part of the normal duties of these officers, and there is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)262****(Question Serial No. 4180)**

Head: (100) Marine Department

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

Programme: (2) Port Services, (3) Local Services

Controlling Officer: Director of Marine (Agnes WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please provide the specific figures on the Marine Department (MD)'s work in detaining and disposing of craft seized by enforcement agencies in the past five years.
2. Please list the details of the special operations conducted by MD in the past five years and the expenditure involved.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 145)

Reply:

1. The figures with regard to the detention and disposal of craft seized by enforcement agencies in the past five years are set out below:

<b>Calendar Year</b>	<b>Total number of detained craft in DCA brought forward from the previous calendar year (a)</b>	<b>Number of detained craft handed over by HKPF and C&amp;ED (b)</b>	<b>Number of detained craft released to HKPF and C&amp;ED (c)</b>	<b>Number of detained craft disposed of by way of destruction by MD (d)</b>	<b>Total number of craft detained in DCA carried forward to the following calendar year (a)+(b)-(c)-(d)</b>
2015	106	30	40	8	88
2016	88	46	19	10	105
2017	105	26	15	19	97
2018	97	41	7	10	121
2019	121	36	4	11	142

## Notes:

DCA: Detained Craft Anchorage  
 HKPF: Hong Kong Police Force  
 C&ED: Customs and Excise Department  
 MD: Marine Department



2. Special operations conducted by MD in the past five years are listed below:

	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Inspection for safe carriage of passengers on vessels	19	23	23	27	22
Inspection for safe carriage of cargoes on vessels	4	2	2	1	2
Inspection for vessel speeding	21	18	19	18	20
Inspection for compliance with the International Regulations for Preventing Collisions at Sea on vessels	9	10	9	7	9
Safety seminars	2	2	2	2	2
<b>Total</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>

Special operations are conducted by the Harbour Patrol Section of MD with an establishment of 118 staff members. As special operations form part of their normal duties, there is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 4214)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Port Services  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

1. Please provide specific information on the expenditure on regulating shipping movements, including the provision of vessel traffic services and aids to navigation, in the Marine Department (MD) in the past five years; and advise on the manpower involved in and the estimated expenditure on regulating shipping movements, including the provision of vessel traffic services and aids to navigation, in MD in 2020-2021.
2. Please provide specific information on the number of emergency incidents handled by MD in the past five years, and advise on the manpower involved in and the estimated expenditure on the handling of emergency incidents by MD in 2020-2021.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 179)

Reply:

1. Regulating shipping movements is one of the major functions of the Vessel Traffic Centre and the Aids to Navigation and Mooring Unit of MD. The former monitors vessel movements round-the-clock through the vessel traffic service system and provides traffic information to vessels through very high frequency (VHF) radio. The latter services and maintains navigational aids such as light houses, light buoys and beacons.

The Vessel Traffic Centre has an establishment of 71 staff members. The Aids to Navigation and Mooring Unit has an establishment of 29 staff members. Their respective expenditures directly related to the provision of vessel traffic services and aids to navigation in the past five years and their estimated expenditures for 2020-21 are as follows:

<b>Year</b>	<b>Vessel Traffic Centre \$'000</b>	<b>Aids to Navigation and Mooring Unit \$'000</b>
2015-16	66,714	24,306
2016-17	71,607	23,982
2017-18	78,731	25,604
2018-19	85,339	25,973
2019-20 (up to 29 Feb 2020)	75,940	19,827
2020-21 (Estimates)	90,773	29,233

To enhance vessel traffic service, MD has installed two additional VHF radio channels on top of the original three VHF radio channels for communication with vessels. Due to the need for round-the-clock monitoring and listening watch on these five VHF radio channels, the Vessel Traffic Centre has increased its establishment by 12 staff members in 2017-18, which has resulted in increase in expenditure from 2017-18 onwards.

2. The number of emergency incidents handled by MD in the past five years are set out below:

<b>Year</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
Number of Incidents	134	114	136	210*	94

\* The increase in the number of incidents was mainly due to the attack of Super Typhoon Mangkhut in September 2018.

Emergency incidents are handled by the Harbour Patrol Section (HPS) of MD. HPS has an establishment of 118 staff members. The handling of emergency incidents forms part of their normal duties and there is no separate breakdown on the manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)264**

**(Question Serial No. 4215)**

Head: (100) Marine Department

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

Programme: (1) Infrastructure, (4) Services to Ships, (5) Government Fleet

Controlling Officer: Director of Marine (Agnes WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please provide the specific figures for the tonnages of ships registered in Hong Kong in the past five years.
2. Please provide specific information on the expenditure on vessels management and the manpower involved in vessels management in the Marine Department (MD) in the past five years.
3. Please list the details of and the estimated expenditure for the implementation of the regulatory regime on local vessels and safety of shipboard works under the Merchant Shipping (Local Vessels) Ordinance (Cap 548) in 2020-2021.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 180)

Reply:

1. The total tonnages of Hong Kong-registered ships in the past five years are set out below:

As at	31 March 2016	31 March 2017	31 March 2018	31 March 2019	29 February 2020
Total Gross Tonnage (million)	103.7	109.2	115.7	126.5	127.8

2. The expenditures incurred by MD for the management of the government fleet and the manpower involved in each of the past five years are as follows:

Year	Actual Expenditure (\$ million)	Number of staff
2015-16	495.8	502
2016-17	562.3	505
2017-18	564.7	514
2018-19	623.9	516
2019-20	644.2 (estimate)	526

3. The Merchant Shipping (Local Vessels) Ordinance (Cap. 548) (the Ordinance) governs the construction and operation of local vessels. MD carries out initial and periodic surveys of ships and issues certificates to local vessels in accordance with the applicable legal requirements, including those stipulated under the Ordinance. In respect of the regulatory regime on safety of shipboard works, MD conducts regular safety inspections to ensure that vessel-related repairs, demolitions, cargo handling and marine construction works comply with the relevant safety requirements. In the event of non-compliance, warnings and directions will be issued to mandate rectification within a specified period. Where necessary, prosecutions will be conducted.

The regulatory work for local vessels and for safety of shipboard works is performed by MD's staff as part of their normal duties. There is no separate breakdown of the manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)265**

**(Question Serial No. 4352)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Agnes WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the number of locally licensed vessels for which licences were not renewed due to the failure to comply with the Merchant Shipping (Local Vessels) Ordinance and the relevant subsidiary legislation in the past five years.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 318)

Reply:

In the past five years, no local vessel could not renew her licence due to non-compliance with the Merchant Shipping (Local Vessels) Ordinance and its subsidiary legislation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)266**

**(Question Serial No. 4353)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Services to Ships  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the average time (in hours) taken by the Marine Department (MD) to carry out a periodical inspection on a locally licensed vessel and the expenditure involved in the past five years; and the projected average time (in hours) for MD to carry out a periodical inspection on a locally licensed vessel and the estimated expenditure involved in 2020-2021.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 319)

Reply:

The time required for inspecting a vessel varies depending on the size and equipment of the vessel. The average time required for inspecting a vessel in the past five years ranges from two to seven hours. The average time for a periodic inspection of a locally licensed vessel in 2020-21 is estimated to be broadly similar. The periodic inspections carried out by MD form part of the normal duties of MD officers, and there is no separate breakdown on the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)267**

**(Question Serial No. 4877)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Agnes WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work in relation to the Code on Access to Information, will the Administration advise this Committee on the following:

- 1) Concerning the requests for information under the Code on Access to Information received by the Marine Department (MD) from October 2018 to present for which only some of the required information has been provided, please state in table form:
  - (i) the content of the requests for which only some of the required information has been provided;
  - (ii) the reasons for providing some of the information only;
  - (iii) whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application);
  - (iv) whether the decision on withholding some of the information was made subject to a "harm or prejudice test", i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details of how the requests have been handled eventually.



From October to December 2018

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2019

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2) Concerning the requests for information under the Code on Access to Information received by MD from October 2018 to present for which the required information has not been provided, please state in table form:

- (i) the content of the requests refused;
- (ii) the reasons for refusal;
- (iii) whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application);
- (iv) whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details of how the requests have been handled eventually.

From October to December 2018

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2019

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

- 3) Any person who believes that a department has failed to comply with any provision of the Code on Access to Information may ask the department to review the situation. Please advise this Committee in each of the past 5 years,
- (i) the number of review cases received;
  - (ii) the number of cases, among the review cases received in the year, in which further information was disclosed after review;
  - (iii) whether the decisions on review were made at the directorate (D1 or D2) level.

Year in which review cases were received	(i) Number of review cases received	(ii) Number of cases, among the review cases received in the year, in which further information was disclosed after review	(iii) Whether the decisions on review were made at the directorate (D1 or D2) level
2015			
2016			
2017			
2018			
2019			

- 4) With reference to the target response times set out in paragraphs 1.16.1 to 1.19.1 of Guidelines on Interpretation and Application of the Code on Access to Information, please advise this Committee on the following information by year in table form (with text descriptions).

(a) (i) Within 10 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

(a)(ii) Within 10 to 21 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

(a)(iii) Within 21 to 51 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

(b) cases in which information could not be provided within 21 days from date of receipt of a request in the past five years:

Date	Subject of information requested	Specific reason

(c) cases in which information could not be provided within 51 days from date of receipt of a request in the past five years:

Date	Subject of information requested	Specific reason

5) Please state in table form the number of those, among the cases in which requests for information were refused under the exemption provisions in Part 2 of the Code on Access to Information, on which the Privacy Commissioner for Personal Data was consulted when they were being handled in the past five years. For cases on which advice had been sought, was it fully accepted in the end? For cases where the advice of the Privacy Commissioner for Personal Data was not accepted or was only partially accepted, what are the reasons?

Date	Subject	Particular exemption provision in Part 2 of the Code on Access to Information under which requests for information were refused	Whether the advice of the Privacy Commissioner for Personal Data was fully accepted	Reasons for refusing to accept or only partially accepting the advice of the Privacy Commissioner for Personal Data

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 445)

Reply:

- (1) During the period from October 2018 to September 2019, MD has not received any request for which only part of the required information was provided and has refused two requests for information under the Code on Access to Information (the Code).
- (2) For the two refusal cases mentioned in (1) above, one was related to information on the sale of a vessel. The request was refused in accordance with paragraph 2.16 “Business affairs” of the Code. The other case was related to the survey report of a vessel. The request was refused in accordance with paragraph 2.6 “Law enforcement & legal proceedings” and paragraph 2.14 “Third party information” of the Code. In both cases, the decision was made by an officer at directorate rank after conducting a “harm or prejudice” test which ascertained that the harm or prejudice that could result from disclosure of the information would outweigh the public interest in disclosure of the information.
- (3) During the period from 2015 to September 2019, no review case was received by MD.
- (4) (a) During the period from 2016 to September 2019, the number of written requests for which the information requested was provided within 10 days, 11 to 21 days and 22 to 51 days from date of receipt of a request were 19, 28 and 5 respectively. Seven requests were refused during the period under the exemption provisions in Part 2 of the Code.  
  
(b) During the period from 2016 to September 2019, the main reasons for not providing the information requested within 21 days from date of receipt of the requests were due to the need to seek legal advice and/or the need for an extensive search of files.  
  
(c) During the period from 2016 to September 2019, there was no case where information could not be provided within 51 days from the date of receipt of a request.
- (5) During the period from 2016 to September 2019, MD has not consulted the Privacy Commissioner for Personal Data on cases where requests for information were refused.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)268**

**(Question Serial No. 5101)**

Head: (100) Marine Department

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

Programme: (2) Port Services

Controlling Officer: Director of Marine (Agnes WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

What were the average monthly numbers of ocean-going vessels (OGVs) berthed in Hong Kong in the past three years?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 1141)

Reply:

The arrival numbers of OGVs in the past three years are set out in the table below:

Year	Annual arrival number of OGVs	Average monthly arrival number of OGVs
2017	26 793	2 232
2018	25 410	2 117
2019	25 388	2 115

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)269**

**(Question Serial No. 6081)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Agnes WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

- a. Please set out the quantity, value and stock of surgical masks produced by the Correctional Services Department (CSD) (CSI masks) that the Marine Department (MD) obtained from the Government Logistics Department (GLD) each month in the past three years in the following table:

Month/Year	No. of CSI masks obtained	Value of CSI masks obtained	Stock of CSI masks

- b. Please set out the quantity, value, stock and consumption of surgical masks that MD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of surgical masks obtained from GLD (value)	No. of surgical masks procured (value)	Stock	Consumption

- c. Please set out the quantity, value, stock and consumption of N95 masks that MD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of N95 masks obtained from GLD (value)	No. of N95 masks procured (value)	Stock	Consumption

- d. Please set out the quantity, value, stock and consumption of gowns that MD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of gowns obtained from GLD (value)	No. of gowns procured (value)	Stock	Consumption

- e. Please set out the quantity, value, stock and consumption of protective coverall suits that MD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of protective coverall suits obtained from GLD (value)	No. of protective coverall suits procured (value)	Stock	Consumption

- f. Please set out the quantity, value, stock and consumption of face shields that MD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of face shields procured	Value of face shields procured	Stock of face shields	Consumption

- g. Please set out the quantity, value, stock and consumption of goggles that MD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of goggles procured	Value of goggles procured	Stock of goggles	Consumption

- h. Did MD supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations in the past three years? If yes, please provide the relevant information, including the quantity, consumption and stock, in the following table:

Month/Year	Name of organisations	Manner of provision (e.g. sold or supplied for free)	Surgical masks	N95 masks	Face shields	Goggles	Gowns	Protective coverall suits

- i. If MD is to supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations, what are the departments and the ranks of the officers responsible for making such decisions? Please provide the ranks of the officers involved in each decision, the date they made the decision and other relevant information.

Asked by: Hon MO Claudia (LegCo internal reference no.: 170)

Reply:

Owing to the surge in global demand for personal protective equipment (PPE), the HKSAR Government is facing fierce competition in procurement work. MD considers that it will be inappropriate to disclose to the public at this stage specific information on the stock, sources of origin, suppliers, quantity and amount of purchase, schedules of delivery and consumption of MD's PPE in the past few years and recently, so as to avoid weakening the bargaining power of GLD and other departments in procuring PPE.



In the past three years, apart from obtaining PPE (including CSI masks) from GLD, MD also procured PPE in the market for distribution to colleagues.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)270**

**(Question Serial No. 5161)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Local Services  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2020-21, the Administration has indicated that it will enhance the improvement measures in relation to the collision of vessels near Lamma Island in 2012. In the context of maritime safety and protection of people's lives, will the Government inform this Committee whether such measures include exploring the feasibility of establishing an independent marine accident investigation authority by making reference to the Air Accident Investigation Authority formed by the Civil Aviation Department which is independent and directly under the Transport and Housing Bureau? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 616)

Reply:

To ensure the impartiality and objectiveness of the marine accident investigations, and that no person or party can interfere in marine investigations, the Multi-lateral Policy Division of the Marine Department (MD), which oversees the Marine Accident Investigation Section (MAIS), does not participate in any substantive business on port management or safety survey of ships. This mechanism enables marine accidents to be investigated independently of other divisions of MD. The International Maritime Organization (IMO) conducted a comprehensive audit of MD in 2010 and the audit result confirmed that the current framework of MAIS could maintain its impartiality and was in full compliance with "The Code of the International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code)" of IMO. Furthermore, the Independent Commission Against Corruption conducted a study in 2015 covering, amongst other aspects, the practice and procedures, prevention of corruption and potential conflict of interests within MAIS, and it raised no concern on the existing organisational structure of MAIS.

At present, IMO has no intention to require flag States/Administrations to have an independent authority for investigating marine accidents. The shipping industry is also satisfied with the existing arrangement. Since the regulatory regime of civil aviation and

maritime services are not the same, their respective accident investigation arrangements do not mirror each other. Nevertheless, MD will closely monitor the development of the relevant requirements in IMO to ensure that Hong Kong complies with the latest maritime standards and continues to maintain the independence of MAIS.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)271**

**(Question Serial No. 5162)**

Head: (100) Marine Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Port Services  
Controlling Officer: Director of Marine (Agnes WONG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2020-21, the Administration has indicated that it will “assist the Transport and Housing Bureau in taking forward the legislative amendment to abolish the embarkation fee for cross-boundary ferry passengers”. What are the policy details? Of the passengers who will be benefitted, what countries do they mainly come from? How much will be foregone by the Government?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 617)

Reply:

The Chief Executive announced in her 2019 Policy Address Supplement that the Government would abolish the embarkation fee for cross-boundary ferry passengers embarking at Hong Kong-Macau Ferry Terminal, China Ferry Terminal and Tuen Mun Ferry Terminal as a means to facilitate the continued development of cross-boundary ferry services. The current amount of embarkation fee payable by cross-boundary ferry operators to the Government for each passenger for a single journey is \$11. The proposed abolition of the embarkation fee will lead to a reduction of around \$77 million in the Government revenue per annum.

The Marine Department has been assisting the Transport and Housing Bureau in taking forward the relevant legislative amendment exercise. The target is to submit the amendment regulation to the Legislative Council for negative vetting in Q2 of 2020 for implementation within the same year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)272**

**(Question Serial No. 3899)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Would the Government inform this Committee of the estimated annual salary cost for the Secretary for Transport and Housing in 2020-21?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 201)

Reply:

For budgetary purpose, the salary provision of the position of the Secretary for Transport and Housing in 2020-21 is \$4.18 million. There is no estimated expenditure on regularly-paid allowances, job-related allowances and non-accountable entertainment allowance for the position in 2020-21.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)273**

**(Question Serial No. 4284)**

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:

The Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) was commissioned in 2018. Please provide, with breakdown by month, the respective numbers of cases in which Hong Kong residents and Mainlanders were denied from purchasing XRL tickets by the MTR Corporation Limited according to the "List of Dishonest Persons" of the Mainland.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 250)

Reply:

As cross-boundary railway service, the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) connects to the Mainland high-speed network and is jointly operated by the Mainland and MTRCL. The ticketing system of MTRCL needs to link up with that of the Mainland for the purpose of real-name authentication.

According to the information provided by MTRCL, some passengers were unable to purchase tickets through the ticketing system. In general, reasons for passengers being unable to purchase tickets include: having problems with the payment procedure; not being able to get through the real-name authentication system due to reasons such as input of incorrect personal information, or having purchased tickets for the same train on the same day etc.. MTRCL does not maintain statistics relating to the various reasons for passengers' failure to purchase tickets.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)274**

**(Question Serial No. 4375)**

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:

Please list the meeting dates and site inspection dates of the Expert Adviser Team (EA Team) of the Shatin to Central Link (SCL) project since its establishment on 15 August 2018; the respective actual expenditures for EA Team in 2018-19, 2019-20 and 2020-21; the estimated expenditure for EA Team of the SCL project in 2020-21. Also, the original term of office of EA Team is one year and it is expected that EA Team will complete the investigation report in about nine months. Please advise on the latest progress of the investigation report.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 341)

Reply:

Since the establishment of the Expert Adviser Team (EA Team) for Shatin to Central Link (SCL) Project on 15 August 2018, the EA Team has attended more than 190 meetings and about 20 site inspections (up to end-February 2020). In 2018-19, the actual expenditure was \$1.6 million. The 2019-20 Revised Estimates is \$2.4 million and 2020-21 Draft Estimates is \$1.5 million. The EA Team envisaged that the final report will be ready in the second half of 2020.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)275**

**(Question Serial No. 4892)**

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

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

Programme: Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work in relation to the Code on Access to Information, will the Government advise this Committee on the following:

1) Concerning the requests for information under the Code on Access to Information received by the Transport Branch (TB) of the Transport and Housing Bureau (THB) from October 2018 to present for which only some of the required information has been provided, please state in table form: (i) the content of the requests for which only some of the required information has been provided; (ii) the reasons for providing some of the information only; (iii) whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application); (iv) whether the decision on withholding some of the information was made subject to a "harm or prejudice test", i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details of how the requests have been handled eventually.

From October to December 2018



(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2019

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2) Concerning the requests for information under the Code on Access to Information received by TB of THB from October 2018 to present for which the required information has not been provided, please state in table form: (i) the content of the requests refused; (ii) the reasons for refusal; (iii) whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application); (iv) whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application)? If yes, please provide the details of how the requests have been handled eventually.

From October to December 2018

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

2019

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application)	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines on Interpretation and Application). If yes, please provide the details.

3) Any person who believes that a department has failed to comply with any provision of the Code on Access to Information may ask the department to review the situation. Please advise this Committee in each of the past 5 years, (i) the number of review cases received; (ii) the number of cases, among the review cases received in the year, in which further information was disclosed after review; (iii) whether the decisions on review were made at the directorate (D1 or D2) level.

Year in which review cases were received	(i) Number of review cases received	(ii) Number of cases, among the review cases received in the year, in which further information was disclosed after review	(iii) Whether the decisions on review were made at the directorate (D1 or D2) level
2015			
2016			
2017			
2018			
2019			

4) With reference to the target response times set out in paragraphs 1.16.1 to 1.19.1 of Guidelines on Interpretation and Application of the Code on Access to Information, please advise this Committee on the following information by year in table form (with text descriptions).

(a) Within 10 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

Within 10 to 21 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2016					

Within 21 to 51 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code on Access to Information	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

(b) cases in which information could not be provided within 21 days from date of receipt of a request in the past 5 years:

Date	Subject of information requested	Specific reason

(c) cases in which information could not be provided within 51 days from date of receipt of a request in the past 5 years:

Date	Subject of information requested	Specific reason

5) Please state in table form the number of those, among the cases in which requests for information were refused under the exemption provisions in Part 2 of the Code on Access to Information, on which the Privacy Commissioner for Personal Data was consulted when they were being handled in the past 5 years. For cases on which advice had been sought, was it fully accepted in the end? For cases where the advice of the Privacy Commissioner for Personal Data was not accepted or was only partially accepted, what are the reasons?

Date	Subject	Particular exemption provision in Part 2 of the Code on Access to Information under which requests for information were refused	Whether the advice of the Privacy Commissioner for Personal Data was fully accepted	Reasons for refusing to accept or only partially accepting the advice of the Privacy Commissioner for Personal Data

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 462)

Reply:

(1) & (2) Among the requests for information under the Code on Access to Information received by the Transport Branch (TB) of the Transport and Housing Bureau from October 2018 to September 2019, there was no case which only some of the required information was provided. There was one case that the required information was not provided because the required information involved Third Party Information. The request was refused under paragraph 2.14 of the Code, as decided by a directorate officer at D2 level after taking into account the “harm or prejudice” caused by disclosure of the required information.

(3) From 2015 to September 2019, no review case was received.

(4) From 2016 to September 2019,

(a) the number of requests handled within the target response time of (i) within 10 days, (ii) from 11 to 21 days and (iii) from 22 to 51 days from the date of receipt of a written request was 16, 14 and 4 respectively. Among them, 9 cases were transferred to other departments, and 3 cases were refused under the exemption provisions in Part 2 of the Code on Access to Information.

(b) for cases that could not be provided with information within 21 days from date of receipt of the request, it was due to the complexity of the information concerned which necessitated longer time to handle.

(c) there was no case that information could not be provided within 51 days from date of receipt of the request.

(5) From 2016 to September 2019, there was no case that the Privacy Commissioner for Personal Data was consulted.

- End -

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**CONTROLLING OFFICER'S REPLY**

**THB(T)276**

**(Question Serial No. 6703)**

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:

1. Shallow excavation at the land south of Sung Wong Toi Station is required to be carried out. The MTR Corporation Limited (MTRCL) is carrying out monitoring at relevant settlement monitoring points. The settlement recorded so far is extremely small, and has not exceeded the existing preset trigger levels. Please provide: (1) the actual settlement figure and (2) the preset trigger level of Sung Wong Toi Station.
2. MTRCL was also conducting an internal audit on the site supervision records of Exhibition Centre Station, and upon completion would report the findings to the Subcommittee on Matters Relating to Railways in due course. Please advise on the current progress of the work.
3. Results of the further ground investigation works conducted by MTRCL at the former Harbour Road Sport Centre (HRSC) showed that the actual rockhead level was higher than anticipated, thus requiring the need to excavate more rock, protracting the construction period and affecting the progress of the works. Please specify the number of days that works will be delayed due to the excavation of more rock, and whether it will lead to claims lodged by the contractors. In addition, why is the ground investigation conducted prior to construction works not able to ascertain the actual rockhead level in advance, and will the Government pursue responsibility?

4. To deal with a left-in pipe pile located at Fenwick Pier Street, MTRCL's contractor had carried out grouting works in the vicinity of the abandoned pile to replace the construction of part of the diaphragm wall there. Given the issue of the left-in pipe pile, there would be a further three-month delay and an increase in construction cost. Please advise on the increase in project cost. In addition, why is the ground investigation conducted prior to construction works not able to ascertain the left-in pipe pile in advance, and will the Government pursue responsibility?

5. Since the spread of Wuhan coronavirus to Hong Kong in January, the patronage of MTR trains has started to drop. MTR lines recorded an average year-on-year decrease of about 50% in the first two weeks of February. Please advise on the actual decrease in fare revenue of MTR.

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 379)

Reply:

(1)

To monitor the surrounding settlement of ground, buildings, and public utilities during the shallow land excavation south of Sung Wong Toi Station, 33 settlement monitoring points had been installed. Up to end January 2020, the settlement readings for all monitoring points collected since the commencement of the works were less than 2 millimeters (mm), i.e. below the pre-set trigger levels which, depending on the facility, range from 10 mm to 25 mm.

(2)

The MTR Corporation Limited (MTRCL) is conducting an internal audit of the records of quality control and site supervision of Exhibition Centre Station. The Highways Department, with the assistance of its Monitoring and Verification Consultant, would carry out an independent checking of those site records. After completion of the above checking, we plan to report the findings to the Panel on Transport Subcommittee on Matters Relating to Railways of the Legislative Council.

(3) and (4)

Prior to the construction of Exhibition Centre Station at the existing Harbour Road Sports Centre, the re-provisioning works of the Sports Centre had to be completed before its demolition works took place. As there was a need to maintain the services of the above facility at its original location before it was re-provided at the new place, only limited site investigation works could be carried out and the detailed site investigation works could only be conducted after the new facility was re-provided.

Regarding the left-in pipe pile within the works site near Fenwick Pier Street, the site was mainly formed by reclamation in stages under Wan Chai Reclamation Contract 1 (Contract No. HK/2009/01) (Contract 1) and Wan Chai Reclamation Contract 3 (Contract No. HK/2012/08) (Contract 3) of the Wan Chai Development Phase II project (WDII), which were taken forward by the Civil Engineering and Development Department.

The pipe-pile wall (each pipe pile with a diameter of about two metres) left in the works site was constructed by the contractor for Contract 1 between May 2010 and April 2011



before the commencement of the reclamation works for the protection of a vehicular bridge at ex-Expo Drive and the nearby reclamation works. According to the original design, the pipe pile was not required to be removed upon the completion of the reclamation works under Contract 1. Subsequently in 2012, the Government decided to construct the Shatin to Central Link (SCL) and anticipated that one of the pipe piles would obstruct the construction of a diaphragm wall of the SCL. Hence, when entrusting the construction of the concerned section of the SCL diaphragm wall to WDII contract, the contractor was also required to remove the pipe pile to facilitate the construction of the diaphragm wall at a later stage.

Regarding the cost implications to SCL project, the Government submitted the proposal for an increase in the approved project estimates of the SCL Project (LC Paper No. PWSC(2019-20)27) to Public Works Subcommittee of Finance Committee at the meeting on 18 March 2020. As the works are on-going and the contracts have not yet been finalised, detailed information on individual issues, such as the assessment of extension of time for a particular incident, should not be disclosed so as not to undermine Government's position in future claims assessment.

(5)

Due to the impact of the COVID-19, patronage of MTR railway services for February 2020 dropped by about 50% year-on-year. Station commercial business and MTR malls business were also severely affected.

MTR provides monthly updates to the public on railway patronage figures. In general, financial information regarding recurrent businesses (including transport services) are covered in MTRCL's Annual and Interim Results Announcement so that investors and the public can have a full picture on MTRCL's overall financial status. There is no particular disclosure on fare revenue of a particular month.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)277**

**(Question Serial No. 5423)**

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:

The Government launched the Universal Accessibility (UA) Programme earlier to retrofit lifts in various districts. Would the Government advise on the following:

- (a) What are the respective numbers of public lifts at 1. public footbridges, 2. elevated walkways and 3. subways in 18 districts at present?
- (b) What were the respective numbers of public lifts retrofitted in 18 districts in each year over the past five years under the UA Programme, and the respective costs of retrofitting the public lifts and the costs of repair and maintenance of those public lifts? What were the number of lifts retrofitted, the total number of lifts, the retrofitting costs (in million dollars) and the repair and maintenance costs (in million dollars)?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1329)

Reply:

- (a) The Government is pressing ahead with the various phases of the Universal Accessibility (UA) Programme. As at 29 February 2020, 153 items were completed, 54 items were under construction and 172 items were under investigation and detailed design.

The numbers of items completed under the UA Programme by district and by type of walkways are tabulated below:

District	Number of Items Completed			Total
	Footbridges	Elevated Walkways	Subways	
Central and Western	9	--	1	<b>10</b>
Eastern	4	1	1	<b>6</b>
Islands	2	--	1	<b>3</b>
Kowloon City	3	2	1	<b>6</b>
Kwai Tsing	6	1	6	<b>13</b>
Kwun Tong	7	--	1	<b>8</b>
North	12	--	3	<b>15</b>
Sai Kung	3	--	1	<b>4</b>
Sha Tin	2	--	2	<b>4</b>
Sham Shui Po	4	--	1	<b>5</b>
Southern	4	2	4	<b>10</b>
Tai Po	8	--	8	<b>16</b>
Tsuen Wan	7	--	1	<b>8</b>
Tuen Mun	7	--	3	<b>10</b>
Wan Chai	10	--	2	<b>12</b>
Wong Tai Sin	3	--	1	<b>4</b>
Yau Tsim Mong	7	--	6	<b>13</b>
Yuen Long	5	--	1	<b>6</b>
<b>Total</b>	<b>103</b>	<b>6</b>	<b>44</b>	<b>153</b>

(b) The numbers of items completed under the UA Programme since 2015 are tabulated below:

District	Number of Items Completed in						Total
	2015	2016	2017	2018	2019	2020 (up to end Feb)	
Central & Western	--	4	1	4	1	--	<b>10</b>
Eastern	1	--	1	3	1	--	<b>6</b>
Islands	--	--	--	1	1	1	<b>3</b>
Kowloon City	--	--	1	2	1	1	<b>5</b>
Kwai Tsing	--	1	3	2	5	--	<b>11</b>
Kwun Tong	1	--	1	--	6	--	<b>8</b>
North	1	1	6	6	1	--	<b>15</b>
Sai Kung	--	--	1	2	1	--	<b>4</b>
Sha Tin	--	--	--	1	2	--	<b>3</b>
Sham Shui Po	2	1	--	--	--	1	<b>4</b>
Southern	2	1	--	1	3	--	<b>7</b>
Tai Po	1	3	6	4	2	--	<b>16</b>
Tsuen Wan	--	3	--	2	2	--	<b>7</b>
Tuen Mun	1	1	1	4	3	--	<b>10</b>
Wan Chai	5	1	3	1	2	--	<b>12</b>
Wong Tai Sin	--	--	1	1	2	--	<b>4</b>
Yau Tsim Mong	1	3	1	4	4	--	<b>13</b>
Yuen Long	--	1	--	2	1	1	<b>5</b>
<b>Total</b>	<b>15</b>	<b>20</b>	<b>26</b>	<b>40</b>	<b>38</b>	<b>4</b>	<b>143*</b>

\* 10 other items were completed before 2015.

The total expenditure of the UA Programme, which covers the costs for investigation, design and construction, is about \$4.657 billion for the period from 2011-12 to 2019-20. The estimated expenditure of the UA Programme for 2020-21 is \$614.7 million. The annual maintenance cost for each lift is around \$0.3 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)278**

**(Question Serial No. 5611)**

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

Subhead (No. & title): (700) General Non-Recurrent

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

What are the estimated expenditure and work plan for the new item “802 Pilot Subsidy Scheme for providing subsidy to qualified third-party logistics service providers?” Why is the funding for the above item sought from the Legislative Council (LegCo) in the context of the Appropriation Bill? Even if the aforesaid is not a new arrangement, why is the funding not being sought separately from the Finance Committee of the LegCo?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 848)

Reply:

To encourage the logistics industry to enhance productivity through technology application, the Government will introduce a pilot subsidy scheme for third party logistics service providers (the pilot subsidy scheme) with an injection of \$345 million.

Each eligible third party logistics service provider will receive subsidies to implement up to four projects which will help enhance their productivity and operation efficiency through adoption of technology, subject to a cumulative subsidy ceiling of \$1 million on a 1:1 matching basis. Examples of projects that may be funded under the pilot subsidy scheme include the adoption of applications, the use of robotics, automation, Artificial Intelligence, or Internet of Things, etc. in supply chain management.

All non-listed enterprises registered in Hong Kong under the Business Registration Ordinance (Cap 310) with substantive business operations in providing third party logistics services in Hong Kong at the time of application are eligible to apply for the scheme. Third party logistics services refer to value-added services provided during the supply chain, such as tracking and tracing, monitoring, inventory management, just-in-time delivery, pick and pack, labelling and so forth.

We are working out the implementation details of the pilot subsidy scheme in consultation with the logistics industry, including, among other things, arrangements of funding allocation, staffing provision, and appropriate measures to review the effectiveness of the pilot subsidy scheme. Our plan is to launch the scheme this year and we will seek funding from the Legislative Council (LegCo) for the pilot subsidy scheme according to the established mechanism.

The arrangement to include in the draft Estimates funding proposals for creating commitments under the General Revenue Account for scrutiny and approval by LegCo in the context of the Appropriation Bill is in line with the requirements under sections 5 and 6 of the Public Finance Ordinance (Cap 2). The Government explained the relevant arrangements to the Finance Committee in early 2015. In this particular case, before the funding proposals were included in the draft Estimates, we briefed the LegCo Panel on Economic Development in October 2019. We have included the necessary provision for the proposal under the respective sub-head of expenditure, as well as provided appropriate information in the Controlling Officer's Report to facilitate Members' consideration.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)279****(Question Serial No. 6834)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please set out the monthly salaries, allowances and other expenses of the Secretary for Transport and Housing in the past 5 years, the monthly pension he will receive on retirement and the total expenditure on his pension.

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1311)

Reply:

The monthly salaries for the position of the Secretary for Transport and Housing (STH) in the past 5 years are set out below:

<b>Period</b>	<b>Monthly Salary (\$)</b>
April 2015 to June 2017	298,115
July 2017 to June 2018	333,900
July 2018 to June 2019	340,250
since July 2019	348,100

There is no estimated expenditure on regularly-paid allowances, job-related allowances and non-accountable entertainment allowance for the position of STH. According to the remuneration package for politically appointed officials (PAOs), STH and all other PAOs are not entitled to any pension benefits other than the Mandatory Provident Fund contribution by the Government.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)280**

**(Question Serial No. 6627)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration has worked with the Airport Authority Hong Kong in taking forward the Three-runway System (3RS) at Hong Kong International Airport, including detailed design and construction, financing arrangements, environmental mitigation and enhancement measures, and stakeholder engagement. Please advise on the following:

1. What are the detailed design and construction of the 3RS?
2. What are the current financing arrangements and capital financing situation of the 3RS?
3. What are the environmental mitigation and enhancement measures of the 3RS? How can the public be engaged?
4. The Administration has indicated that there will be stakeholder engagement in respect of the various work of the 3RS. Who are the stakeholders? What are the dates and content?
5. What are the details of reclamation works and sand sourcing of the 3RS?
6. Regarding the sand sourcing of reclamation works of the 3RS, what are the types and quantities of sand used?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 119)

Reply:



## **Detailed design and construction of the Three-runway System (3RS)**

The detailed design and construction of the 3RS at HKIA comprises different components, including formation of about 650 hectares of land; construction of the Third Runway, taxiways and aprons, and the Third Runway Passenger Building; expansion of the existing Terminal 2; provisions of a new automated people mover system and a high-speed baggage handling system; modification of the existing North Runway; and provision of airport support infrastructure, utilities and facilities.

### **Financial arrangement**

As reported to the Panel on Economic Development of the Legislative Council (LegCo), the Airport Authority Hong Kong (AA) successfully launched, in February 2019, the USD500 million bond due in 2029 with a coupon rate of 3.45% per annum, or approximately HKD4 billion equivalent. AA's original plan was to issue a 3-year HKD5 billion fixed-coupon retail bond to retail investors in 2019/20. However, due to recent outbreak of the coronavirus disease (COVID-19), the retail bond issuance is deferred to 2020/21 when the market should become more conducive. In 2020/21, AA plans to tap the bank loans market to diversify funding sources for 3RS project and also arrange a HKD10 billion revolving facility to provide standby liquidity.

The final details and the timing of the execution of the retail bond and other financing transactions will depend on the funding needs of AA, 3RS project progress, and market environment. As and when the timing is appropriate, and the market conditions allow, AA will execute these financing transactions accordingly.

### **Environment-Related Issues**

AA is required to carry out all the environmental mitigation and enhancement measures proposed in the Environmental Impact Assessment (EIA) report for the 3RS project, and fully comply with all the conditions listed in the Environmental Permit (EP) issued by the Environmental Protection Department. The Environmental Monitoring and Audit (EM&A) programme and all the required environmental mitigation measures for the 3RS project have been properly implemented since the commencement of construction. AA continues to fulfil its commitments to enhancing marine ecology and fisheries for the benefit of marine ecology and fisheries resources in the vicinity of the project area. It has set up a Marine Ecology Enhancement Fund (MEEF) and a Fisheries Enhancement Fund (FEF) with a total budget of HKD400 million in late 2016. So far, over HKD30 million was granted from the MEEF and FEF to 23 projects for years 2017/18, 2018/19 and 2019/20. Details of the above environmental mitigation and enhancement measures such as EM&A reports, MEEF and FEF funded projects, etc. are made publicly available on the 3RS dedicated website set up in accordance with the EP requirements (<http://env.threerunwaysystem.com/en/index.html>). AA also continues with the preparatory work for the designation of the proposed 3RS marine park as recommended in the approved EIA report.

## **Stakeholder engagement**

AA has been implementing an extensive public communication and engagement plan to engage stakeholder groups for the 3RS project. Over the years, AA has reached out to promote the 3RS project and conducted regular 3RS briefings as well as airport visits for the business and aviation sectors, community leaders, residents groups, professional and industry organisations, Members of the LegCo and District Councils, green groups, schools and academic sector and the media. AA has also established five Community Liaison Groups (CLGs) for the five districts in the vicinity of HKIA (i.e. Islands, Tuen Mun, Tsuen Wan, Kwai Tsing and Shatin), and a Professional Liaison Group (PLG) comprising relevant professionals/experts and academia to enhance communications. Details of the CLG/PLG meetings are also available on the 3RS dedicated website (<http://env.threerunwaysystem.com/en/index.html>). Furthermore, AA will continue to provide progress update of the 3RS project to the LegCo Panel on Economic Development on a half-yearly basis.

The Government has also set up the Aviation Development and 3RS System Advisory Committee to provide a platform for stakeholders from different sectors to advise the Government on broad policy matters concerning the development of the aviation industry and the implementation of the 3RS at HKIA. A total of 13 meetings were held in the past four years.

## **Fill sourcing and supply situation**

According to AA, it has always been its plan to use different types of fill materials from multiple sources, including manufactured sand from the Mainland; suitable public fill from the public fill reception facilities and other ongoing local infrastructure projects; as well as other fill materials from outside Hong Kong. As at the end of February 2020, the total amount of fill materials that had been obtained was roughly 50 million cubic metres, which comprised about 32 million cubic metres of manufactured sand from the Mainland, with the remainder largely equally split between local public fill and other fill materials from outside Hong Kong. The composition of fill materials to be sourced by AA's main reclamation contractor going forward will depend on a range of factors including project needs, the operating environment where fill materials are sourced, and market conditions, etc.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)281**

**(Question Serial No. 4762)**

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:

The Government will continue to implement the Universal Accessibility (UA) Programme this year. In this connection, please advise this Committee of the following regarding the locations of the lifts to be installed under the UA Programme:

1. Current progress;
2. Contract number;
3. Contractor; and
4. Contract sum.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 382)

Reply:

The Government is pressing ahead with the various phases of the Universal Accessibility (UA) Programme. As at 29 February 2020, 153 items were completed and 54 items were under construction. The construction works for the remaining 172 items will commence after completion of investigation and detailed design work. The locations of items by district are at **Annex 1**.

The 20 construction contracts as at 29 February 2020 are at **Annex 2**.

**Items under the  
UA Programme by District**

<b>Districts</b>	<b>Number of UA items completed</b>	<b>Number of UA items under construction</b>	<b>Number of UA items under investigation and detailed design</b>
Central and Western	10	3	2
Eastern	6	5	2
Islands	3	0	1
Kowloon City	6	3	10
Kwai Tsing	13	2	21
Kwun Tong	8	3	11
North	15	1	17
Sai Kung	4	0	6
Sha Tin	4	7	23
Sham Shui Po	5	5	2
Southern	10	1	2
Tai Po	16	3	5
Tsuen Wan	8	5	12
Tuen Mun	10	3	28
Wan Chai	12	3	3
Wong Tai Sin	4	9	9
Yau Tsim Mong	13	0	1
Yuen Long	6	1	17
<b>Total</b>	<b>153</b>	<b>54</b>	<b>172</b>

**Construction Contracts under the  
UA Programme  
as at 29 February 2020**

<b>Contract No.*</b>	<b>Contractor</b>	<b>Awarded / Final<sup>#</sup> Contract Sum (\$million)</b>
HY/2011/12	Hing Fu Engineering Co Ltd	52.8 <sup>#</sup>
HY/2012/01	Peako Engineering Co Ltd – Concentric Construction Ltd Joint Venture	103.1 <sup>#</sup>
HY/2012/11	Sun Fook Kong (Civil) Ltd	364.0 <sup>#</sup>
HY/2012/12	Sum Kee Construction Ltd	162.4
HY/2013/11	China Harbour Engineering Co Ltd	253.6 <sup>#</sup>
HY/2013/15	Dix Construction & Transportation Ltd	364.9
HY/2013/16	Granville Civil Ltd	114.3
HY/2013/23	Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture	370.8
CV/2014/02	Chun Wo Construction & Engineering Co Ltd	290.0
CV/2014/03	Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture	272.0
HY/2014/06	Welcome Construction Co Ltd - Vernaltex Co Ltd Joint Venture	369.0
HY/2014/12	Kwan On Construction Co Ltd - China Geo Engineering Corporation Joint Venture	215.2
CV/2015/01	Kwan On Construction Co Ltd	254.1
HY/2014/18	Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture	349.8
CV/2015/02	China Road and Bridge Corporation	320.1
CV/2015/08	Kwan On Construction Co Ltd – U-Tech Engineering Co Ltd Joint Venture	188.1
HY/2015/06	Excel Engineering Co Ltd	202.9
HY/2016/02	Excel Engineering Co Ltd - Lanon Development Limited Joint Venture	340.1
HY/2018/11	Kuly Construction & Engineering Company Limited	133.9
HY/2018/12	Kwan On Construction Company Limited	268.9

\* Each contract covers the construction works of a number of items under the UA Programme.

# The final contract sum is shown for those works contracts with finalization of accounts completed.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)282****(Question Serial No. 4764)**

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:

In the coming year, the Bureau will oversee the implementation of the special helping measures for the six major outlying island ferry routes for the 2017-20 licence period. In this connection, would the Bureau advise on the monthly patronage of "Central-Cheung Chau" route over the past five years; whether a dedicated passage for Cheung Chau residents will be set up at the pier; and whether the ferry company will be encouraged to introduce multi-ride tickets?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 384)

Reply:

The monthly patronage of the "Central – Cheung Chau" route in the past five years (2015 to 2019) is as follows:

	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>January</b>	741 639	679 227	793 695	686 241	717 939
<b>February</b>	765 850	758 798	709 879	721 599	740 966
<b>March</b>	801 555	813 410	730 644	812 375	728 234
<b>April</b>	932 225	750 298	927 400	847 395	774 748
<b>May</b>	816 688	828 645	803 711	772 044	772 720
<b>June</b>	708 822	695 328	638 337	666 497	673 918
<b>July</b>	784 571	828 452	753 842	750 984	707 551
<b>August</b>	902 207	828 370	792 756	733 158	658 788
<b>September</b>	754 197	714 843	655 410	572 702	617 791
<b>October</b>	802 394	799 647	796 253	756 141	631 584
<b>November</b>	805 936	751 688	753 171	731 046	632 575
<b>December</b>	788 824	829 458	805 272	750 104	718 097

With the support of the Islands District Council, New World First Ferry Services Limited (NWFF), the ferry operator of the “Central –Cheung Chau” route, has been providing monthly tickets for Cheung Chau residents and other frequent passengers of this route since the beginning of its licence period in 2011. Monthly ticket passages for the fast ferry services at the Cheung Chau Ferry Pier and the Central Pier No. 5 on all Saturdays, Sundays and public holidays (except the Jiao Festival held on the Buddha’s Birthday) have also been set up since August 2017.

Since January 2020, NWFF has introduced multi-ride tickets for the “Central – Cheung Chau” route. Holders of multi-ride tickets are entitled to use the monthly ticket passages.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)283**

**(Question Serial No. 5008)**

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:

Please set out all the claims made by the contractors of the Hong Kong Link Road and the Hong Kong Boundary Crossing Facilities projects for the Hong Kong-Zhuhai-Macao Bridge with breakdown by name of contractor, date of claim made and amount claimed.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 856)

Reply:

It is the responsibility of the contractors of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR) projects to complete the works within the specified time and cost as required in the contracts. In the event of unforeseen circumstances, the contractors may submit claims according to the terms of the contracts, and substantiate the claims with sufficient justifications and information. The consultant engineers appointed by the Highways Department (HyD) have to assess the claims carefully and independently, and then submit them to HyD for approval. HyD conducts detailed reviews of the assessments made by the consultant engineers on the claims to ensure that the claims are being handled strictly in accordance with the terms of the contracts.

As at end February 2020, in relation to the HKBCF and the HKLR projects, the contractors have submitted claims amounting to about \$7.65 billion and \$4.58 billion respectively. According to the relevant terms of the works contracts, the Government cannot divulge the information on individual claims without the consent of the contractors. The claims are subject to the aforesaid scrutiny by the consultant engineers and HyD.

- End -



**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 5116)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

What is the expenditure on engaging dedicated personnel to manage and maintain the Secretary's personal social media platforms, including Facebook fan page, Instagram and website?

- a. What were the number of staff responsible for maintaining the Secretary's social media platforms and the expenditure on each of the staff members (in terms of annual salary) in the past three years?
- b. Were outside companies engaged to assist in maintaining the social media platforms in the past three years? If yes, what were the expenditure and companies involved?
- c. What were the number of advertisements posted on social media and the annual expenditure on such advertisements in the past year?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 1156)

Reply:

The Secretary for Transport and Housing did not engage any dedicated personnel to manage and maintain the Secretary's personal social media platforms.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)285****(Question Serial No. 3734)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Bureau please provide the balance, government injection amount, investment or other income and total expenditure of the following fund in 2018-19? If there are other funds within the purview of the Bureau not being listed below, please also provide information as per the items above.

## 1. Maritime and Aviation Training Fund

Asked by: Hon MA Fung-kwok (LegCo internal reference no.: 28)

Reply:

The Government established the Maritime and Aviation Training Fund (MATF) with a commitment of \$100 million in April 2014 to support and encourage more young students and practitioners of the maritime and aviation sectors to undertake relevant training and pursue professional degree programmes, with a view to enhancing the overall competitiveness and professional competency of the two industries

The expenditure and balance of MATF in 2018-19 are as follows:

Accumulated expenditure (as at 31 March 2019) (\$ million)	Commitment Balance (as at 31 March 2019) (\$ million)
71.598	28.402

In May 2019, an additional \$200 million was injected into MATF to sustain and enhance existing funding schemes and scholarships, as well for launching new initiatives for manpower development of the maritime and aviation sectors. Till now, MATF has been

providing funding support for 16 training incentives, subsidy schemes and scholarship programmes for the two industries.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)286**

**(Question Serial No. 6063)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

- a. Please set out the quantity, value and stock of surgical masks produced by the Correctional Services Department (CSI masks) that the Transport and Housing Bureau (THB) obtained from the Government Logistics Department (GLD) each month in the past three years in the following table:

Month/Year	No. of CSI masks obtained	Value of CSI masks obtained	Stock of CSI masks

- b. Please set out the quantity, value, stock and consumption of surgical masks that THB obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of surgical masks obtained from GLD (value)	No. of surgical masks procured (value)	Stock	Consumption

- c. Please set out the quantity, value, stock and consumption of N95 masks that THB obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of N95 masks obtained from GLD (value)	No. of N95 masks procured (value)	Stock	Consumption

- d. Please set out the quantity, value, stock and consumption of gowns that THB obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of gowns obtained from GLD (value)	No. of gowns procured (value)	Stock	Consumption

- e. Please set out the quantity, value, stock and consumption of protective coverall suits that THB obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of protective coverall suits obtained from GLD (value)	No. of protective coverall suits procured (value)	Stock	Consumption

- f. Please set out the quantity, value, stock and consumption of face shields that THB obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of face shields procured	Value of face shields procured	Stock of face shields	Consumption

- g. Please set out the quantity, value, stock and consumption of goggles that THB obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of goggles procured	Value of goggles procured	Stock of goggles	Consumption

- h. Did THB supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations in the past three years? If yes, please provide the relevant information, including the quantity, consumption and stock, in the following table:

Month/Year	Name of organisations	Manner of provision (e.g. sold or supplied for free)	Surgical masks	N95 masks	Face shields	Goggles	Gowns	Protective coverall suits

- i. If THB is to supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective overall suits to other organisations, what are the departments and the ranks of the officers responsible for making such decisions? Please provide the ranks of the officers involved in each decision, the date they made the decision and other relevant information.

Asked by: Hon MO Claudia (LegCo internal reference no.: 152)

Reply:

Demand for personal protective equipment (PPE) has been increasing exponentially globally. The HKSAR Government is procuring in a highly competitive international market. To avoid harming the bargaining power of GLD and other government departments in the procurement of PPE, it is not advisable to disclose further at this stage the information for the past few years and recent period regarding the PPE stock, the places of origin of the stock, suppliers, quantity of procurement and the funding involved, schedule of delivery and the usage of individual departments.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)287**

**(Question Serial No. 3713)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the public relations expenditure of government departments, please inform this Committee of the following:

(1) the total expenditure and details of publishing advertisements, sponsored content or advertorials in newspapers registered under the Registration of Local Newspapers Ordinance by your department in the past year:

Date of publish (Day/ Month/ Year)	Status (one-off/ ongoing/ done) (as at 29 February 2020)	Government or public organisation (including bureau/ department/ public organisation/ government advisory body)	Name and purpose of advertisement	Name of media organisation and newspaper	Frequency (as at 29 February 2020)	Expenditure (as at 29 February 2020)

(2) the expenditure and details of sponsoring local free-to-air television stations, pay television stations and radio stations to provide information and produce programmes or materials by your department in the past year:

Date of publish (Day/ Month/ Year)	Status (one-off/ ongoing/ done) (as at 29 February 2020)	Government or public organisation (including bureau/ department/ public organisation/ government advisory body)	Name and purpose of advertisement	Media organisation	Frequency (as at 29 February 2020)	Expenditure (as at 29 February 2020)

(3) the media organisations which published or broadcast advertisements/sponsored content of your department in the past year, as well as the frequency and total expenditure involved (in descending order):

Name of media organisation	Frequency	Total expenditure (\$)

(4) the websites/network platforms on which your department published online advertisements/sponsored content in the past year, as well as the frequency, duration (days) and total expenditure involved (tabulated in descending order):

Website/ network platform	Content of advertisement	Frequency	Duration (days)	Hit rate, frequency of exposure and number of viewers	Total expenditure (\$)

(5) the network platforms on which your department conducted live broadcast in the past year, as well as the frequency, duration (days) and total expenditure involved (tabulated in descending order):

Website/ network platform	Caption of live broadcast	Frequency	Duration (days)	Hit rate, frequency of exposure and number of viewers	Total expenditure (\$)

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 154)

Reply:

The requisite information in respect of the Transport Branch (TB) in 2019-20 (up to 29 February 2020) is as follows –



- (1) expenditure for publishing advertisements, sponsored content or advertorials in newspapers registered under the Registration of Local Newspapers Ordinance:

<b>Date of publish (Day/ Month/ Year)</b>	<b>Status (one-off/ ongoing/ done)</b>	<b>Purpose and name of advertisement</b>	<b>Name of media organisation and newspaper</b>	<b>Frequency</b>	<b>Total expenditure (\$'000)</b>
28/10/2019	one-off	Promotion on Hong Kong Maritime Week - Hong Kong's vibrant maritime cluster provides diversified career opportunities for young people	Headline Daily	1	47
6/11/2019	one-off	Promotion on Hong Kong Maritime Week - Seize the opportunities to Hong Kong's maritime industry brought about by the development of Guangdong-Hong Kong-Macao Greater Bay Area	Hong Kong Economic Times	1	28
8/11/2019	one-off	Promotion on Hong Kong Maritime Week - Hong Kong's maritime centre keeps growing in strength and quality	South China Morning Post	1	129
12/11/2019	one-off	Promotion on Hong Kong Maritime Week - Hong Kong Maritime Week 2019	Shippers Today	1	11

- (2) expenditure for sponsoring local free-to-air television stations, pay television stations and radio stations to provide information and produce programmes or materials:

<b>Date of broadcast (Day/ Month/ Year)</b>	<b>Status (one-off/ ongoing/ done)</b>	<b>Name and purpose of advertisement</b>	<b>Media organization</b>	<b>Frequency</b>	<b>Total expenditure (\$'000)</b>
19/10/2019	one-off	Promotion of the local vessel trade to the public - The Guy Next Door	Television Broadcast Limited	1	50
26/10/2019	one-off	Promotion of the local vessel trade to the public - The Guy Next Door	Television Broadcast Limited	1	50

(3) media organisations which published or broadcast advertisements/sponsored content:

<b>Name of media organization</b>	<b>Frequency</b>	<b>Total expenditure (\$'000)</b>
Television Broadcasts Limited	59	304
South China Morning Post	1	129
DaysOnTheBay Co Ltd	2	94
Headline Daily	1	47
Maritime CEO	2	39
Hong Kong Economic Times	1	28
Seatrade Maritime Review	1	26
Marine Money	1	17
Shippers Today	1	11

(4) websites/network platforms on which online advertisements/sponsored content were published:

<b>Website/ network platform</b>	<b>Advertisement/ sponsored content</b>	<b>Frequency</b>	<b>Duration (days)</b>	<b>Hit rate, frequency of exposure and number of viewers</b>	<b>Total expenditure (\$'000)</b>
THB Facebook page and THB Instagram page	Promoting the policy of Transport and Housing Bureau	66	177	1 158 368	Included in the service contract for the Facebook page, no additional cost incurred for publishing online advertisements/sponsored content.
Beyond Shipping	Promotion on Hong Kong Maritime Week	21	40	106 335	94
TradeWinds		8	60	284 402	57
Facebook		8	45	128 488	39
Seatrade Maritime News		3	60	13 405	35
Google		1	28	5 070 400	34
Channelnews Asia		3	20	200 042	32
Lloyd's List		4	30	49 997	31
Hong Kong Maritime Hub		9	30	2 260	29
Timable		5	30	33 000	22
LinkedIn		8	33	92 048	22
Yahoo		1	28	467 035	11
Shipping Gazette		2	60	24 370	5

(5) network platforms on which live broadcast were conducted: Nil.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)288**

**(Question Serial No. 4034)**

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:

Concerning the supervision of the operation of Express Rail Link, will the Administration inform this Committee the fund, manpower and resources allocated to execute the above work? Does it conduct any consultation concerning the supervision of the operation of High Speed Rail, will the Administration inform this Committee the fund, manpower and resources allocated to execute the above work? Does it conduct any consultation for supervising the operation of Express Rail Link? If yes, of the details, the completion timetable and consultation fee involved; if no, of the reasons.

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 68)

Reply:

In 2020-21, the Transport Branch of the Transport and Housing Bureau (THB) continues to oversee the operation and management of the Guangzhou–Shenzhen–Hong Kong Express Rail Link (XRL) by MTRCL. The above on-going work will be absorbed by the existing staff resources of THB.

For the day-to-day monitoring of the operation and service performance of XRL, the Transport Department had created three permanent civil service posts, including one Chief Transport Officer, one Senior Transport Officer and one Transport Officer II. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is \$3.1 million in 2020-21.

With respect to the regulation of railway safety for XRL, the Electrical and Mechanical Services Department had created four permanent civil service posts including one Senior

Electrical and Mechanical Engineer, two Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer, and one Electronics Engineer/Assistant Electronics Engineer. The estimated expenditure involved for the posts concerned in terms of notional annual mid-point salary value is \$4.0 million in 2020-21.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)289**

**(Question Serial No. 4090)**

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:

Since the implementation of the mechanism which allows upward and downward adjustments of fares of the MTR Corporation Limited (MTRCL), the fares have been rising annually for many years. The public has reacted strongly to the ever increasing fares. According to the Operating Agreement on the merger between MTRCL and the Kowloon-Canton Railway Corporation (KCRC), the fare adjustment mechanism can be reviewed once every five years as per the request of MTRCL or the Government. However, the mechanism which provides for both upward and downward adjustments of fares will continue to be applicable if both parties cannot reach any consensus on the review. In this connection, would the Government advise on the following:

1. whether the Government has never taken any initiative to propose a review of the fare adjustment mechanism to MTRCL over the past ten years; if so, the reasons for not proposing; if not, the details; and
2. whether the Government will consider buying back MTRCL so that the Government can re-possess MTRCL and provide the public with affordable and quality services; if so, the details; if not, the reasons?

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 68)

Reply:

(1) The current Fare Adjustment Mechanism (FAM) has been adopted since the rail merger in 2007, replacing the fare autonomy the MTR Corporation Limited (MTRCL) then enjoyed.

During the legislative process of the rail merger, FAM and its formula, as one of the conditions of the rail merger, were extensively discussed at the Legislative Council (LegCo) and were approved at MTRCL's shareholder's meeting after much deliberation and consideration. The FAM is legally binding and forms part of the rail merger agreement between the Government and MTRCL, and is included in the Operating Agreement between the two parties.

Pursuant to the Operating Agreement, FAM undergoes a regular review every five years. It was first reviewed in 2013. The second review was advanced by the Government in 2017 due to public concern, the result of which is applicable to the fare adjustment in the following six years between 2017-18 and 2022-23. The next review is due for completion in 2023.

(2) The Government has been actively fulfilling the responsibilities of the major shareholder of MTRCL, relaying from time to time the concerns of the Government as well as those of the community about the management and operation of MTRCL. Currently, the MTRCL Board comprises 20 members, among whom four are government directors. The Chairman is appointed by the Government. The Government is fully aware of the increasing public demands and expectations on MTRCL as a major transport service operator in Hong Kong. We shall continue to supervise MTRCL through the established mechanism and channels, and urge MTRCL to provide safe and reliable railway services to the public at all times. The Government has no plan to buy back MTRCL.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)290**

**(Question Serial No. 4091)**

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:

Regarding the cost overrun of \$10.8 billion of the Shatin to Central Link (SCL) project, would the Government advise on the following:

1. whether the MTR Corporation Limited (MTRCL) and the Government will share cost overrun; if so, the respective amount to be contributed by each party; if not, the reasons; and
2. given that MTRCL is responsible for overseeing the SCL project, whether the Government will pursue any responsibilities or impose any punishments for its improper supervision?

Asked by: Hon SHEK Lai-him, Abraham (LegCo internal reference no.: 69)

Reply:

1. The cost increase of about \$10.8 billion is an increase of Entrustment Cost under the Entrustment Agreement for construction of main works of Shatin to Central Link (SCL). The Entrustment Cost is the total cost payable by the Government for the main works of SCL. This excludes any additional project management cost as well as the costs related to Hung Hom Extension Incident (about \$2 billion) which shall be responsible by the MTR Corporation Limited (MTRCL).
2. The Government reserves the right under the Entrustment Agreement for recovering any costs as a result of the negligence of MTRCL in performing its obligation under the Entrustment Agreement or any breach of the Entrustment Agreement by MTRCL.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)291**

**(Question Serial No. 5166)**

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:

In the long term, will the Government conduct the fourth comprehensive public transport strategy study?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 621)

Reply:

The Government completed the third Comprehensive Transport Study (CTS) in October 1999. The study comprised three main aspects: (i) planning of transport infrastructure; (ii) the roles, positioning, and coordination of each public transport mode; and (iii) other topical transport studies. The third CTS laid down a number of broad directions, including (i) better integration of transport and land use planning; (ii) better use of railway as the backbone of the passenger transport system; (iii) provision of better public transport services and facilities; (iv) wider use of advanced technologies in traffic management; and (5) implementation of more environment-friendly transport measures. These broad directions remain applicable today.

After completion of the third CTS, the Transport and Housing Bureau has been conducting different studies for the various aspects of the CTS.

(i) On planning of transport infrastructure, the Government announced the "Railway Development Strategy 2000" and "Railway Development Strategy 2014" in 2000 and 2014 respectively. The Government also conducted regular internal reviews on the planning of strategic road projects in Hong Kong; and as a result, took forward major road projects including Central – Wan Chai Bypass and Island Eastern Corridor Link, Central Kowloon Route, Tseung Kwan O – Lam Tin Tunnel, Cross Bay Link, Trunk Road T2 etc. in a timely

manner. Our next step is to commence the “Strategic Studies on Railways and Major Roads beyond 2030”.

(ii) On public transport services, the Government completed the “Public Transport Strategy Study” in June 2017. It reaffirmed the key factors underpinning the success of the public transport system, and recommended more than 60 measures to enhance the arrangement of public transport system. These measures can help ensure that the public can enjoy highly efficient, convenient and diversified public transport services.

(iii) On topical transport studies, apart from the study on Electronic Road Pricing Pilot Scheme in Central, the Transport Department (TD) commenced the Study on “Congestion Charging” in July 2019, which would adopt the principle of “Efficiency First” to enable efficient people carriers to enjoy lower tolls for using government tolled tunnels and roads, while imposing higher tolls on vehicle types with low carrying capacity. TD expects to consult relevant stakeholders on the recommendations arising from the Study in 2021.

The above studies on different transport topics can basically serve the purpose of a CTS. Moreover, compared with the previous approach of conducting a one-off CTS to cover the above three main aspects, we consider that the arrangement of conducting studies on different aspects and topics at appropriate time, on the one hand, allows flexibility to match the ever-changing traffic demand arising from local developments. On the other hand, it is a more suitable approach to have resources progressively deployed so as to complete the studies in an orderly manner for early promulgation of the findings of each study, without undergoing protracted preparatory and coordination process for an extensive study.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)292**

**(Question Serial No. 5178)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

The estimated expenditure for Programme (3) under the Estimate 2020-21 has increased by 46.2% over the previous year. What are the reasons for the increase?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 633)

Reply:

Provision for 2020-21 under Programme (3) is 46.2% higher than the revised estimate for 2019-20. It is mainly due to a new non-recurrent item "Pilot Subsidy Scheme for Providing Subsidy to Qualified Third-party Logistics Service Providers", the salary provision for the net increase of five posts, the full-year effect of filling of vacancies in 2019-20, and the increase in other operating expenses.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)293**

**(Question Serial No. 4038)**

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

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

Programme: (3) Air and Sea Communications and Logistics Development

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding "Review of Land Requirement of the Modern Logistics, Port Backup and Vehicle Repairing Industries", please advise on:

1. the details of the Review (e.g. the Review's duration, objective, expected completion time, etc.);
2. the details of the revised estimated expenditure for 2019-20, and the estimated expenditure for the coming three years.

Asked by: Hon WU Chi-wai (LegCo internal reference no.: 54)

Reply:

The Transport and Housing Bureau commissioned a consultancy study last year to examine the land requirements of modern logistics, port back-up and vehicle maintenance industries to facilitate the formulation of appropriate measures in support of the sustainable development of these industries. The consultancy study will review the existing supply of land for these industries in the territory, project their future land requirements and make recommendations for improving the land use efficiency. The consultancy study commenced in October 2019 and is expected to complete in two years. The total consultancy fee for the study is estimated to be \$9.6 million and the estimated expenditure for 2019-20, 2020-21, 2021-22 and 2022-23 are \$1.1 million, \$4.1 million, \$3.5 million and \$0.9 million respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)294**

**(Question Serial No. 3861)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) announced earlier that it had reached an agreement with the Mass Transit Railway Corporation Limited (MTRCL). MTRCL would, for the first time, open up the real-time arrival data on four of its rail lines, namely Airport Express, Tung Chung Line, Tseung Kwan O Line and West Rail Line, with the urban lines not included. As we all know, provision of real-time arrival data is only the opening up of some very basic data, which can help members of the public to estimate their waiting time. Despite being the MTR lines with the highest passenger flow, the urban lines and East Rail Line were not included in the data opening plan. How did TD negotiate with MTRCL? Should the amount of passenger flow be the determining factor in deciding which lines should have their arrival data opened up? Will MTRCL have a second phase of data opening plan that opens up data on the remaining urban lines?

Although more and more public transport companies (e.g. Citybus Limited, New World First Bus Services Limited, the "Star" Ferry Company, Limited and MTRCL) have opened up their data, the largest bus operator, Kowloon Motor Bus Company (1933) Limited (KMB), remains the one which has yet to do the same. Following its successful lobbying of MTRCL, will TD approach KMB to ask the company to shoulder its social responsibility and open up its real-time arrival data to facilitate smart departure for the public?

Asked by: Hon CHAN Chi-chuen (LegCo internal reference no.: 159)

Reply:

At present, New World First Bus Services Limited, Citybus Limited, New Lantao Bus Company (1973) Limited, and MTRCL (in respect of the Airport Express, Tung Chung Line, West Rail Line and Tseung Kwan O Line, which have relatively longer time headway) have opened up the data in machine readable format via the Public Sector Information Portal (DATA.GOV.HK) and TD's mobile application "HKeMobility" since August 2019.

The Government understands that the community expects dissemination of more real-time public transport data and information. TD will continue to actively encourage the public transport operators, including MTRCL and KMB, to open up more data.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)295**

**(Question Serial No. 3642)**

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:

On matters relating to the Public Transport Fare Subsidy Scheme (the Scheme), will the Government advise this Committee of the following:

1. The estimated provision for 2020-21 is 73.2% higher than the revised provision for 2019-20. What are the reasons?
2. What are the total amount of subsidy received by commuters and the average amount of subsidy received by each commuter so far?
3. Please set out the monthly amount of subsidy not collected and the number of commuters involved since the implementation of the Scheme, with a breakdown by month.
4. What are the expenditure and manpower required for taking forward the publicity for the enhancement of the Scheme?
5. What is the number of field inspections carried out by the Government per month for monitoring the operators since the implementation of the Scheme?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 167)

Reply:

1 & 2 The Scheme was launched on 1 January 2019. Based on the actual public transport expenses of commuters in 2019, the total subsidy amount is about \$1,873.6 million, involving an average of around 2.14 million beneficiaries per month. The average amount of monthly subsidy per beneficiary is about \$73.

The Scheme has been enhanced since 1 January 2020, where the fare subsidy rate was increased from one-fourth to one-third of the monthly public transport expenses in excess of \$400 and the subsidy cap was raised from \$300 to \$400 per month per Octopus. The total subsidy amount for January and February 2020 is about

\$260.8 million, involving an average of around 1.5 million beneficiaries per month. The average amount of monthly subsidy per beneficiary is about \$87.

The increase in estimated expenditure for 2020-21 is mainly due to the enhancement of the Scheme. In compiling the estimated subsidy for 2020-21, we have not taken into account the decrease in passenger trips, and hence less public transport expenses, due to the public order events in the latter half of 2019 and the spread of COVID-19 since January 2020, the exact impact of which cannot be ascertained at this stage.

The total amount of subsidy received by commuters per month from January 2019 up to February 2020 and the number of beneficiaries per month are listed below-

Month	Subsidy amount (\$ million)	Number of beneficiaries (million)
January 2019	185.7	2.35
February 2019	120.9	1.93
March 2019	181.8	2.36
April 2019	152.8	2.18
May 2019	171.2	2.26
June 2019	158.1	2.20
July 2019	169.6	2.22
August 2019	162.5	2.15
September 2019	157.0	2.17
October 2019	141.0	1.99
November 2019	121.7	1.80
December 2019	151.3	2.10
January 2020	170.4	1.92
February 2020	90.4	1.08

It should be noted that the public transport patronage in February 2020 was seriously affected due to the spread of COVID-19, which leads to a lower number of beneficiaries in the first two months of 2020 than in 2019.

3. Under the Scheme, the subsidy for each month is valid for collection within three months. The subsidy for November 2019 remains valid for collection up to 15 March 2020. The total amount and the number of beneficiaries with expired subsidy from January to October 2019 are listed below:

Month	Total amount of expired subsidy (\$ million)	Number of Beneficiaries with expired subsidy (rounded off to the nearest thousand)
January 2019	14.8	326 000
February 2019	9.5	259 000
March 2019	17.4	403 000
April 2019	15.1	363 000
May 2019	17.2	395 000
June 2019	16.2	387 000

Month	Total amount of expired subsidy (\$ million)	Number of Beneficiaries with expired subsidy (rounded off to the nearest thousand)
July 2019	17.0	396 000
August 2019	16.9	390 000
September 2019	15.5	375 000
October 2019	12.9	314 000

Having regard to the fact that some members of the public may not be fully familiar with the Scheme's operation during the initial stage of its 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, Transport Department (TD) received 322 applications claiming about \$23,000 in total. Subsequently, 293 applicants collected their claiming amount of about \$21,000.

4. TD outsourced the publicity of the enhancement of the Scheme to a third party contractor at the cost of around \$800,000. The publicity services provided by the contractor included design and production of television and radio advertisements, design, printing and delivery of posters, etc.
5. TD has been adopting a series of risk-based monitoring measures to ensure proper use of public funds under the Scheme and minimise the risks of abuse. As part of the monitoring measures, TD arranges on-site inspections and conducts regular transport surveys to gather operational data and passenger statistics, verify the reports submitted by the operators and check the relevant transaction records. Since the implementation of the Scheme, TD has conducted an average of about 50 on-site inspections and monitoring surveys per month.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)296**

**(Question Serial No. 3656)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding matters relating to bicycles in Hong Kong, will the Government inform this Committee of:

- a. the numbers of complaints about bicycles received by government departments and among them, the numbers of complaints about “bicycle-sharing”;
- b. the total number of clearance operations against illegally parked bicycles, the total number of bicycles confiscated and among them, the number of those which were “shared bicycles”;
- c. the measures taken by the Government to clear abandoned bicycles arising from the closure of a number of “bicycle-sharing” companies;
- d. the numbers of accidents involving bicycles in the past three years;
- e. the numbers of bicycle parking spaces currently provided in various districts; and
- f. the progress of the work in improving existing cycle tracks and associated facilities in nine new towns in the New Territories.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 181)

Reply:

- a. In 2019, the Government received 2 349 complaints relating to bicycles via the 1823 Call Centre. Among these complaints, 310 were related to dockless automated bicycle rental service.
- b. In 2019, the Government conducted 376 joint clearance operations against illegally parked bicycles. 14 846 bicycles were removed, of which 2 759 were dockless automated rental bicycles.
- c. In terms of business nature, there is no fundamental difference between the automated and conventional bicycle rental services, only that the operators adopt different modes of operation. Pursuant to the Road Traffic (Parking) Regulations (Cap. 374C), no person shall park a vehicle (including a bicycle) in non-designated parking places; nor shall he or she park a vehicle in a parking place for a continuous

period of more than 24 hours. The Land (Miscellaneous Provisions) Ordinance (Cap. 28) also prohibits unlawful occupation of unleased Government land, whereas the Summary Offences Ordinance (Cap. 228) prohibits people from leaving any article that may obstruct, inconvenience or endanger any person or vehicle.

In accordance with the above laws, operators and/or users should not park their bicycles at inappropriate locations. The Government will follow the established practice in handling illegal parking of bicycles (be they conventional non-automated rental, automated rental, or privately-owned ones) such as mounting joint clearance operations.

- d. The numbers of traffic accidents involving bicycles in 2017, 2018 and 2019 were 1 917, 1 804 and 1 738 respectively.
- e. The numbers of public bicycle parking spaces by district as at December 2019 are tabulated at Annex.
- f. The Transport Department (TD) has drawn up a list of improvement measures for the cycle tracks and cycling facilities in nine new towns in the New Territories, which will be implemented by phases. The improvement measures include providing more public bicycle parking spaces and additional safety facilities at various locations of the cycle tracks with sharp bends, steep ramps and pedestrian crossings.

The first batch of improvement works, which involved about 100 sites, was completed in mid-2018. The second batch of improvement works, which involves about 450 sites, commenced in the first quarter of 2020 for completion by end 2021.

As for the third batch of improvement works which involves about 160 remaining sites (subject to local consultation and feasibility assessment), more extensive or complicated construction works will be required. TD is liaising with the Highways Department to undertake the design and construction for the improvement works, and work out the estimated costs upon finalising the details of the works involved, with a view to prioritising the works and drawing up a programme for implementation.

## Number of Existing Bicycle Parking Spaces by Districts (as at December 2019)

District	Bicycle parking spaces
Central & Western	32
Wan Chai	8
Eastern	44
Southern	2
Kowloon City	75
Sham Shui Po	54
Kwun Tong	0
Kwai Tsing	20
Yau Tsim Mong	108
Wong Tai Sin	0
Islands	6 816
North	6 359
Sai Kung	5 763
Sha Tin	12 542
Tai Po	6 186
Tsuen Wan	113
Tuen Mun	7 016
Yuen Long	15 509
<b>Total</b>	<b>60 647</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)297**

**(Question Serial No. 3657)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

On matters relating to the local road transport system in the past three years, will the Government advise this Committee of the following:

- a. the numbers of newly registered private cars and other vehicle classes with a breakdown by fuel type;
- b. the number of illegal parking cases in each of the 18 districts;
- c. the number of parking spaces provided in each of the 18 districts and their utilisation rates;
- d. the number of additional parking spaces planned to be provided in each of the 18 districts in the coming three years; and
- e. what measures will the Transport Department (TD) take to complement the work of the Environment Bureau (ENB) in formulating the roadmap on the popularisation of electric vehicles (EVs).

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 182)

Reply:

- a. The numbers of newly registered vehicles in 2017 to 2019 with breakdown by vehicle class and fuel type are at Annex 1.
- b. The Hong Kong Police Force keeps information on fixed penalty tickets issued against illegal parking by Police Region. The relevant enforcement figures in each of the five Police Regions in 2017 to 2019 are at Annex 2.

- c. The numbers of parking spaces in each of the 18 districts over the past three years are at Annex 3.

TD does not have records on the utilisation of privately owned car parks. For the 11 multi-storey car parks under TD's purview, their average utilisation rates in 2017 to 2019 are at Annex 4.

- d. While the Government is making continuous effort to increase the provision of parking spaces, TD does not set a target number of additional parking spaces to be provided in the coming years as the provision of additional parking spaces is subject to the views of the local community, site constraints and progress of individual development projects.
- e. TD will continue to co-operate with ENB and Environmental Protection Department in implementing the new policy and initiatives for promoting EVs, including installing more EV chargers in government multi-storey car parks under TD's purview as far as practicable, and examining measures to discourage non-EVs from using those parking spaces equipped with EV chargers.

## Numbers of newly registered vehicles in 2017 to 2019

**2017**

Vehicle class	Number of newly registered vehicles				
	Petrol	Diesel	Electric	Liquefied Petroleum Gas (LPG)	Total
Motorcycle	5 801	0	2	0	5 803
Private car	35 536	4 246	3 860	0	43 642
Taxi	0	0	0	1 947	1 947
Franchised bus	0	684	15	0	699
Non-franchised public bus	0	648	2	0	650
Private bus	0	69	1	0	70
Public light bus	0	54	0	168	222
Private light bus	0	172	1	97	270
Goods vehicle	62	10 500	12	0	10 574
Special purpose vehicle	0	117	11	19	147

**2018**

Vehicle class	Number of newly registered vehicles				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	5 286	0	0	0	5 286
Private car	41 551	265	471	0	42 287
Taxi	0	0	0	1 770	1 770
Franchised bus	0	648	5	0	653
Non-franchised public bus	0	619	0	0	619
Private bus	0	50	0	0	50
Public light bus	0	160	0	336	496
Private light bus	0	272	0	130	402
Goods vehicle	1	9 848	16	0	9 865
Special purpose vehicle	1	146	5	17	169

**2019**

Vehicle class	Number of newly registered vehicles				
	Petrol	Diesel	Electric	LPG	Total
Motorcycle	6 468	0	0	0	6 468
Private car	35 858	28	2 423	0	38 309
Taxi	0	0	0	1 118	1 118
Franchised bus	0	314	1	0	315
Non-franchised public bus	0	445	2	0	447
Private bus	0	64	0	0	64
Public light bus	0	142	0	339	481
Private light bus	0	157	1	111	269
Goods vehicle	0	8 949	42	0	8 991
Special purpose vehicle	2	126	5	13	146

Note: Hybrid vehicles are included under their respective fuel types.

**Numbers of fixed penalty tickets issued against illegal parking in 2017 to 2019**

<b>Police Region</b>	<b>Year</b>		
	<b>2017</b>	<b>2018</b>	<b>2019</b>
Hong Kong Island	377 175	385 196	287 149
Kowloon East	299 716	351 968	251 430
Kowloon West	476 374	517 842	339 549
New Territories South	323 803	396 975	296 732
New Territories North	362 995	374 532	249 884
Total	1 840 063	2 026 513	1 424 744

**Numbers of parking spaces by district in the past three years**

District	Situation as at	Number of parking spaces*
Central and Western	Feb-20	41 343
	Feb-19	41 103
	Feb-18	40 636
Wan Chai	Feb-20	41 496
	Feb-19	41 240
	Feb-18	41 132
Eastern	Feb-20	51 289
	Feb-19	50 548
	Feb-18	49 663
Southern	Feb-20	42 793
	Feb-19	42 655
	Feb-18	42 068
Yau Tsim Mong	Feb-20	39 565
	Feb-19	38 259
	Feb-18	37 849
Sham Shui Po	Feb-20	34 942
	Feb-19	34 818
	Feb-18	34 150
Kowloon City	Feb-20	52 293
	Feb-19	53 729
	Feb-18	53 402
Wong Tai Sin	Feb-20	24 588
	Feb-19	24 499
	Feb-18	24 506
Kwun Tong	Feb-20	54 759
	Feb-19	52 901
	Feb-18	52 677
Tsuen Wan	Feb-20	40 923
	Feb-19	40 690
	Feb-18	39 441
Tuen Mun	Feb-20	45 815
	Feb-19	45 350



District	Situation as at	Number of parking spaces*
Tuen Mun	Feb-18	45 003
Yuen Long	Feb-20	45 921
	Feb-19	45 450
	Feb-18	44 988
North	Feb-20	24 258
	Feb-19	24 378
	Feb-18	23 968
Tai Po	Feb-20	31 829
	Feb-19	30 803
	Feb-18	30 696
Sai Kung	Feb-20	46 812
	Feb-19	45 766
	Feb-18	44 526
Sha Tin	Feb-20	79 427
	Feb-19	78 692
	Feb-18	77 947
Kwai Tsing	Feb-20	50 128
	Feb-19	49 748
	Feb-18	49 308
Islands	Feb-20	18 398
	Feb-19	17 700
	Feb-18	17 090
Total	Feb-20	766 579
	Feb-19	758 329
	Feb-18	749 050

\* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

**Numbers of parking spaces and utilisation rates in  
government multi-storey car parks  
under TD's purview in 2017 to 2019**

District	Car Park	No. of Parking Spaces ^	Average utilisation rate ^					
			Day-time (0800-2300)			Night-time (2300-0800)		
			2017	2018	2019	2017	2018	2019
Hong Kong Island	Star Ferry Car Park	377	70%	70%	56%	16%	16%	10%
	City Hall Car Park	170	46%	58%	34%	10%	15%	8%
	Rumsey Street Car Park	835	73%	68%	61%	46%	45%	40%
	Kennedy Town Car Park	195	83%	83%	75%	77%	75%	72%
	Tin Hau Car Park	428	89%	81%	76%	70%	64%	62%
	Shau Kei Wan Car Park	385	85%	84%	71%	82%	81%	75%
	Aberdeen Car Park	293	74%	76%	72%	87%	89%	88%
Kowloon	Yau Ma Tei Car Park	770	75%	73%	57%	44%	44%	40%
	Sheung Fung Street Car Park, Wong Tai Sin	267	90%	86%	74%	93%	87%	84%
New Territories	Kwai Fong Car Park*	477	73%	74%	73%	71%	72%	76%
	Tsuen Wan Car Park	545	91%	91%	85%	85%	88%	85%

^ Excluding parking spaces for motorcycles.

\* In April 2019, the rooftop of the Kwai Fong Car Park, involving 75 parking spaces, was converted into a temporary vehicle detention centre. Since 1 January 2020, 54 parking spaces for private cars / van-type light goods vehicles have been released for public use, while the remaining 21 parking spaces are kept for the temporary vehicle detention centre.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)298****(Question Serial No. 4914)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the work in relation to the Code on Access to Information (the Code), will the Government advise this Committee on the following:

- Concerning the requests for information under the Code received by the Transport Department (TD) from October 2018 to present for which only some of the required information has been provided, please state in table form: (i) the content of the requests for which only some of the required information was provided; (ii) the reasons for providing some of the information only; (iii) whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines on Interpretation and Application (the Guideline)); and (iv) whether the decision on withholding some of the information was made subject to a "harm or prejudice test", i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines)? If yes, please provide the details of how the requests have been handled eventually.

From October to December 2018

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines)	(iv) Whether the decision on withholding some of the information was made subject to a "harm or prejudice test", i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines). If yes, please provide the details.

(i) Content of the requests for which only some of the required information was provided	(ii) Reasons for providing some of the information only	(iii) Whether the decision on withholding some of the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines)	(iv) Whether the decision on withholding some of the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines). If yes, please provide the details.

2. Concerning the requests for information under the Code received by TD from October 2018 to present for which the required information has not been provided, please state in table form: (i) the content of the requests refused; (ii) the reasons for refusal; (iii) whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines); and (iv) whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines)? If yes, please provide the details of how the requests have been handled eventually.

From October to December 2018

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines)	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines). If yes, please provide the details.

(i) Content of the requests refused	(ii) Reasons for refusal	(iii) Whether the decision on withholding the information was made at the directorate (D1 or D2) level (according to paragraph 1.8.2 of the Guidelines)	(iv) Whether the decision on withholding the information was made subject to a “harm or prejudice test”, i.e. whether the public interest in disclosure of such information outweighs any harm or prejudice that could result from disclosure (according to paragraph 2.1.1 of the Guidelines). If yes, please provide the details.

3. Any person who believes that a department has failed to comply with any provision of the Code may ask the department to review the situation. Please advise this Committee in each of the past five years, (i) the number of review cases received; (ii) the number of cases, among the review cases received in the year, in which further information was disclosed after review; and (iii) whether the decisions on review were made at the directorate (D1 or D2) level.

Year in which review cases were received	(i) Number of review cases received	(ii) Number of cases, among the review cases received in the year, in which further information was disclosed after review	(iii) Whether the decisions on review were made at the directorate (D1 or D2) level
2015			
2016			
2017			
2018			
2019			

4. With reference to the target response times set out in paragraphs 1.16.1 to 1.19.1 of the Guidelines of the Code, please advise this Committee on the following information by year in table form (with text descriptions).

(a) Within ten days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

Within ten to 21 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

Within 21 to 51 days from date of receipt of a written request:

	Number of requests for which the information requested was provided	Number of requests involving third party information for which the information requested could not be provided	Number of requests for which the information requested could not be provided since the requests had to be transferred to another department which held the information under request	Number of requests for information which were refused under the exemption provisions in Part 2 of the Code	Number of applications which the applicants indicated that they did not wish to proceed with and withdrew since they did not accept the charge
2020					
2019					
2018					
2017					
2016					

- (b) cases in which information could not be provided within 21 days from date of receipt of a request in the past five years:

Date	Subject of information requested	Specific reason

- (c) cases in which information could not be provided within 51 days from date of receipt of a request in the past five years:

Date	Subject of information requested	Specific reason

5. Please state in table form the number of those, among the cases in which requests for information were refused under the exemption provisions in Part 2 of the Code, on which the Privacy Commissioner for Personal Data was consulted when they were being handled in the past five years. For cases on which advice had been sought, was it fully accepted in the end? For cases where the advice of the Privacy Commissioner for Personal Data was not accepted or was only partially accepted, what were the reasons?

Date	Subject	Particular exemption provision in Part 2 of the Code under which requests for information were refused	Whether the advice of the Privacy Commissioner for Personal Data was fully accepted	Reasons for refusing to accept or only partially accepting the advice of the Privacy Commissioner for Personal Data

Asked by: Hon CHAN Tanya (LegCo internal reference no.: 484)

Reply:

1. During the period from October 2018 to September 2019, there were three applications made under the Code, for which TD provided part of the requested information. Details of the three relevant applications are tabulated below:

<b>Content of the requests for which part of the requested information was provided</b>	<b>Reasons for providing part of the information</b>
Blank application forms and completed application forms submitted by applicants for “Passenger Service Licence(s) in respect of the Packages of Public Light Bus (Scheduled) Routes Gazetted” for the period from 2014 to 2017	Access to the completed application forms submitted by applicants was declined under paragraph 2.14 “Third party information” and paragraph 2.16 “Business affairs” of the Code.
Drafts of Bus Route Planning Programmes 2019-2020 of the whole territory, and bus routes open for tender under the Programmes	Access to the drafts of Bus Route Planning Programmes was declined under paragraph 2.10 “Internal discussion and advice” of the Code.
Schedule of Service of a franchised bus route, and details of discount for the route committed by the franchised bus company in its submission form for the operator selection exercise	Access to the details of discount committed by the franchised bus company was declined under paragraph 2.16 “Business affairs” of the Code.

The decision on withholding some of the requested information was made at the directorate (D2) level, subject to a “harm or prejudice test”, i.e. it was considered that the public interest in disclosure of the requested information did not outweigh the harm or prejudice that could result from disclosure.

2. During the period from October 2018 to September 2019, there were four applications made under the Code, with access to information declined by TD. Details of the four relevant applications are tabulated below:



<b>Content of the access requests which were declined</b>	<b>Reasons for declining the requests</b>
Appraisal reports of green minibus routes prepared by TD in relation to extension of passenger service licences concerned	Paragraph 2.14 “Third party information” and paragraph 2.16 “Business affairs” of the Code
Proposals submitted by franchised bus companies for operation of new bus routes	Paragraph 2.16 “Business affairs” of the Code
Monthly lost trip rates of each franchised bus route with breakdown by reasons for the period from 2013 to 2017	Paragraph 2.14 “Third party information” of the Code
A list of 114 proposals for hillside escalator links and elevator systems received by the Government	Paragraph 2.13 “Research, statistics and analysis” of the Code

The decision on declining the requests was made at the directorate (D2) level, subject to a “harm or prejudice test”, i.e. it was considered that the public interest in disclosure of the requested information did not outweigh the harm or prejudice that could result from disclosure.

3. During the period from 2015 to September 2019, TD received two review applications. After review, TD maintained its decision to decline the access requests. The decision on review was made at directorate (D3) level.
4. During the period from 2016 to September 2019, the numbers of requests for which the requested information was provided within ten days, within 11 to 21 days and within 22 to 51 days were 523, 96 and 40 respectively. There were 13 requests which were refused under the exemption provisions in Part 2 of the Code.

For cases in which the requested information was provided beyond 21 days from the date of receipt of the requests, it was mainly due to the complexity of the information requested which necessitated more time for processing.

There were no cases in which the requested information could not be provided within 51 days from the date of receipt of the requests.

5. For cases processed during the period from 2016 to September 2019 in which the request for access to information was declined, there were no such occasions of TD consulting the Privacy Commissioner for Personal Data.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)299****(Question Serial No. 5421)**

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:

Please list out the numbers of disabled persons holding driving licences in the past five years with breakdown by type of disability.

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1327)

Reply:

In accordance with Section 2 of the Road Traffic Ordinance (Cap. 374), disabled person means a person who is the holder of a certificate signed by or on behalf of the Director of Health or the Hospital Authority within the meaning of the Hospital Authority Ordinance (Cap. 113) stating that such person is suffering from a permanent disease or physical disability that causes him/her considerable difficulty in walking. The numbers of aforementioned disabled persons holding full driving licences in the past five years are as follows. There is no breakdown by type of disability.

Year (Calendar year)	Number of disabled persons holding Hong Kong full driving licences at year-end
2015	2 596
2016	2 688
2017	2 699
2018	2 608
2019	2 547

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)300**

**(Question Serial No. 5422)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

As regards government measures to facilitate driving by eligible persons with disabilities, will the Government advise of the following:

1. the total numbers, growth and newly added locations of “metered” parking spaces and those available for use by disabled motorists in the past five years, as well as the percentage of the number of “metered” parking spaces available for use by disabled motorists against the total number of “metered” parking spaces, with a breakdown by 18 districts;
2. the numbers and locations of “metered” parking spaces planned for use by disabled motorists and those planned for other motorists;
3. the numbers of disabled motorists who have undergone the Driving Ability Assessment conducted by the Transport Department (TD) in the past five years and, among them, the numbers of those issued with approval letters and the numbers of those refused to be issued with approval letters, with a breakdown by type of disability;
4. the total numbers of “Disabled Person’s Parking Permits (DPPPs)” issued over the past five years; and
5. whether the Government will consider adopting electronic tunnel/road pricing system in lieu of the issue of “toll tickets” to disabled motorists to make it easier for them to gain free access to government tunnels and roads; if yes, what are the details; if no, what are the reasons?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1328)

Reply:

1. The numbers of on-street metered parking spaces and on-street parking spaces designated for drivers holding DPPPs in each of the 18 districts in the past five years are as follows:

District	Feb 2016		Feb 2017		Feb 2018		Feb 2019		Feb 2020	
	Metered*	Designated for drivers holding DPPPs#	Metered*	Designated for drivers holding DPPPs#	Metered*	Designated for drivers holding DPPPs#	Metered*	Designated for drivers holding DPPPs#	Metered*	Designated for drivers holding DPPPs#
Central and Western	438	21	440	21	443	21	443	23	448	23
Wan Chai	938	40	950	41	954	41	954	44	962	42
Eastern	385	23	381	24	387	26	383	28	412	28
Southern	592	18	592	18	592	18	592	19	594	20
Yau Tsim Mong	1 483	50	1 488	56	1 480	54	1 478	54	1 468	54
Sham Shui Po	1 165	29	1 166	31	1 166	33	1 165	33	1 191	34
Kowloon City	2 176	34	2 181	36	2 193	36	2 203	38	2 203	39
Wong Tai Sin	277	21	277	21	277	21	279	21	279	21
Kwun Tong	380	22	375	24	375	25	375	25	410	27
Tsuen Wan	452	12	453	12	457	14	467	15	466	18
Tuen Mun	1 008	9	1 008	9	996	10	993	12	1 005	12
Yuen Long	769	14	749	16	756	17	755	19	754	22
North	913	5	913	5	913	6	899	7	898	7
Tai Po	1 265	14	1 263	15	1 262	16	1 262	14	1 230	14
Sai Kung	925	13	925	12	925	16	981	20	979	21
Sha Tin	1 361	21	1 374	21	1 370	21	1 369	22	1 378	22
Kwai Tsing	361	24	385	26	385	26	385	27	384	27
Islands	152	4	152	4	154	4	154	4	153	4
Total	15 040	374	15 072	392	15 085	405	15 137	425	15 214	435
Changes over previous year	-	-	32	18	13	13	52	20	77	10
% of parking spaces designated for drivers holding DPPP over metered parking spaces	-	2.49%	-	2.60%	-	2.68%	-	2.81%	-	2.86%

\* The figures refer to on-street metered parking spaces for vehicles other than medium/heavy goods vehicles, buses and motorcycles.

# The figures refer to on-street parking spaces designated for drivers holding DPPPs.

The locations of newly added on-street parking spaces designated for drivers holding DPPP from February 2019 to February 2020 are as follows:

District	Location	Number of parking spaces added/removed
Wan Chai	Stone Nullah Lane	-2
Southern	Tsung Man Street	+1
Yau Tsim Mong	Battery Street	+1
	Reclamation Street	-1
Sham Shui Po	Tai Nan Street	+1
Kowloon City	Dyer Avenue	+1
Kwun Tong	Hoi Bun Road	+2
Tsuen Wan	Chung On Street	+1
	Kwu Hang Road	+1
	Lo Tak Court	+1
Yuen Long	Fung Lok Lane	+1
	Fung Yau Street North	+1
	Yan Lok Square	+1
Sai Kung	Chap Fuk Road	+1
Total		10

- Since the designation of new metered parking spaces is subject to the views of local community, site constraints and progress of associated works, TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years.
- The numbers of disabled persons who have undergone driving ability assessment conducted by TD and the numbers of approval letters stating the class(es) of vehicle(s) that the applicants for such assessment are permitted to drive or learn to drive issued in the past five years are as follows:

Year	No. of Disabled Persons Undergone Driving Ability Assessment Conducted by TD	No. of Approval Letters Issued
2015	464	461
2016	546	544
2017	545	542
2018	532	531
2019	628	628

The numbers of refusal letters issued with breakdown by the type of disability in the past five years are as follows:

Year	Injury/ Disease at the Head /Shoulder	Injury/ Disease at the Upper Limb & Chest	Injury/ Disease at the Lower Limb	Injury/ Disease at the Spine	Other Medical Conditions	Total
2015	0	0	3	0	0	3
2016	1	1	0	0	0	2
2017	0	0	2	0	1	3
2018	0	0	0	0	1	1
2019	0	0	0	0	0	0

4. The total numbers of DPPPs issued in the past five years are as follows:

Year (As at end of year)	Total No. of DPPPs Issued
2015	1 678
2016	1 745
2017	1 775
2018	1 795
2019	1 790

5. The Government plans to implement Free-Flow Tolling System (FFTS) at government tolled tunnels and the Tsing Sha Control Area (TSCA) by phases. After implementing FFTS, we anticipate that disabled drivers with approval granted by TD will continue to enjoy toll exemption at government tolled tunnels and TSCA. Initially, we plan to have the toll exemption handled automatically at the backend system of FFTS. The detailed arrangement will be worked out in the context of the overall implementation plan for FFTS.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)301**

**(Question Serial No. 5424)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Has the Government considered introducing more barrier-free taxis and light buses to meet the needs of the elderly and persons with disabilities in the future?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1330)

Reply:

To further promote “Transport for All”, the Government has launched the trial of low-floor wheelchair accessible public light bus (PLB) (trial scheme) and encouraged the taxi trade to use wheelchair accessible taxi (WAT) model.

The trial scheme was launched in January 2018. At present, two low-floor wheelchair accessible PLBs have been put into service on Hong Kong Island GMB Route No. 54M (Kennedy Town Station – Queen Mary Hospital) and New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) since 26 January and 28 May 2018 respectively. The Transport Department is reviewing the effectiveness of the trial scheme, and the review is expected to be completed within the first half of 2020. The Government will, in the light of the review results, discuss with the PLB trade and further consider the way forward regarding the deployment of low-floor wheelchair-accessible PLBs, including whether or not any further trials should be conducted.

In respect of WATs, the Government has been assisting the taxi trade in identifying and introducing suitable new WAT models. In fact, a major vehicle supplier in the market has launched a new WAT model in January 2019. The number of WATs in Hong Kong has increased from about 20 in early 2015 to about 1 000 in February 2020. The Government will keep in view the utilisation of WATs by the public and the taxi trade and consider how to further encourage the trade to use WAT models so as to provide wheelchair users with more transport options.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)302**

**(Question Serial No. 5426)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

In respect of serious accidents of franchised buses and non-franchised buses, the Government has formed working groups to review the existing services. What is the progress of the working groups? What is the progress on the implementation of relevant recommendations?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 1332)

Reply:

To strengthen the efforts in enhancing franchised bus (FB) safety, the Transport Department (TD) has revamped its Working Group on the Enhancement of Safety of FB (Working Group) [now renamed the Committee on Enhancement of FB Safety (the FB Safety Committee)] into a permanent set-up in early 2019. The FB Safety Committee is supported by two Sub-committees, namely the Sub-committee on Training, Fatigue and Work Hour Management of Bus Captains, and the Sub-committee on In-vehicle Safety Devices and Technologies. The FB Safety Committee and Sub-Committees have been advising on and overseeing the Government's follow-up actions in relation to the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service (IRC) closely. Since April 2019, a total of ten meetings have been held.

As at end-2019, among the 45 recommendations put forward by the IRC, 43 have been implemented or are being implemented (with some of them becoming on-going measures/actions). The Government is studying the remaining two recommendations, which involve legislative amendments or hinge on the implementation progress of other initiatives, to formulate the next steps. The latest progress of the follow-up actions on the recommendations is at Annex.

Regarding non-franchised buses (NFBs), TD set up a working group with the NFB trade on enhancement of safety of NFB in January 2019. Since then, four meetings have been held. As agreed at the working group, the trade will install seat belts on all passenger seats and electronic data recording device (commonly known as "black box") for all new buses procured on or after 1 July 2019. As for other safety devices, the trade has also undertaken



to conduct trials on the installation of electronic stability control system, speed limiter and driver monitoring systems on some of the buses.

**Report of the Independent Review Committee on  
Hong Kong's Franchised Bus Service**

**Summary of Recommendations and the latest progress on the follow-up actions**

<b>Recommendations by the Independent Review Committee</b>	<b>Latest Progress on the Follow-up Actions</b>
<b><i>(i) Safety Director</i></b>	
(1) TD to establish a structure to develop a proactive approach to bus safety.	<u>Being implemented</u> TD has drawn up the various arrangements for appointing a Franchised Bus (FB) Safety Director and setting up a FB safety team, including the staff establishment and scope of work, etc. Subject to the approval by the Legislative Council on the funding for the manpower increase, it is expected that TD will set up a FB safety team, headed by a FB Safety Director, in 2020-21 so as to develop a proactive approach to take forward and implement relevant measures to ensure FB safety.
(2) TD to appoint a Safety Director and a small bus safety team.	
(3) FB operators to appoint their own Safety Directors.	<u>Completed</u> All FB operators have appointed their own Safety Directors.
<b><i>(ii) Permanent Working Group on the enhancement of safety of FBs</i></b>	
(4) Membership of the Permanent Working Group to be expanded to include independent members with expertise relevant to FB safety.	<u>Completed</u> <ul style="list-style-type: none"> <li>• The Working Group on the Enhancement of Safety of FB was turned into a permanent setup, and was revamped and renamed as the Committee on Enhancement of FB Safety (FB Safety Committee) in early 2019. Two local academic experts were appointed as members.</li> <li>• There are two sub-committees under the FB Safety Committee, namely the “Sub-Committee on In-vehicle Safety Devices and Technologies” and the “Sub-Committee on Training, Fatigue and Work Hour Management of Bus Captains”. The sub-committees focus on</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>the discussion of relevant topics and the monitoring of follow-up actions concerned. The sub-committees will also report work progress to the FB Safety Committee.</p> <ul style="list-style-type: none"> <li>• In 2019, meetings of the FB Safety Committee were held in April, June and November respectively, while a total of seven meetings were held by the two sub-committees.</li> </ul>
<p><i>(iii) Technological safety devices: TD's technology team</i></p> <p>(5) A dedicated technology team to be formed urgently in TD.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• On the basis of the individual technology projects being carried out by different divisions in TD, some additional staff members, dedicated for transport technology matters, were added to the respective divisions of the department.</li> <li>• Upon the establishment of the FB safety team in future, the team will be dedicated to handling matters on FB safety and technological safety devices.</li> </ul>
<p>(6) The technology team to establish lines of communication with well-respected overseas jurisdictions, such as the Transport for London (TfL) and Land Transport Authority (LTA) to share information.</p>	<p><u>Completed (become an on-going task)</u></p> <p>At present, TD has already had lines of communication with well-respected authorities in overseas jurisdictions, such as TfL of the UK and LTA of Singapore, to share information available. TD will maintain and further enhance the lines of communications and exchanges with those overseas authorities.</p>
<p>(7) FB operators to appoint members of their own staff to be responsible for technological safety devices and to establish lines of communication with FB operators in well-respected overseas jurisdictions to share information.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• At present, local FB operators have already had lines of communications with FB operators in overseas jurisdictions to share information.</li> <li>• The Safety Directors of the FB operators have made coordinated efforts in handling matters on technological safety devices</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>and enhancing lines of communication and exchanges with overseas FB operators, including paying visits to overseas (e.g. Singapore, Japan and the UK, etc.) and Mainland China to communicate and exchange with local bus operators and manufacturers in respect of topics such as bus safety and application of advanced technologies, etc.</p>
<p><i>(iv) Subsidies</i></p> <p>(8) TD to establish a small fund to provide grants to FB operators to promote the uptake of new safety technology.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• TD has reviewed the currently available funds, and learnt that the scope of funding of the Innovation and Technology Fund (ITF) under the Innovation and Technology Commission should be able to cover new safety technology of FB. The ITF (including its Partnership Research Programme and Technology Voucher Programme) has been providing financial support to local universities, public research institutions, local enterprises, and trade associations, etc., to encourage and help them to upgrade the technological level and introduce more innovative ideas into their businesses.</li> <li>• TD has informed FB operators of the funding scope of the ITF and encouraged them to apply for the fund to facilitate research and uptake of new safety technology to enhance FB safety and operations.</li> <li>• In addition, TD is following up on the provision of government subsidy for retrofitting existing double-deck buses with electronic stability control and speed limiting retarders, as well as seat belts on the upper decks. Details of which are at Item 10.</li> </ul>
<p>(9) TD to engage an independent consultant to conduct a cost/benefit analysis in respect of the</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• All new buses procured from July 2018</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>retrofitting of seat belts on the upper decks of some franchise buses.</p>	<p>onwards have all their seats installed with seat belts. As at end-2019, about 400 newly procured buses with seat belts installed have been put into service.</p> <ul style="list-style-type: none"> <li>• TD engaged an independent consultant <sup>Note 1</sup> to commence a cost/benefit analysis in respect of the retrofitting of seat belts on FBs in February 2019. The study was completed in September 2019. It was revealed from the analysis that the Government should consider installing seat belts on the upper decks of double-deck buses registered in or after 2016 (around 1 900 buses). Moreover, the study also opined that those buses fitted with seat belts should first be deployed to routes operating via expressways and with longer journey distance.</li> </ul> <p>(<sup>Note 1</sup> The study was conducted by a team from the Department of Civil and Environmental Engineering, Hong Kong Polytechnic University as an independent consultant. The study report has been submitted to the FB Safety Committee and uploaded on TD website.)</p> <ul style="list-style-type: none"> <li>• In light of the study findings, TD and FB operators will arrange to have the seats on the upper deck of around 1 900 existing double-deck buses installed with seat belts. Relevant installation works will commence progressively from the second quarter of 2020 for target completion within three years. Among them, the installation works of 700 buses are expected to be completed in 2020. The Government will subsidise FB operators on 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators.</li> <li>• Upon completion of the retrofitting works by 2022, it is estimated that there would be more than 3 000 buses, including the</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
	<p>newly procured buses, fitted with seat belts. TD and FB operators will arrange to deploy these buses with priority given to long-haul routes operated via expressways with relatively fewer bus stops.</p>
<p>(10) TD to engage an independent consultant to conduct cost/benefit analyses in respect of the retrofitting of the electronic stability control system (ESC) and speed limiters with retardation function (speed limiting retarder), and all other safety devices proved to be technically successful, before TD requires installation of those devices by FB operators.</p>	<p><u>Completed</u></p> <ul style="list-style-type: none"> <li>• Given the proven effectiveness of ESC and speed limiting retarder, TD has conducted a cost/benefit review based on the cost information provided by bus manufacturers and FB operators with reference to findings of relevant overseas studies. Relevant work has been completed and the findings revealed that the Government should consider retrofitting all existing buses with ESC and speed limiting retarder if technically feasible (around 4 200 buses).</li> <li>• In light of the study findings, TD and FB operators will arrange to have around 4 200 existing double-deck buses retrofitted with ESC and speed limiting retarder. Relevant installation works will commence progressively from the second quarter of 2020 for target completion within four years. The Government will subsidise FB operators on 80% of the related installation costs, while the rest of the installation costs and future maintenance cost will be borne by FB operators.</li> <li>• All new buses procured from July 2018 onwards have been installed with ESC and speed limiting retarder. Upon completion of the retrofitting works by 2023, it is estimated that there would be more than 5 500 buses, including the newly-procured buses, equipped with ESC and speed limiting retarder.</li> </ul>
<p><i>(v) Safety Performance Indicators</i></p> <p>(11) TD to establish more nuanced Safety Performance Indicators (SPIs).</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• With reference to the SPIs of TfL, TD has</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(12) TD to seek elucidation and clarification from TfL of the SPIs adopted by TfL.</p>	<p>finalised the SPIs to be used in Hong Kong with FB operators and standardised the relevant data format.</p> <ul style="list-style-type: none"> <li>• The number of items covered in the newly adopted SPIs will be increased from two <sup>Note 2</sup> to 19. These items cover six areas (including general safety, bus passenger safety, operation and network safety, bus engineering safety, safety of employees at work, and management and assurance systems) with a view to reviewing the performance and trends on FB operators' safety in a holistic manner, so as to facilitate targeted studies and measures for further enhancement of FB safety.</li> </ul> <p>(<sup>Note 2</sup> The two items are: (i) safety-related defects per bus examination; and (ii) number of buses involved in accidents per million vehicle-km.)</p> <ul style="list-style-type: none"> <li>• TD and FB operators have started collecting the relevant data for trials since July 2019 and the new set of SPIs has been adopted to measure the safety performance since 1 January 2020.</li> </ul>
<p><b><i>(vi) Franchised Bus Accident Data</i></b></p> <p>(13) The accident data material in the Bus Safety Chapter of the Forward Planning Programmes (FPP) to be made public.</p>	<p><u>Completed (become an ongoing task)</u></p> <p>TD has consolidated the data and confirmed relevant publishing arrangement with FB operators. FB operators made public the accident data in the Bus Safety Chapter of the FPP submitted in 2019 via their websites in January / February 2020.</p>
<p>(14) TD to require the FB operators to report all FB accidents to TD on a monthly basis.</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• TD has required FB operators to report all</li> </ul>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(15) Consideration should be given by TD to instituting a common reporting/analysis system of FB accident data.</p>	<p>accidents involving FBs to TD on a monthly basis.</p> <ul style="list-style-type: none"> <li>• TD has been maintaining a database on bus accidents since 2019 and has standardised with FB operators the reporting/analysis arrangements for reporting to the FB Safety Committee on a regular basis and taking follow-up actions as appropriate.</li> </ul>
<p>(16) TD to stipulate to the FB operators common thresholds for reporting instances of excessive speeding and harsh braking.</p>	<p><u>Completed (become an ongoing task)</u></p> <ul style="list-style-type: none"> <li>• TD has completed the setting of a target common thresholds with FB operators for providing real-time alerts and generating records of instances of excessive speeding and harsh braking for following up with bus captains. The relevant thresholds are as follows: <ul style="list-style-type: none"> <li>(i) excessive speeding <ul style="list-style-type: none"> <li>real-time alerts – speed exceeding 50km/h or 70km/h (depending on speed limits of the road sections);</li> <li>generation of record – speed exceeding 55km/h or 75km/h consecutively for 10 seconds; and</li> </ul> </li> <li>(ii) harsh braking <ul style="list-style-type: none"> <li>generation of record – force exceeding 0.4G</li> </ul> </li> </ul> </li> </ul>
<p>(17) TD to stipulate to the FB operators common thresholds of excessive acceleration.</p>	
<p><b><i>(vii) Real-time alerts</i></b></p> <p>(18) TD to require the FB operators to provide real-time alerts of excessive speeding, deceleration and acceleration to bus captains and to generate records of those events.</p>	<ul style="list-style-type: none"> <li>• Real-time alerts to bus captains and exception reports were generated automatically for speeding situations.</li> <li>• FB operators have been explaining to bus captains on the use of the relevant thresholds and took follow-up actions regarding reports on individual bus captains. During the implementation period, the number of speeding cases as reported saw a significant drop, while FB operators progressively tightened the relatively mild thresholds to help bus captains make gradual adaptation and continuous improvements in driving safety. FB operators have reported to the</li> </ul>



Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>FB Safety Committee on the situation, which has taken note of the progress made and will keep in view the implementation by FB operators.</p> <ul style="list-style-type: none"> <li>• TD and FB operators will follow up on the timetable for implementing the target common thresholds, with a view to fully implementing them in 2020.</li> </ul>
(19) TD and FB operators to explore the feasibility of making use of the generation of real-time, or near real-time, of excessive speeding, deceleration and acceleration to provide an automatic alert to the FB operators Control Room, permitting communication with the bus if appropriate.	<p><u>Being studied</u></p> <p>Upon implementation of the setting of common thresholds for reporting instances of excessive speeding and harsh braking, TD will explore with FB operators on the feasibility of the recommendation and the possible implementation timetable.</p>
<p><i>(viii) Bus captain training</i></p> <p>(20) TD to collaborate with the FB operators to identify key indicators of the effectiveness of the bus captain training system.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• The Practice Note on Training Framework for Franchised Bus Captains (Practice Note) issued by TD to all FB operators has been implemented since October 2018.</li> <li>• In end-2019 (i.e. one year after the implementation of the Practice Note), TD started to review the implementation of the Practice Note with FB operators, and to identify and stipulate common key indicators on the effectiveness of bus captain training systems. The review is expected to be completed in 2020.</li> </ul>
(21) TD to stipulate that fatigue management form part of the training courses provided to bus captains.	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• At present, the FB captain training courses have already included the elements of fatigue management, in which bus captains are reminded to, amongst others, have enough rest to recover their mental and physical strength, avoid fatigue from prolonged working, be mindful of their personal physical conditions and endurable working hours to ensure they</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>are mentally fit for driving and do more exercises to maintain good health, etc.</p> <ul style="list-style-type: none"> <li>• TD will study the issues of fatigue identification and management together with the feasibility of further strengthening the relevant training to bus captains.</li> </ul> <p>[Please also refer to Items 25 to 27 below.]</p>
(22) TD to provide funding for a special course/programme for bus captains to deal with abusive and angry passengers.	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• TD has planned to produce training materials for FB captains on how to handle difficult passengers. The teaching materials, mainly in the form of online short videos, will cover topics such as how to deal with abusive and angry passengers.</li> <li>• TD has come up with the relevant training materials and implementation arrangements with FB operators. The relevant work is expected to start in the first quarter of 2020 for completion of production and implementation in the second half of 2020.</li> </ul>
<p><i>(ix) Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks</i></p> <p>(23) An expert(s) on fatigue identification and management to be appointed as an ad hoc member of the Permanent Working Group.</p>	<p><u>Completed</u></p> <p>TD has appointed local experts to be members of the FB Safety Committee.</p>
(24) The Guidelines on working hours, etc. to be stipulated in regulations.	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• In 2018, TD issued the latest revised “Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks” (Guidelines), which have been fully implemented by all FB operators since the second quarter of 2019.</li> <li>• TD has reviewed the implementation of the Guidelines by FB operators.</li> <li>• Having regard that FB operators are required to address the transportation needs of the public during the morning and</li> </ul>
(25) Consideration to be given by the Permanent Working Group of whether permitting 14 hours of duty in a split shift is compatible with bus safety.	
(26) Consideration to be given by the Permanent Working Group to restricting the total hours of driving by a bus captain in periods of 14 or 28 days.	

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<p>(27) The Permanent Working Group to engage an independent consultant to conduct a cost/benefit analysis of the effect of abrogating the special shift exception to the 22 hours of duty rule, in particular the potential safety improvements, the number and cost of the additional bus captains that would be required and the implication to FB fares.</p>	<p>afternoon peak hours, the revised Guidelines allow bus companies to make appropriate arrangements in such way that the maximum duty hours of a special shift will not exceed 14 hours (provided that the driving hours therein should not exceed ten hours and a rest break of no less than three hours be provided). At present, FB operators have started to implement arrangements for keeping the actual duty hours of each special shift not more than 13.5 hours and they have planned to gradually shorten the duty hours of a special shift to 13 hours by end-2020, subject to the progress of the recruitment of additional bus captains.</p> <ul style="list-style-type: none"> <li>• Besides following up on and monitoring the implementation of the latest revised Guidelines by FB operators, TD has also been engaged in studying fatigue identification and management for conducting a further comprehensive review of the Guidelines. This would include a cost/benefit analysis on whether the arrangement of a longer special shift meets safety criteria, the effect of abrogating it, as well as whether and how the total driving hours of bus captains should be capped over a certain period, etc.</li> <li>• Having regard to the literature review and research reports on driving fatigue in some overseas jurisdictions, TD has come to notice that a host of factors (including working hours, duty roster arrangement, rest times, as well as daily routine, sleep patterns and personal physical condition of the bus captains etc.) might cause fatigue on bus captains. TD has then discussed with the expert member of the FB Safety Committee from the Hong Kong Polytechnic University and two other local experts <sup>Note 3</sup> on the way forward.</li> </ul> <p>(<sup>Note 3</sup> One is a registered occupational therapist, chartered safety and health</p>

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	<p>practitioner, certified work capacity evaluator and registered driving assessor, and the other is an industrial engineer whose research focuses on the application of human factors on health care work system.)</p> <ul style="list-style-type: none"> <li>• In the light of the initial findings of overseas practices and TD’s subsequent discussions with the local experts/academics, TD has reported to the FB Safety Committee its plan to appoint independent local expert(s) to conduct research on identification and management of fatigue driving in the FB industry in Hong Kong. The preliminary study directions include: <ul style="list-style-type: none"> <li>(i) understanding the overall situation of fatigue driving of FB captains, the root of the problem and the causes;</li> <li>(ii) studying the correlation between FB captains’ working hours, rest times and duty roster arrangement (including special shifts) stipulated in the existing Guidelines and fatigue driving of bus captains; and</li> <li>(iii) exploring corresponding improvement strategies and measures.</li> </ul> </li> <li>• All FB operators and their bus captains will be engaged in the study.</li> <li>• As regards the recommendation to stipulate the Guidelines on working hours in regulations, it will be followed up together with the study on identification and management on fatigue driving.</li> </ul>
<p>(28) Citybus Limited (CTB) / New World First Bus (NWFB) and TD to work closely together to ensure that CTB/NWFB provides adequate rest facilities for drivers working on split shifts.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• Currently, there are 299 bus termini in Hong Kong (including those of MTR bus routes). FB operators have been progressively providing additional toilets and resting facilities at existing bus termini to cater for the needs of bus captains. At present, toilets are either located at or within a walking distance of three minutes at over 95% of the bus</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>termini. For the remaining bus termini, toilets are basically located within a walking distance of around four to seven minutes. On the other hand, about 90% of the bus termini have been provided with resting facilities for bus captains.</p> <ul style="list-style-type: none"> <li>• In addition to the provision of new rest rooms/rest facilities at the parking sites at Chai Wan Depot, Ocean Park and Sheung Wan for bus captains in 2018, CTB/NWFB have been progressively providing additional rest facilities for bus captains at different locations (including Exchange Square in Central, etc.) in 2019.</li> <li>• In 2017 to 2019, the Government has granted approval to 74 applications made by FB operators for providing working spaces/rest rooms/resting facilities.</li> </ul>
<p>(x) <i>Part-time bus captains: other employment</i></p> <p>(29) TD to stipulate to the FB operators the information that they are required to obtain, maintain and update in respect of the other employment of part-time captains, including the nature of the employment and the hours worked.</p>	<p><u>Completed (become an on-going task)</u></p> <p>At present, each FB operator already has its own mechanism for the part-time captains to report other employment.</p>
<p>(30) TD to require New Lantao Bus (NLB) to obtain information and maintain records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by Kwoon Chung Motors Company Limited, or any other supplier of buses and drivers to NLB, and that NLB is required to be satisfied that, when they are performing driving duties for NLB, they are compliant with the Guidelines.</p>	<p><u>Completed (become an on-going task)</u></p> <p>As required by TD, NLB has obtained information and maintained records of the duty and driving hours and off-duty breaks in their other employment of the bus captains provided to them by supplier(s) of buses and drivers.</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><i>(xi) The provision of rest and toilet facilities for bus captains</i></p> <p>(31) TD to amend the Transport Planning and Design Manual (TPDM) to delete the provision that toilet facilities for bus operator's staff will not be required in a bus terminus if such facilities are available in a nearby development.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• In August 2019, TD revised the relevant provisions in the TPDM to include guidelines on the requirement of providing fundamental facilities such as rest rooms and toilets etc. for bus captains and staff in the planning of new public transport interchanges and bus termini, and provided a layout template with the concerned area provision for the planners' reference.</li> <li>• In December 2019, the Planning Department amended the relevant provisions in the HKPSG.</li> </ul>
<p>(32) TD to invite the Planning Department to amend paragraph 4.1.6 of Chapter 8 of the Hong Kong Planning Standards and Guidelines (HKPSG) to stipulate that the provision of toilets and rest facilities are required at bus termini.</p>	
<p>(33) The Government to provide built-in structures of a bus regulator's office, and restrooms with toilets facilities at new public transport interchanges and bus termini.</p>	
<p>(34) TD to invite a representative of the Secretary for Transport and Housing to become a member of TD's task force monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>	<p><u>Completed (become an on-going task)</u></p> <p>The Transport and Housing Bureau's representative has joined and participated in the inter-departmental meeting coordinated by TD in monitoring the provision of ancillary facilities at public transport interchanges and bus termini.</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><i>(xii) Abuse and assaults on bus captains</i></p> <p>(35) TD and the Hong Kong Police Force (HKPF) to conduct a long-term programme in the news print media, television and social media to educate the public and abusing a bus captain performing his duties is not only unacceptable but also a criminal offence.</p>	<p><u>Completed (become an on-going task)</u></p> <ul style="list-style-type: none"> <li>• On 25 February 2019, TD rolled out a series of Announcements in the Public Interest (API) on television and the internet to raise passengers' awareness of safety and courtesy (including respect for bus captains) when using public transport services.</li> <li>• TD and the HKPF have formulated the long-term publicity programme to raise awareness on matters such as passenger safety and behaviours etc., through various channels (including API on the internet and the radio, and the Road Safety Bulletin, etc.).</li> <li>• TD and the HKPF will review the implementation of the publicity programme on a regular basis.</li> </ul>
<p>(36) TD to require the FB operators to display notices to remind FB passengers that abusing a bus captain is unacceptable and constitutes a criminal offence.</p>	<p><u>Completed</u></p> <p>TD has standardised the contents of the notices, and FB operators have displayed them inside bus compartments to remind passengers not to disturb bus captains while driving.</p>
<p>(37) TD to require the FB operators to install video cameras with audio capability at the entrance of buses and where the bus captain is seated.</p>	<p><u>Completed</u></p> <p>FB operators have retrofitted audio-recording equipment on their buses installed with CCTV at bus captain cabins, and have activated the function concerned.</p>
<p>(38) TD to propose specific legislation be enacted to make it an offence to make a threatening, abusive or insulting communication towards a bus captain performing his public duties.</p>	<p><u>Being studied</u></p> <p>TD is reviewing the existing relevant legislative provisions to see if they are adequate for the prosecution of a passenger who makes threatening, abusive or insulting communication towards a bus captain performing his public duties. In parallel, TD will consult relevant government bureaux/departments.</p>

<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p><i>(xiii) Illegal stopping by vehicles at and near franchised bus stops</i></p> <p>(39) Legislative provisions to be presented to the Legislative Council as soon as possible to provide for the service of fixed penalty tickets, other than by affixing them to the vehicle or giving them to the vehicle driver, and to permit service by E-ticket.</p>	<p><u>Being implemented</u></p> <p>On technology-assisted traffic enforcement, HKPF launched an Electronic Fixed Penalty Tickets (E-Ticketing) pilot scheme in Wan Chai, Tseung Kwan O and Sham Shui Po police districts in mid-March 2020. Under the pilot scheme, frontline enforcement officers process data on illegally parked vehicles via their mobile devices on the spot of contraventions and instantly print out fixed penalty notices by portable printers. According to HKPF, the scheme will be extended to all police districts progressively. In the longer run, the Government plans to draw up legislative proposals for expanding the means of serving fixed penalty tickets under the Fixed Penalty (Traffic Contraventions) Ordinance (Cap. 237) and the Fixed Penalty (Criminal Proceedings) Ordinance (Cap. 240).</p>
<p>(40) TD and HKPF to explore the feasibility of installing CCTV cameras at suitable vantage points, in particular lampposts, to monitor blackspots of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Being implemented</u></p> <p>HKPF is planning a trial scheme in collaboration with the Logistics and Supply Chain MultiTech R&amp;D Centre, under which video cameras will be mounted at appropriate vantage points and video analytics technology will be used for actual enforcement operation against certain traffic offences which more commonly cause traffic obstruction, including illegal stopping of vehicle at a bus stop or at a no-stopping restriction zone, etc. The initiative is still at the preparatory stage. HKPF will brief relevant stakeholders upon formulation of the specific details (including the trial locations, etc.) and before implementation of the trial scheme. Depending on the progress of the preparatory work, the trial scheme is expected to commence within 2020.</p>



<p align="center"><b>Recommendations by the Independent Review Committee</b></p>	<p align="center"><b>Latest Progress on the Follow-up Actions</b></p>
<p>(41) FB operators to cooperate with the police to make available CCTV recordings obtained by cameras mounted on FBs of illegal stopping by vehicles at and near franchised bus stops.</p>	<p><u>Completed (become an on-going task)</u></p> <p>FB operators have liaised with HKPF on the matter, and have been providing the HKPF from time to time with CCTV footages of illegal stopping of vehicles at and near franchised bus stops, for follow-up actions by the HKPF.</p>
<p><i>(xiv) Priority measures for franchised buses</i></p> <p>(42) TD to give consideration to introducing a system of affording priority to buses as they exit bus stops to rejoin the highway.</p>	<p><u>Being implemented</u></p> <p>TD has progressively put on trial a new bus-friendly traffic measure since September 2019 in Shatin, Kwai Fong, Kowloon City and Central. The new bus-friendly traffic measure comprises the use of a newly designed “Give way to bus” traffic sign and “Slow” and “Give way to bus” road markings. In parallel, FB operators would stick labels of the “Give way to bus” sign on the back of some buses deployed at the trial sites.</p>
<p>(43) TD to make greater use of bus lanes in appropriate locations.</p>	<p><u>Completed (become an on-going task)</u></p> <p>TD has been committed to taking forward the item wherever possible. At present, there are 79 bus-only lanes and 14 designated bus gates in the territory. TD will continue to set up more bus-only lanes in appropriate locations. For example, a bus-only lane will be set up at the slip road leading from Po Hong Road to Tseung Kwan O Tunnel, and the associated works are expected to be completed in mid-2020.</p>
<p><i>(xv) Route risk assessment</i></p> <p>(44) TD to require the FB operators to provide TD with a route risk assessment for each of the routes on which their buses ply.</p>	<p><u>Being implemented</u></p> <ul style="list-style-type: none"> <li>• TD has finalised with FB operators the detailed arrangements for conducting Route Risk Assessment (RRA). In conducting the RRA, FB operators should check and assess the actual operation of each bus route (including situations of the</li> </ul>

Recommendations by the Independent Review Committee	Latest Progress on the Follow-up Actions
	<p>road, nearby environment, activities of other vehicles and pedestrians, etc.), and provide the bus captains with sufficient and appropriate driving instructions having regard to the unique operating situation of each bus route.</p> <ul style="list-style-type: none"> <li>• FB operators started to conduct RRA on all routes of their bus networks progressively in the fourth quarter of 2019. They expect to complete the submission of reports for TD on RRA by end-2020.</li> </ul>
<p><i>(xvi) Speed limits</i></p> <p>(45) TD to identify suitable locations to conduct trials of a low-speed zone of 30 km/h.</p>	<p><u>Being implemented</u></p> <p>Under the Study on Enhancing Walkability in Hong Kong, TD has initially proposed to implement a trial of low-speed zone on the road sections in Sham Shui Po Street Market. TD carried out a public engagement exercise to consult the stakeholders from June to August 2019. The consultant is formulating the implementation arrangements, and TD will communicate with the Sham Shui Po District Council and stakeholders again later this year.</p>

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)303****(Question Serial No. 5615)**Head: (186) Transport DepartmentSubhead (No. & title): (700) General non-recurrentProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

What are the estimated expenditures and work plans for the new items “89F Provision of Special Helping Measures for the six major outlying island ferry routes during the extended licence period (2020–21)”, “89P Set up a Smart Traffic Fund” and “89Q Vessel Subsidy Scheme for outlying island ferry routes”? Although it is not a new arrangement, why the funding for these items is sought in the context of the Appropriation Bill, instead of being separately sought from the Finance Committee of the Legislative Council?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 852)Reply:

Details of the estimated expenditures and work plans for the relevant items are as follows:

	Item	Estimated Expenditure \$'000	Work Plan
1	89F – Provision of Special Helping Measures (SHM) for the six major outlying island ferry routes <sup>Note 1</sup> (six major routes) during the extended licence period (2020-21)	102,084	The licence periods of the six major routes will expire in mid-2020 and reach the maximum of ten years allowed under the law by 2021. The Transport Department (TD) is going to extend the current licences of the six major routes by nine or 12 months for co-termination by end-March 2021 as a transitional arrangement. During the extended licence period, SHM will continue to be provided to the six major routes, while the fare levels will remain unchanged. Reimbursement under the SHM is made according to actual expenses subject to the caps of subsidy amount.

	Item	Estimated Expenditure \$'000	Work Plan
2	89P – Set up a Smart Traffic Fund (the Fund)	1,150,000 <sup>Note 2</sup>	The Government will set up a Task Force, comprising representatives from relevant stakeholders and professional bodies, to advise on the proposed scope and modus operandi of the Fund, which is expected to commence operation in 2020-21. The application eligibility, selection criteria, target applicants, implementation timetable, management and review mechanism of the Fund will be formulated taking into account the advice of the Task Force.
3	89Q – Vessel Subsidy Scheme (VSS) for outlying island ferry routes <sup>Note 3</sup>	6,897,070 <sup>Note 4</sup>	Under the new VSS, the fleets of 11 outlying island ferry routes will be replaced with greener vessels with newer facilities in two phases starting from 2021, involving some 47 new vessels. The vessel replacement is expected to take place throughout a period of ten years (i.e. throughout two five-year licence periods, spanning across 2021 to 2031). The first batch will cover 22 fast vessels of the six major routes, with at least six new vessels being hybrid vessels for trial run. The second batch will cover the remaining 11 vessels of the six major routes, and the whole fleet of 14 vessels of the five other routes. If the trial of hybrid vessels is successful, more hybrid vessels will be procured in the second round of new VSS.

The arrangement to include in the draft Estimates funding proposals for creating commitments under the General Revenue Account for scrutiny and approval by the Legislative Council (LegCo) in the context of the Appropriation Bill is in line with the requirements under sections 5 and 6 of the Public Finance Ordinance. The Government explained the relevant arrangements to the Finance Committee in early 2015. In these particular cases, before the funding proposals were included in the draft Estimates, we briefed the LegCo Panel on Transport in October and November 2019. We have included the necessary provision for these proposals under the respective sub-heads of expenditure, as well as provided appropriate information in the Controlling Officer's Report to facilitate Members' consideration.

## Note

- 1 The six major routes are “Central – Cheung Chau”, “Inter-islands” between Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau, “Central – Mui Wo”, “Central – Peng Chau”, “Central – Yung Shue Wan”, and “Central – Sok Kwu Wan” routes.
- 2 The Government has earmarked \$1.15 billion for the Fund, and will endeavour to cap the administrative expenditure to no more than 15% of the Fund.
- 3 These 11 routes include the six major routes mentioned in Note 1, as well as the “Aberdeen – Cheung Chau”, “Aberdeen – Yung Shue Wan via Pak Kok Tsuen”, “Aberdeen – Sok Kwu Wan via Mo Tat”, “Tuen Mun – Tung Chung – Sha Lo Wan – Tai O”, and “Discovery Bay – Mui Wo” routes. The “Aberdeen – Cheung Chau” ferry route ceased operation with effect from 1 January 2020. If there are any operators interested in operating this ferry route in future, they can submit an application to TD. TD will consider the applications in accordance with established procedures and provide SHM to the new operator and include it in the new VSS.
- 4 The estimated cost includes the cost of purchasing six diesel-fuel engine vessels for the six major routes to replace the six hybrid vessels if the trial run of hybrid vessels reveals that general deployment of hybrid vessel is not yet ready. If the trial run is successful, the estimated total cost for the new VSS will be around \$5.8 billion.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)304****(Question Serial No. 5616)**

Head: (186) Transport Department

Subhead (No. & title): (603) Plant, vehicles and equipment

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the estimated expenditures and work plans for the new items “89G Replacement of tunnel ventilation system at the Tseung Kwan O Tunnel”, “89H Replacement of central control and monitoring system in the Tseung Kwan O Tunnel”, “89J Replacement of red light camera system and associated backend system”, “89K Replacement of high voltage and low voltage power supply system in the Tate’s Cairn Tunnel”, “89L Replacement of fire service system at the Shing Mun Tunnels”, “89M Replacement of closed circuit television system for Hong Kong Island” and “89N Replacement of environmental monitoring system for the Tseung Kwan O Tunnel”? Despite it is not a new arrangement, why the funding for these items is sought in the context of the Appropriation Bill, instead of being separately sought from the Finance Committee of the Legislative Council?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 853)

Reply:

Details of the estimated expenditures and work plans for the relevant items are as follows:

	Item	Estimated Expenditure \$'000	Work Plan
1	89G – Replacement of tunnel ventilation system at the Tseung Kwan O Tunnel	46,000	The Government will replace the existing ageing tunnel ventilation system, including jet fans and the associated control panels. It is anticipated that the associated works will start once funding approval is obtained, with a view to completing the project in 2025.

	Item	Estimated Expenditure \$'000	Work Plan
2	89H – Replacement of central control and monitoring system in the Tseung Kwan O Tunnel	24,570	The Government will replace the existing ageing tunnel central control and monitoring system, including central computers, control work stations, local control panels as well as the associated transmission wiring and accessories. It is anticipated that the associated works will start once funding approval is obtained, with a view to completing the project in 2024.
3	89J – Replacement of red light camera system and associated backend system	224,650	The Government will replace the 80 existing ageing red light cameras and the associated backend system. It is anticipated that the associated works will start once funding approval is obtained, with a view to completing the project in 2024.
4	89K – Replacement of high voltage and low voltage power supply system in the Tate's Cairn Tunnel	113,400	The Government will replace the existing ageing high voltage (HV) and low voltage (LV) power supply systems, including HV switchboards, power transformers, LV switchboards, ancillary cabling and equipment as well as temporary electrical facilities for the system changeover. It is anticipated that the associated works will start once funding approval is obtained, with a view to completing the project in 2025.
5	89L – Replacement of fire service system at the Shing Mun Tunnels	54,180	The Government will replace the existing ageing fire service system, including the automatic and manual fire alarm system, fire service pumps, fire service water main pipes, total gaseous flooding extinguishing system and all associated wiring and accessories. It is anticipated that the associated works will start once funding approval is obtained, with a view to completing the project in 2025.

	Item	Estimated Expenditure \$'000	Work Plan
6	89M – Replacement of closed circuit television system for Hong Kong Island	14,400	The Government will replace the existing ageing closed circuit television system comprising 56 cameras and the associated backend system for monitoring traffic conditions on Hong Kong Island. It is anticipated that the associated works will start once funding approval is obtained, with a view to completing the project in 2021.
7	89N – Replacement of environmental monitoring system for the Tseung Kwan O Tunnel	11,340	The Government will replace the existing ageing environmental monitoring system and all associated wiring and accessories. It is anticipated that the associated works will start once funding approval is obtained, with a view to completing the project in 2023.

The arrangement to include in the draft Estimates funding proposals for creating commitments or increasing expenditure ceilings for approved commitment items under the General Revenue Account for scrutiny and approval by the Legislative Council in the context of the Appropriation Bill is in line with the requirements under sections 5 and 6 of the Public Finance Ordinance. The Government explained the relevant arrangements to the Finance Committee in early 2015. We have included the necessary provision for these proposals under the respective sub-head of expenditure to facilitate Members' consideration.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)305**

**(Question Serial No. 5927)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the design of cycle tracks, please advise of the following:

1. has the Government examined the issue that existing cycle tracks are not completely barrier-free (e.g. not all cycle tracks are provided with dropped kerbs) and therefore not accessible by cycles for use by people with disabilities (e.g. hand-powered three-wheeled cycles)? If yes, what are the details? If no, what are the reasons?
2. has the Government considered, or will it consider the need of people with disabilities to use hand-powered three-wheeled cycles on cycle tracks? Will it expand the width of existing cycle tracks and increase the number of roundabouts given that these cycles are wider? If yes, what are the details? If no, what are the reasons?
3. will the Government consider removing the "yellow bollards" on cycle tracks to enable people with disabilities to use hand-powered three-wheeled cycles on these tracks?
4. what is the average construction cost per kilometre of cycle tracks?
5. what is the progress of existing cycle track projects (i.e. at the stages of study, design, construction or review)?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 114)

Reply:

1. to 3.

Cycle tracks are designed for use by bicycles and tricycles with a minimum width of 2 metres (one way) or 3.5 metres (two way) in general, and are not fully provided with barrier-free access. People with disabilities can use wheelchairs on footpaths which are generally designed with barrier-free facilities. Road safety is the prime concern for such designs. Due to the same reason, cycle tracks and footpaths are usually designed on different ground levels to discourage cyclists from encroaching onto the footpath. Cycle tracks are usually provided with dropped kerbs at crossing points for pedestrians. Plastic

“yellow bollards” on cycle tracks are usually installed at end of cycle tracks or pedestrian crossing points to alert cyclists in advance to slow down. Due to road safety concern, the Government does not plan to remove them.

4. and 5.

The Civil Engineering and Development Department (CEDD) is responsible for developing cycle track networks in Hong Kong. Details of their works are at Annex.

**Cycle Tracks Undertaken by CEDD****Under construction**

<b>Project</b>	<b>Length of cycle tracks (kilometres)</b>	<b>Construction cost (per kilometres)</b>
Cycle Track Network in the New Territories (from Kam Tin River to Sheung Yue River)	11.0	\$81 million#
Infrastructure Works for Public Housing Development at Area 54, Tung Chung	0.5	\$6 million
Cross Bay Link, Tseung Kwan O	2	\$1.65 million
Tseung Kwan O – Lam Tin Tunnel	1.8	\$1.49 million
Cycle Track Network in the New Territories (from Tsing Tsuen Bridge to Bayview Garden)	2.3	\$61.3 million#
Development of Anderson Road Quarry site	2.6	\$0.91 million

# Construction cost also covers provision of facilities such as cycle bridge and subway, entry/exit hub, resting station and toilet, and associated geotechnical, drainage and landscaping works.

**Under study, review, design and tendering**

<b>Project</b>	<b>Length of cycle tracks (kilometres)</b>	<b>Current Status</b>
First Phase of Kwu Tung North/Fanling North New Development Area	4	Tender / Construction stage
Tung Chung New Town Extension	12	Design stage
Development of Lok Ma Chau Loop – Western Connection Road	2	Design stage
Initial Sites at Kam Tin South	0.3	Design stage
Kai Tak Development	13	Design stage
Cycle Track Network in the New Territories (Branching off section from Ting Kok Road to Sam Mun Tsai)	0.9	Design stage

<b>Project</b>	<b>Length of cycle tracks (kilometres)</b>	<b>Current Status</b>
Yuen Long South Development	12.5	Study stage
Hung Shui Kiu/Ha Tsuen New Development Area	20	Study stage
Cycle Track Network in the New Territories (from Bayview Garden to Tuen Hing Road near Chi Lok Fa Yuen)	19.7	Review stage

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)306**

**(Question Serial No. 5928)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

- (1) What criteria or international standards are used by Transport Department (TD) to differentiate electric wheelchairs or electric mobile rehabilitation devices used by people with disabilities from electric mobility devices?
- (2) For electric mobile rehabilitation devices purchased overseas or locally by people with disabilities, is there a mechanism for issuing certificates to certify that they are not electric mobility devices that will not be licensed by TD? If yes, what are the details? If no, what are the reasons?
- (3) Has TD imposed any maximum speed limit or other restrictions on electric mobile rehabilitation devices (e.g. electric wheelchairs and wheelchair propulsion system)?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 115)

Reply:

Under the "Walk in Hong Kong" initiative, TD is conducting a consultancy study on enhancing the walkability in Hong Kong (the Study), which is expected to be completed within 2020. Apart from examining key walkability issues, the Study would review the use of electric mobility devices and look into the use of electric wheelchairs in Hong Kong. Currently, there is no mechanism under which certificates can be issued for electric wheelchairs in respect of whether they are licensed for use on roads in Hong Kong. As regards speed limit, it is an offence under the Summary Offences Ordinance (Cap. 228) if any person, in any public place, drives recklessly or negligently or at a speed or in a manner which is dangerous to the public. The Government will make reference to the findings of the Study in considering the need for a regulatory regime for electric wheelchairs.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)307**

**(Question Serial No. 5929)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Currently, all public piers in Hong Kong do not have barrier-free design that enables boarding by wheelchair users. Will the Government consider making reference to pier designs adopted in overseas countries and providing similar barrier-free facilities for people with disabilities? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Chiu-hung, Fernando (LegCo internal reference no.: 117)

Reply:

There are currently 117 public piers in Hong Kong which are built, maintained and managed by the Government. The Government will consider providing barrier-free facilities at public piers when opportunities arise from the planning and design of large-scale pier maintenance and/or enhancement works. For example, a ramp which allows easier access for wheelchair users and people in need will be provided at Pak Kok Pier on Lamma Island, a remote pier under the Pier Improvement Programme for improving accessibility to outlying destinations and natural heritage, after its reconstruction. The Government will continue to manage and maintain pier facilities, and explore to provide barrier-free facilities at public piers. .

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)308**

**(Question Serial No. 6674)**

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:

Due to the outbreak of COVID-19 in the first half of 2020, the bus companies have reduced bus trips. Regarding this, would the Department provide whether the operation of the contractor of the Kowloon Bay Vehicle Examination Centre has been reduced accordingly:

1. the number and gross working hours of on-duty contractor staff in Kowloon Bay Vehicle Examination Centre from 1 January 2020 to 1 March 2020 on a daily basis;
2. during the period from 29 to 31 January 2020, did the contractor of Kowloon Bay Vehicle Examination Centre follow the work arrangement of the Government to arrange suspension of work for their staff? If yes, how many staff were involved? What was the average reduction in working hours for each staff? What were the suspension arrangements for the staff of the contractor? Please categorise the number of staff whose work has been suspended into "paid suspension", "counted as paid leave" and "no pay leave"; and
3. does the contract between the Government and the contractor allow the Government to adjust the service level at any time, including requiring the contractor to increase and decrease manpower and working hours?

Asked by: Hon CHU Hoi-dick (LegCo internal reference no.: 2072)

Reply:

The Transport Department (TD) has since 1992 contracted out the management, operation and maintenance of the New Kowloon Bay Vehicle Examination Centre (NKBVEC), which currently provides vehicle examination services for goods vehicles and trailers.

1. From 1 January to 1 March 2020, the daily numbers of contractor staff on duty at NKBVEC and their daily gross working hours are provided at **Annex**.
2. In line with the Government's "Preparedness and Response Plan for Novel Infectious Disease of Public Health Significance", with the Emergency Response Level activated,

and in order to pursue social distancing, all vehicle examination centres (including NKBVEC) of TD suspended their services from 29 to 31 January 2020 and on 1 February 2020. According to the contractor, the staff of NKBVEC are employed on a monthly salary basis and their salary would not be affected as a result of the service suspension of NKBVEC.

3. According to the terms of contract for the operation of NKBVEC, the Government could require the contractor to adjust the manpower deployed for the operation of NKBVEC or to close down NKBVEC for safety or other reasons. The contractor is also required to maintain sufficient staff during the service hours of NKBVEC as specified in the contract, and the contractor is allowed to suitably extend the service hours to meet service demand as well.



**Daily numbers of contractor staff on duty at NKBVEC and  
their daily gross working hours**

<b>Date</b>	<b>Number of staff on duty</b>	<b>Gross working hours#</b>
1 Jan 2020*	Closed	
2 Jan 2020	73	657
3 Jan 2020	75	675
4 Jan 2020*	36	162
5 Jan 2020*	Closed	
6 Jan 2020	69	621
7 Jan 2020	69	621
8 Jan 2020	72	648
9 Jan 2020	72	648
10 Jan 2020	74	666
11 Jan 2020*	36	162
12 Jan 2020*	Closed	
13 Jan 2020	74	666
14 Jan 2020	76	684
15 Jan 2020	75	675
16 Jan 2020	74	666
17 Jan 2020	71	639
18 Jan 2020*	36	162
19 Jan 2020*	Closed	
20 Jan 2020	75	675
21 Jan 2020	71	639
22 Jan 2020	71.5	643.5
23 Jan 2020	71.5	643.5
24 Jan 2020	60	540
25 Jan 2020*	Closed	
26 Jan 2020*		
27 Jan 2020*		
28 Jan 2020*		
29 Jan 2020^	Service suspension	
30 Jan 2020^		
31 Jan 2020^		
1 Feb 2020^		
2 Feb 2020*	Closed	
3 Feb 2020	73	657
4 Feb 2020	73	657
5 Feb 2020	71	639
6 Feb 2020	74	666
7 Feb 2020	73	657
8 Feb 2020*	36	162
9 Feb 2020*	Closed	
10 Feb 2020	72	648
11 Feb 2020	73	657

<b>Date</b>	<b>Number of staff on duty</b>	<b>Gross working hours#</b>
12 Feb 2020	76	684
13 Feb 2020	74	666
14 Feb 2020	74	666
15 Feb 2020*	36	162
16 Feb 2020*	Closed	
17 Feb 2020	77	693
18 Feb 2020	78	702
19 Feb 2020	72.5	652.5
20 Feb 2020	75.5	679.5
21 Feb 2020	76	684
22 Feb 2020*	60	270
23 Feb 2020*	Closed	
24 Feb 2020	77	693
25 Feb 2020	78	702
26 Feb 2020	78	702
27 Feb 2020	76	684
28 Feb 2020	75	675
29 Feb 2020*	59	265.5
1 Mar 2020*	Closed	

- \* NKBVEC provides half-day service on Saturdays, and is closed on Sundays and public holidays.
- ^ In line with the Government’s “Preparedness and Response Plan for Novel Infectious Disease of Public Health Significance”, with the Emergency Response Level activated, and in order to pursue social distancing, TD’s vehicle examination centres (including NKBVEC) suspended their services.
- # One-hour lunch break is included in the gross working hours from Mondays to Fridays.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)309****(Question Serial No. 4757)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding cross-boundary vehicles, please provide:

- (1) the numbers of vehicles holding closed road permits (CRPs) in the past three years, with breakdown by local and non-local registration;
- (2) the numbers in tabulated form of different types of vehicles (coaches, hire cars, private cars, official/enterprise vehicles, government vehicles and goods vehicles) travelling via different road-based boundary control points (i.e. Shenzhen Bay Port, Lok Ma Chau, Man Kam To, Sha Tau Kok and Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Port) in the past three years; and
- (3) the numbers of traffic offences and accidents involving cross-boundary vehicles in the past three years, and, among them, the numbers of prosecution and conviction cases.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 377)

Reply:(1)

The numbers of cross-boundary vehicles holding valid CRPs in the past three years are as follows:

Year (as at year end)	Locally registered vehicles	Non-locally registered vehicles <sup>(Note)</sup>
2017	44 752	3 396
2018	54 689	4 817
2019	58 733	5 486

Note: Non-locally registered vehicles refer to Mainland/Macao non-commercial vehicles which are issued with International Circulation Permits, in addition to the CRPs, for use in Hong Kong. As commercial vehicles concerned are required to be registered in Hong Kong, the relevant number has been included in the "locally registered vehicles".

(2)

The Government collects the entry and exit records of cross-boundary vehicles which are mainly grouped into three types, namely cross-boundary coaches, cross-boundary goods vehicles and cross-boundary private cars. At present, there are five road-based boundary control points (BCPs) in Hong Kong, namely Shenzhen Bay Port, Lok Ma Chau Control Point, Man Kam To Control Point, Sha Tau Kok Control Point and HZMB Hong Kong Port. According to the information provided by the Immigration Department, the Customs and Excise Department and the HZMB Authority, the total numbers of cross-boundary vehicular trips via the five road-based BCPs in the past three years are as follows:

#### Shenzhen Bay Port

Year	Coaches		Goods Vehicles		Private Cars <sup>(Note)</sup>	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2017	164 166	168 350	515 186	583 853	1 589 655	1 618 887
2018	146 175	150 334	603 874	626 638	1 635 895	1 648 555
2019	87 315	89 410	673 195	660 495	1 550 744	1 564 717

Note : Private cars include cross-boundary private cars, cross-boundary hire cars and Hong Kong private cars traveling to and from the Mainland via Shenzhen Bay Port under the Ad Hoc Quota Scheme.

#### Lok Ma Chau

Year	Coaches <sup>(Note 1)</sup>		Goods Vehicles		Private Cars <sup>(Note 2)</sup>	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2017	416 726	420 054	2 203 698	2 064 904	1 787 483	1 762 528
2018	406 352	409 316	2 019 522	1 927 772	1 692 525	1 679 953
2019	357 351	359 394	1 777 300	1 752 894	1 580 819	1 561 231

Note 1 : Coaches include cross-boundary coaches and cross-boundary shuttle buses plying between Lok Ma Chau Control Point and Huanggang Port.

Note 2 : Private cars include cross-boundary private cars and cross-boundary hire cars.

#### Man Kam To

Year	Coaches		Goods Vehicles		Private Cars <sup>(Note)</sup>	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2017	68 867	64 751	773 877	753 788	96 385	94 443
2018	66 821	60 161	681 230	678 800	90 293	90 413
2019	60 287	59 329	649 154	617 546	78 236	80 406

Note : Private cars include cross-boundary private cars and cross-boundary hire cars.

#### Sha Tau Kok

Year	Coaches		Goods Vehicles		Private Cars <sup>(Note)</sup>	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2017	54 097	54 181	126 562	208 849	219 409	220 400
2018	51 987	52 313	122 929	186 797	214 422	215 554
2019	45 871	46 096	114 707	172 357	204 669	206 202

Note : Private cars include cross-boundary private cars and cross-boundary hire cars.

### HZMB Hong Kong Port

Year	Coaches <sup>(Note 1)</sup>		Goods Vehicles		Private Cars <sup>(Note 2)</sup>	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
2017	--	--	--	--	--	--
2018 (Since commissioning on 24 October 2018)	74 403	74 309	3 982	4 981	40 648	42 776
2019	305 048	304 341	43 051	46 128	407 233	415 313

Note 1 : Coaches include cross-boundary coaches travelling to and from the Mainland and Macao and cross-boundary shuttles plying between Hong Kong Port and Zhuhai Port/Macao Port of the HZMB.

Note 2 : Private cars include cross-boundary private cars, cross-boundary hire cars and Hong Kong private cars travelling to and from the Macao Port of the HZMB under the Macao Port Park-and-Ride Scheme.

### (3)

According to the Police, the numbers of traffic accidents involving cross-boundary vehicles in the past three years are as follows:

Year	Number of traffic accidents involving cross-boundary vehicles
2017	586
2018	629
2019	745

Prosecution figures involving cross-boundary vehicles in the past three years are as follows. The Police do not have conviction figures involving cross-boundary vehicles.

Offence	2017	2018	2019 <sup>#</sup>
Careless Driving	16	18	6
Speeding	660	520	797
Failing to comply with Traffic Signal	63	51	54
Crossing Double White lines	2	2	15
Disobeying Road Marking / Traffic Sign	8	4	103
Illegal Parking	82	78	108

<sup>#</sup>Provisional figures

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)310**

**(Question Serial No. 4758)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government consider requesting all franchised bus companies to introduce the following measures with a view to shouldering their corporate responsibilities and relieving the burden of the public:

1. a monthly pass scheme; and
2. fare concessions to students over 12 years of age?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 378)

Reply:

The Government encourages public transport service operators to provide fare concessions to the public as far as practicable so long as these private companies can maintain the requisite sound financial positions.

Currently, franchised bus companies offer different kinds of fare concession schemes to passengers having regard to their companies' operational and financial situations, service nature of individual routes, and the needs of passengers. For example, the Kowloon Motor Bus Company (1933) Limited (KMB) introduced a fare concession scheme for full-time students (Note 1), a monthly pass scheme (Note 2) and a fare saver scheme for passengers travelling to and from tertiary institutions (Note 3) on 1 July 2017, 1 March 2018 and 17 December 2018 respectively.

Note 1: Under the fare concession scheme, students can enjoy concessionary half fare on their return trips on daytime routes under the same route group solely operated by KMB with adult fare of \$12 or above.

Note 2: The monthly pass holders can enjoy ten rides on routes operated by KMB and two rides on Route B1 to and from Lok Ma Chau every day within the 30-day validity period of the monthly pass.

Note 3: Under the fare saver scheme, KMB has installed fare saver kiosks in the campuses of 17 selected tertiary institutions. By tapping the Octopus card on the fare saver kiosk, passengers can enjoy a \$2 discount when they take KMB service. If the passengers have already taken KMB service before the tapping, a \$4 discount will be given on the second ride.

Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) offers fare concessions to senior citizens aged 60 to 64 for taking its Hong Kong Island routes, Kowloon Urban routes and New Territories routes.

The Government will continue to encourage franchised bus companies to offer more fare concessions, including monthly pass scheme and fare concessions for students over 12 years of age, for the benefit of passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)311**

**(Question Serial No. 4763)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Department will continue to review the fare adjustment arrangement for franchised bus service in the coming year. Has the Department suggested to the bus companies that the half fare concession arrangement should be extended to students? If so, what are the details? If not, what are the reasons?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 383)

Reply:

The Government encourages franchised bus operators to offer fare concessions as far as practicable having regard to their operational and financial situation, the service nature of individual routes, and the needs of passengers. Since the commencement of the new franchise of The Kowloon Motor Bus Company (1933) Limited (KMB) on 1 July 2017, KMB has introduced a long-haul route fare concession scheme for full-time students (the concession scheme), under which students can enjoy concessionary half fare on their return trips if they use personalised Octopus cards with "Student Status" to take a daytime route solely operated by KMB with a single adult fare at \$12 or above, and to pay the fare of the return trip on the same route or routes within the same group on the same day. As at end-February 2020, a total of 98 KMB routes were included in the concession scheme. The Transport Department (TD) will closely monitor the utilisation of the concession scheme and continue to encourage KMB to extend the scheme to cover more routes. TD will also encourage other franchised bus companies to offer fare concessions to students.

As for the Fare Adjustment Arrangement for Franchised Buses (FAA), it is the mechanism for the Government to process applications for fare adjustment from franchised bus companies. The latest review of the FAA was completed and the outcome was endorsed by the Chief Executive in Council on 8 January 2019. The aforesaid concession scheme introduced by KMB or other concession schemes offered by franchised bus companies do not involve the FAA.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)312****(Question Serial No. 4765)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the planning and development of bus services, will the Government advise on the lost trip rates of each of the franchised bus companies in the past five years? What measures will the Transport Department (TD) take to urge franchised bus companies to reduce lost trips?

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 385)Reply:

The lost trip rates of each franchised bus company in the past five years are set out below:

Franchised Bus Company (Note 1)	2015	2016	2017	2018	2019 (Note 2)
KMB	1.3%	1.5%	2.0%	3.3%	2.8%
CTB(F1)	1.7%	2.0%	1.9%	2.0%	2.5%
CTB(F2)	1.2%	1.7%	1.6%	1.0%	1.2%
NWFB	2.0%	2.4%	2.6%	2.9%	2.9%
LW	1.2%	0.7%	1.4%	1.0%	1.1%
NLB	0.0%	0.3%	0.4%	0.5%	0.5%
<b>Overall</b>	<b>1.4%</b>	<b>1.6%</b>	<b>2.0%</b>	<b>2.9%</b>	<b>2.6%</b>

Note 1: KMB – The Kowloon Motor Bus Company (1933) Limited

CTB(F1) – Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)

CTB(F2) – Citybus Limited (Franchise for Airport and North Lantau Bus Network)

NWFB – New World First Bus Services Limited

LW – Long Win Bus Company Limited

NLB – New Lantao Bus Company (1973) Limited

Note 2: The presented lost trip rates in 2019 have discounted the impact of the public events on the regularity of franchised bus services between June and December.

The regularity of franchised bus services is affected by service delays and lost trips. Service delays refer to situations whereby bus companies do not operate bus departures that should be operated and yet buses do not depart or observe bus stops as scheduled. Lost trips refer to situations whereby bus companies fail to operate departures that should otherwise be operated. Some of the factors which affect the regularity of bus services are within the control of bus companies, such as shortages of drivers and vehicles, vehicle breakdown, etc. However, some of the factors are external, such as public events, traffic congestion, traffic accidents or inclement weather, etc. TD has been closely monitoring the regularity and level of bus services through various channels, such as examining the operating returns submitted by the franchised bus companies, conducting regular surveys and taking note of passengers' complaints or suggestions. Moreover, since 2015, TD has adopted a new methodology for calculating lost trip rates to reflect more accurately the lost trip situations for specific periods for appropriate follow-up actions. TD has also stepped up the arrangements for issuing warning letters to the franchised bus companies regarding lost trip situations in order to oblige them to adopt rectification measures and improve services more proactively.

The lost trip rate for the industry average has slightly dropped in 2019 which may be partly due to the improvement on the drivers' recruitment. In this regard, TD will continue to request bus companies to take more proactive and effective actions in bus captain recruitment and review the journey time of the bus routes concerned having regard to the actual traffic condition. TD will also continue to examine with bus companies the causes of lost trips, direct them to tackle such causes within their control, and urge them to adopt suitable measures to address external factors as far as possible.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)313**

**(Question Serial No. 4766)**

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:

It was mentioned in the Chief Executive's 2017 Policy Address that the Government was discussing the implementation details of the low-floor wheelchair-accessible (LFWA) light bus trial scheme with the relevant light bus operators. Examination and approval of the specifications and installations of the new vehicle models were underway. The first low-floor light bus was formally put into operation in January this year instead of the fourth quarter of last year as scheduled. The progress is considered slow. Some associations for the disabled are worried that the growth rates of low-floor light buses and 19-seat light buses are different and cannot cope with the demand of wheelchair users. In this connection, will the Government inform this Committee of:

1. the respective numbers of 16-seat and 19-seat public light buses (PLBs) which has passed the examination and registered in Hong Kong;
2. the timetable for implementing the trial scheme and reviewing the effectiveness of the trial scheme;
3. the criteria to be adopted by the Government for assessing the effectiveness of the trial scheme; and
4. whether the Government will provide incentives to the trade to speed up the provision of low-floor light buses. If yes, what are the details; if no, what are the reasons.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 386)

Reply:

1

The maximum seating capacity of PLBs has been increased from 16 to 19 since 7 July 2017. As at 29 February 2020, 1 410 19-seat PLBs and 2 940 16-seat PLBs have been registered.

2, 3 and 4

The LFWA PLB trial scheme (the trial scheme) involves three LFWA PLBs. The first two LFWA PLBs have been put into service on Hong Kong Island GMB Route No. 54M (Kennedy Town Station – Queen Mary Hospital) and New Territories GMB Route No. 808 (Kam Ying Court – Prince of Wales Hospital) since 26 January and 28 May 2018

respectively. The third LFWA PLB is planned to be deployed on Kowloon GMB Route No. 2 (Whampoa Station – Festival Walk (via St. Teresa’s Hospital)). The PLB is of a new vehicle model manufactured by another vehicle manufacturer different from that for PLBs deployed to the first two GMB routes. The concerned PLB is undergoing modification works so as to comply with the relevant legal requirements before it can be put into service.

The Transport Department is reviewing the effectiveness of the trial scheme. The review will examine the operational effectiveness of the LFWA PLBs, including the technical and operational feasibility, repair and maintenance, and passengers’ feedback, etc. The review is expected to be completed within the first half of 2020. The Government will, in the light of the review results, discuss with the PLB trade and further consider the way forward regarding the deployment of LFWA PLBs, including whether or not any further trials should be conducted.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)314****(Question Serial No. 4767)**

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:

The Transport Department (TD) is responsible for conducting vehicle examinations. Will TD provide the following information:

1. the numbers of public light buses inspected by TD's vehicle examination centres (VECs) and the numbers of public light buses failing such inspections with the reasons in the past three years;
2. the manufacturers and vehicle models of the public light buses failing the inspections and the reasons; and
3. the criteria for assessing whether a public light bus can pass the inspection.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 387)

Reply:

1. The numbers of public light buses inspected by government VECs and the numbers of public light buses failing such inspections between 2017 and 2019 are tabulated as follows:

Year	Number of public light buses inspected	Number of public light buses failing the inspections	Failure rate #
2017	4 336	162	4%
2018	4 579	175	4%
2019	4 399	164	4%

# Percentages are rounded to the nearest integer.

The main reasons for failing the inspections were failure of the braking system or suspension system and damage to bodywork or interior body.

2. There were 4 350 registered public light buses in Hong Kong as at end February 2020, comprising four models, namely Toyota Coaster, Mitsubishi Rosa, Golden Dragon XML6701J and Optare Solo. Vehicle models of the public light buses failing the inspections included Toyota Coaster, Mitsubishi Rosa and Golden Dragon XML6701J. TD does not have breakdown of the reasons for failure cases by manufacturer and vehicle model.
  
3. A public light bus should be in compliance with the requirements stipulated in the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A) and the Road Traffic (Safety Equipment) Regulations (Cap. 374F) before it is allowed to be used on roads. When inspecting public light buses, vehicle examiners of government VECs carry out examinations according to the related requirements stipulated in a manual compiled by TD in accordance with the aforesaid legislation. Items including braking, steering, suspension, fuel, electrical wiring and lighting systems, tyres, chassis, bodywork, seatbelts, speed display device, speed limiter, electronic data recording device, etc. are inspected to ensure that a public light bus is in compliance with the statutory requirements and is roadworthy.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)315**

**(Question Serial No. 4999)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, the Government has been taking forward various transport infrastructure projects such as the Central Kowloon Route. Please inform this Committee of:

1. the volume/capacity (v/c) ratios of major sections of each of the strategic routes in Hong Kong during the peak hour in the past five years; and
2. the v/c ratios of major sections of each of the strategic routes in Hong Kong during non-peak hours in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 822)

Reply:

1. The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means that the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means that the congestion is getting serious.

As the traffic volume statistics in the Annual Traffic Census (ATC) are currently available up to 2018, the v/c ratios of the strategic routes in Hong Kong during the morning peak hour between 2014 and 2018 are tabulated at Annex.

2. As the Transport Department does not compile traffic volume data during non-peak hours, the related v/c ratios cannot be provided. In general, the v/c ratio of a section of a strategic route during non-peak hours will be lower than that during peak hours.

**Volume/Capacity (V/C) Ratios of Strategic Routes in Hong Kong during the morning peak hour<sup>1</sup> between 2014 and 2018**

Road Section	Strategic Route <sup>2</sup>	Direction	V/C Ratio				
			2014	2015	2016	2017	2018
<b>Hong Kong Island</b>							
Harcourt Road (between Tamar Street and Arsenal Street)	4	Westbound	0.5	0.6	0.7	0.6	0.7
<b>Kowloon</b>							
Princess Margaret Road (between Wylie Road and Pui Ching Road)	1	Southbound	0.4	0.4	0.4	0.4	0.4
Kwun Tong Bypass (between Kai Yan Street and Lung Cheung Road)	2	Eastbound	0.6	0.6	0.6	0.7	0.6
West Kowloon Highway (between Lin Cheung Road and Hing Wah Street West)	3	Southbound	0.8	0.8	0.9	0.9	0.9
East Kowloon Corridor (between Ma Tau Kok Road and Chatham Road North)	5	Northbound	0.9	0.9	0.9	0.9	1.0
Lung Cheung Road (between Nam Cheong Street and Lion Rock Tunnel Road)	7	Eastbound	0.9	0.9	0.8	0.9	0.9



Road Section	Strategic Route <sup>2</sup>	Direction	V/C Ratio				
			2014	2015	2016	2017	2018
<b>New Territories East</b>							
Tolo Highway (between Ma Liu Shui Interchange and Yuen Shin Road Interchange)	9	Southbound	0.9	0.9	0.9	1.0	1.1
Fanling Highway (between So Kwun Po Interchange and Wo Hop Shek Interchange)	9	Southbound	0.4	0.4	0.5	0.5	0.5
<b>New Territories West</b>							
Ting Kau Bridge	3	Southbound	1.0	1.1	1.0	1.0	1.2
Nam Wan Tunnel	8	Eastbound	0.4	0.4	0.4	0.4	0.4
Tuen Mun Road (between Sham Tseng and Tsing Long Highway, including the slip road from Sham Tseng)	9	Eastbound	0.9	1.0	0.9	0.9	0.9
Kong Sham Western Highway (between Yick Yuen Road and Shenzhen Bay Bridge) <sup>3</sup>	10	Northbound	-	-	-	0.2	0.2

## Notes

- <sup>1</sup> “Morning peak hour” refers to the busiest one hour from 7:00 am to 10:00 am on weekdays (i.e. Mondays to Fridays, except public holidays).
- <sup>2</sup> Route 6 comprises the Central Kowloon Route, Trunk Road T2 and Tseung Kwan O – Lam Tin Tunnel. Since Route 6 is under construction, its v/c ratio is not available.
- <sup>3</sup> Since no peak-hour traffic flow data for Kong Sham Western Highway are available in the Annual Traffic Census from 2014 to 2016, the corresponding v/c ratios cannot be compiled.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)316**

**(Question Serial No. 5000)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau is responsible for monitoring the development of the transport system in Hong Kong. Please provide the following information in table form:

Name of tunnel

Management, operation and maintenance (MOM) contract operator

Average daily peak hour traffic volume

Average daily peak hour traffic volume to capacity (v/c) ratio

Average daily non-peak hour traffic volume

Average daily non-peak hour v/c ratio

Estimated daily peak hour traffic volume at the time of construction

Estimated daily peak hour v/c ratio at the time of construction

Estimated daily non-peak hour traffic volume at the time of construction

Estimated daily non-peak hour v/c ratio at the time of construction

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 823)

Reply:

The names, MOM contract operators, traffic volumes and v/c ratios of respective tunnels in Hong Kong are at Annex. Most of these tunnels were constructed a long time ago and the Transport Department (TD) does not have their estimated peak hour and non-peak hour traffic volumes and estimated v/c ratios at the time of construction.

The v/c ratio is used to reflect the traffic situation during peak hours. A v/c ratio less than 1.0 means that the situation is acceptable. A v/c ratio above 1.0 indicates the onset of mild congestion and a v/c ratio between 1.0 and 1.2 indicates a manageable degree of congestion. A v/c ratio higher than 1.2 means that the congestion is getting serious.

Since the morning and evening peak traffic demand at Cross-Harbour Tunnel, Eastern Harbour Crossing, Lion Rock Tunnel, Tate's Cairn Tunnel and Tseung Kwan O Tunnel, has exceeded their respective design capacities, traffic queues are formed at the slip roads leading to the tunnels. The v/c ratios at Annex are the ratios of actual traffic volume to design capacity of the respective tunnels, which have not taken into account those vehicles queueing to enter the tunnels. Therefore, the v/c ratios of the five above-mentioned tunnels would not be higher than 1.0 or 1.1, even when the traffic demand is much higher than the tunnel capacity. In addition, traffic congestion at the northbound portal of the Aberdeen Tunnel during peak hours occasionally necessitates intermittent closure arrangements to control the number of vehicles entering the tunnel, thereby reducing the actual traffic volume and in turn lowering the v/c ratio concerned.

Further, the actual traffic capacity of the tunnels may be affected by other traffic factors, including the proportions of different types of vehicles using the road section concerned, geometry of the road section, etc. It should therefore be pointed out that a mere comparison between the actual traffic volume and the design capacity (based on the number of lanes and width of the tunnel) may not truly reflect the actual traffic conditions of the tunnels.

**Names, MOM contract operators, traffic volumes and v/c ratios of respective tunnels**  
**(as at December 2019)**

(I) Tolled tunnels <sup>Note 1,2</sup>						
Name of tunnel	Tunnel operator	Direction	Average hourly traffic volume (peak hour)	Average hourly v/c ratio (peak hour)	Average hourly traffic volume (non-peak hour)	Average hourly v/c ratio (non-peak hour)
Aberdeen Tunnel	Transport Infrastructure Management Limited	Northbound	1 500	0.6	1 100	0.4
		Southbound	1 900	0.7	1 200	0.5
Cross-Harbour Tunnel <sup>Note 3</sup>	Chun Wo Tunnel Management Limited	Northbound	2 700	1.0	2 100	0.8
		Southbound	2 800	1.1	2 200	0.8
Eastern Harbour Crossing	Pacific Infrastructure Limited	Northbound	2 600	1.0	1 500	0.6
		Southbound	2 700	1.0	1 400	0.5
Western Harbour Crossing	Western Harbour Tunnel Co. Ltd	Northbound	2 600	0.6	1 300	0.3
		Southbound	2 700	0.6	1 300	0.3
Lion Rock Tunnel	Chun Wo Tunnel Management Limited	Northbound	2 500	1.0	1 700	0.7
		Southbound	2 600	1.0	1 600	0.6
Tate's Cairn Tunnel	Pacific Infrastructure Management Limited	Northbound	2 300	0.9	1 100	0.4
		Southbound	2 300	0.9	900	0.3
Tseung Kwan O Tunnel	Chun Wo Tunnel Management Limited	Westbound	2 700	1.0	1 700	0.7
		Eastbound	2 800	1.1	1 800	0.7
Eagle's Nest Tunnel and Sha Tin Heights Tunnel	TIML MOM Limited	Northbound	2 300	0.5	1 100	0.2
		Southbound	2 400	0.5	1 000	0.2
Shing Mun Tunnels	Chun Wo Tunnel Management Limited	Westbound	1 800	0.7	900	0.3
		Eastbound	1 800	0.7	900	0.3
Tai Lam Tunnel	Route 3 (CPS) Co. Ltd.	Northbound	1 800	0.4	1 100	0.2
		Southbound	2 300	0.5	1 000	0.2

(II) Toll-free tunnels <sup>Note 4</sup>				
Name of tunnel	Tunnel operator	Direction	Average hourly traffic volume	Average hourly v/c ratio
Kai Tak Tunnel	Chun Wo Tunnel Management Limited	Westbound	1 200	0.5
		Eastbound	1 000	0.4
Cheung Tsing Tunnel	TIML MOM Limited	Westbound	1 700	0.4
		Eastbound	1 500	0.3
Nam Wan Tunnel	TIML MOM Limited	Westbound	1 100	0.2
		Eastbound	1 100	0.2
Tai Wai Tunnel	TIML MOM Limited	Westbound	1 000	0.3
		Eastbound	1 000	0.3
Central – Wan Chai Bypass Tunnel <sup>Note 5</sup>	Chun Wo Tunnel Management Limited	Westbound	1 000	0.2
		Eastbound	1 100	0.2
Lung Shan Tunnel <sup>Note 6</sup>	Serco Group (HK) Limited	Northbound	300	0.1
		Southbound	300	0.1
Cheung Shan Tunnel <sup>Note 6</sup>	Serco Group (HK) Limited	Northbound	60	0.02
		Southbound	60	0.02

Note 1: The figures in Table (I) above refer to the average hourly traffic volume on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions, which are compiled by tunnel operators through toll collection systems. Peak hours refer to 7 a.m. to 10 a.m. and 5 p.m. to 8 p.m. on weekdays.

Note 2: TD does not have the data of Discovery Bay Tunnel which was built and is currently managed by a private company for the exclusive use of authorised vehicles.

Note 3: The average traffic flow and v/c ratio for Cross-Harbour Tunnel above have discounted the period from 13 November to 31 December 2019 due to closure and repair of damaged facilities.

Note 4: For toll-free tunnels without toll collection systems through which records can be compiled, TD does not have breakdown of the traffic data for peak hours and non-peak hours. The figures with respect to toll-free tunnels in Table (II) above are the average hourly vehicular flows for both directions provided by tunnel operators and their respective average v/c ratios.

Note 5: Central – Wan Chai Bypass Tunnel was fully commissioned on 24 February 2019.

Note 6: Lung Shan Tunnel and Cheung Shan Tunnel were commissioned on 26 May 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)317**

**(Question Serial No. 5001)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Service

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

It has been 20 years since the commissioning of the Lantau Link. In this connection, will the Government advise this Committee of:

- The operating expenditure and revenue of the Lantau Link in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 824)

Reply:

The operating expenditure and revenue of the Lantau Link from 2014-15 to 2018-19 are tabulated below:

	2014-15 (\$ million)	2015-16 (\$ million)	2016-17 (\$ million)	2017-18 (\$ million)	2018-19 (\$ million)
Revenue	525.6	562.9	597.4	636.6	648.8
Expenditure	278.5	279.9	305.3	322.1	327.0

Note: Figures for 2019-20 are being compiled.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)318****(Question Serial No. 5006)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for managing parking spaces. In this connection, will the Government advise this Committee of:

1. the numbers of on-street parking spaces in the past five years, the numbers of on-street parking spaces for which local consultations have been conducted, and the numbers of additional on-street parking spaces to be provided in each district in the coming year (in tabulated form);
2. the numbers of short-term tenancy (STT) car parks in the 18 districts in Hong Kong, and the numbers of parking spaces at each location (by vehicle type) (in tabulated form); and
3. the names of multi-storey car parks under TD's management, the numbers of parking spaces provided (by vehicle type) and the utilisation rates.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 854)

Reply:

1. The numbers of on-street parking spaces as at end-February each year in 2016 to 2020 were as follows:

<b>Year</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Numbers of on-street parking spaces	32 841	33 295	33 771	34 024	34 407

The number of on-street parking spaces, for which local consultations were conducted in the past five years, was 3 593.

Since the designation of new on-street parking spaces is subject to the views of the local community, site constraints and progress of associated works, TD cannot estimate with accuracy the additional number of such parking spaces to be provided in the coming years.



2. The numbers of STT public fee-paying car parks and the numbers of parking spaces by vehicle type at those car parks in each of the 18 districts as at February 2020 are at Annex 1.
3. The names of the 11 multi-storey car parks under TD's purview, the numbers of parking spaces by vehicle type at those car parks and their average utilisation rates as at December 2019 are at Annex 2.

**Numbers of STT public fee-paying car parks and  
number of parking spaces at the relevant STT public fee-paying car parks  
(as at February 2020)**

District	Numbers of STT public fee-paying car parks	Numbers of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
Central and Western	4	81	184	0	11
Wan Chai	0	0	0	0	0
Eastern	11	1 271	140	100	10
Southern	6	197	28	37	0
Yau Tsim Mong	6	451	54	17	2
Sham Shui Po	6	619	440	65	22
Kowloon City	3	485	77	74	4
Wong Tai Sin	4	351	18	74	18
Kwun Tong	8	1 016	75	6	2
Tsuen Wan	12	2 047	102	18	23
Tuen Mun	15	1 758	505	0	6
Yuen Long	12	1 093	74	0	22
North	18	1 860	304	0	9
Tai Po	7	984	89	0	27
Sai Kung	15	2 807	112	17	11
Sha Tin	15	2 275	215	45	20
Kwai Tsing	42	2 312	5 331	326	14
Islands	1	67	0	0	0
<b>Total</b>	185	19 674	7 748	779	201

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

**Numbers of parking spaces and utilisation rates in  
government multi-storey car parks under TD's purview  
(as at December 2019)**

**(i) Private Cars/Van-type Light Goods Vehicles**

Car Parks	No. of Parking Spaces	Average Utilisation Rates	
		Day Time (0800-2300)	Night Time (2300-0800)
Star Ferry Car Park	377	56%	10%
City Hall Car Park	170	34%	8%
Rumsey Street Car Park	835	61%	40%
Kennedy Town Car Park	195	75%	72%
Tin Hau Car Park	428	76%	62%
Shau Kei Wan Car Park	385	71%	75%
Aberdeen Car Park	293	72%	88%
Yau Ma Tei Car Park	770	57%	40%
Sheung Fung Street Car Park, Wong Tai Sin	267	74%	84%
Kwai Fong Car Park*	477	73%	76%
Tsuen Wan Car Park	545	85%	85%

\* In April 2019, the rooftop of the Kwai Fong Car Park, involving 75 parking spaces, was converted into a temporary vehicle detention centre. Since 1 January 2020, 54 parking spaces for private cars / van-type light goods vehicle have been released for public use, while the remaining 21 parking spaces are kept for the temporary vehicle detention centre.

(ii) Motorcycles

Car Parks	No. of Parking Spaces	Average Utilisation Rates	
		Day Time (0800-2300)	Night Time (2300-0800)
Star Ferry Car Park	37	56%	41%
City Hall Car Park	27	58%	57%
Rumsey Street Car Park	148	68%	66%
Kennedy Town Car Park	37	81%	87%
Tin Hau Car Park	75	82%	82%
Shau Kei Wan Car Park	72	75%	85%
Aberdeen Car Park	51	63%	73%
Yau Ma Tei Car Park	76	65%	67%
Sheung Fung Street Car Park, Wong Tai Sin	74	71%	83%
Kwai Fong Car Park	93	67%	73%
Tsuen Wan Car Park	34	62%	69%

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)319****(Question Serial No. 5007)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and Development  
(2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government provide the following information:

- the numbers of parking spaces provided in various districts in Hong Kong in the past five years (with breakdown by public parking spaces provided by the Government, parking spaces provided at privately-operated car parks available for public use and parking spaces for the exclusive use of individuals):

District	Year					
	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for the exclusive use of individuals	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
e.g. Kwai Tsing	xxxx (-2%)					

- the numbers of newly registered private cars and licensed private cars in Hong Kong in the past five years; and
- the numbers of parking spaces provided in various districts (with breakdown by vehicle type).

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 855)

Reply:

1. The numbers of parking spaces in each of the 18 districts in the past five years are tabulated at Annex 1.
2. The numbers of newly registered private cars and licensed private cars in Hong Kong in the past five years are tabulated below:

Year (as at year end)	Number of newly registered private cars
2016	41 182
2017	43 642
2018	42 287
2019	38 309
2020 (up to end February)	4 253

Year (as at end February)	Number of licensed private cars
2016	523 960
2017	539 446
2018	556 407
2019	567 486
2020	565 103

3. The numbers of parking spaces by vehicle type in each of the 18 districts as at February 2020 are tabulated at Annex 2.

### Numbers of parking spaces by district (as at February 2020)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 263	307	8 037	279	28 406	636
	(-0.4%)	(-49.2%)	(0.6%)	(-15.7%)	(0.8%)	(98.8%)
Wan Chai	1 762	48	9 649	72	28 230	430
	(0.1%)	(60.0%)	(0.3%)	(0.0%)	(0.7%)	(1.4%)
Eastern	1 256	139	11 407	648	33 974	1 392
	(2.4%)	(-12.6%)	(-0.3%)	(-7.4%)	(2.2%)	(-0.1%)
Southern	1 430	204	6 796	698	31 190	611
	(3.5%)	(0.0%)	(0.0%)	(-4.5%)	(0.3%)	(-0.8%)
Yau Tsim Mong	2 327	526	14 413	1 760	17 924	516
	(-0.4%)	(-3.7%)	(7.5%)	(-0.4%)	(1.0%)	(44.1%)
Sham Shui Po	2 318	400	8 121	1 515	18 843	1 755
	(-0.8%)	(-63.5%)	(-0.7%)	(1.4%)	(1.1%)	(60.7%)
Kowloon City	2 432	242	6 991	711	39 397	572
	(-1.4%)	(4.3%)	(-9.7%)	(-47.6%)	(-0.0%)	(-2.7%)
Wong Tai Sin	1 121	186	5 296	236	14 447	1 026
	(4.2%)	(15.5%)	(0.3%)	(-1.7%)	(-0.2%)	(0.1%)
Kwun Tong	1 799	164	13 724	980	31 505	2 308
	(4.4%)	(-5.7%)	(5.2%)	(-3.6%)	(3.0%)	(1.3%)
Tsuen Wan	1 505	87	9 858	1 107	25 708	1 167
	(2.7%)	(0.0%)	(0.7%)	(-3.5%)	(0.4%)	(0.0%)
Tuen Mun	1 571	379	8 778	1 256	30 980	1 114
	(2.2%)	(-2.6%)	(-0.0%)	(2.9%)	(1.1%)	(2.7%)
Yuen Long	1 774	550	8 899	454	31 015	1 458
	(10.3%)	(-0.5%)	(0.6%)	(-2.8%)	(0.7%)	(0.4%)
North	1 714	456	4 802	569	15 109	766
	(-3.2%)	(0.0%)	(-7.6%)	(-16.0%)	(2.9%)	(-1.5%)
Tai Po	1 847	413	5 489	270	22 188	590
	(0.4%)	(-0.5%)	(-0.4%)	(-17.9%)	(4.8%)	(0.5%)
Sai Kung	2 158	499	10 868	357	28 870	1 037
	(-0.0%)	(-1.2%)	(4.3%)	(-7.0%)	(1.7%)	(4.5%)
Sha Tin	2 349	345	16 094	1 106	55 111	1 457
	(6.4%)	(2.1%)	(-1.5%)	(-2.6%)	(1.4%)	(-0.7%)
Kwai Tsing	1 363	391	10 036	7 560	24 538	3 538
	(-5.9%)	(0.3%)	(-0.3%)	(1.8%)	(1.4%)	(0.1%)
Islands	1 381	146	6 340	392	8 989	540
	(6.1%)	(0.0%)	(-0.1%)	(13.0%)	(6.3%)	(2.7%)
Total	32 370	5 482	165 598	19 970	486 424	20 913
	(1.4%)	(-15.5%)	(0.5%)	(-4.2%)	(1.4%)	(6.2%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

## Numbers of parking spaces by district (as at February 2019)

District	Number of parking spaces					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 273	604	7 990	331	28 173	320
	(0.5%)	(1.0%)	(-2.7%)	(-13.4%)	(2.4%)	(0.0%)
Wan Chai	1 761	30	9 617	72	28 047	424
	(0.1%)	(-6.3%)	(-0.4%)	(14.3%)	(0.5%)	(-0.2%)
Eastern	1 226	159	11 446	700	33 242	1 394
	(0.3%)	(0.6%)	(1.1%)	(9.9%)	(1.7%)	(0.6%)
Southern	1 382	204	6 794	731	31 098	616
	(0.7%)	(-1.4%)	(0.5%)	(14.8%)	(1.4%)	(-1.1%)
Yau Tsim Mong	2 337	546	13 405	1 767	17 745	358
	(-0.1%)	(5.4%)	(2.1%)	(-2.6%)	(0.5%)	(0.3%)
Sham Shui Po	2 337	1 097	8 175	1 494	18 645	1 092
	(1.6%)	(0.0%)	(1.8%)	(2.4%)	(1.8%)	(2.3%)
Kowloon City	2 467	232	7 742	1 356	39 408	588
	(0.9%)	(0.0%)	(-3.0%)	(-11.7%)	(1.7%)	(-0.2%)
Wong Tai Sin	1 076	161	5 278	240	14 480	1 025
	(0.2%)	(-0.6%)	(1.0%)	(3.4%)	(-0.5%)	(2.9%)
Kwun Tong	1 723	174	13 049	1 017	30 599	2 279
	(-3.8%)	(-3.9%)	(1.7%)	(-7.3%)	(1.0%)	(-14.2%)
Tsuen Wan	1 466	87	9 789	1 147	25 608	1 167
	(0.6%)	(0.0%)	(3.8%)	(-0.9%)	(2.9%)	(3.5%)
Tuen Mun	1 537	389	8 781	1 221	30 656	1 085
	(0.2%)	(2.6%)	(1.9%)	(-1.5%)	(0.5%)	(0.5%)
Yuen Long	1 608	553	8 849	467	30 798	1 452
	(-2.8%)	(-4.2%)	(4.3%)	(6.9%)	(0.3%)	(0.8%)
North	1 771	456	5 199	677	14 685	778
	(6.5%)	(-6.2%)	(2.6%)	(9.0%)	(0.9%)	(-1.5%)
Tai Po	1 840	415	5 509	329	21 167	587
	(4.2%)	(0.0%)	(0.2%)	(-0.9%)	(0.2%)	(0.0%)
Sai Kung	2 159	505	10 424	384	28 380	992
	(-0.7%)	(1.0%)	(-1.9%)	(-11.1%)	(5.1%)	(0.0%)
Sha Tin	2 208	338	16 336	1 136	54 341	1 467
	(-11.4%)	(-4.8%)	(1.2%)	(-1.5%)	(1.5%)	(1.4%)
Kwai Tsing	1 449	390	10 062	7 423	24 206	3 536
	(1.1%)	(6.8%)	(2.1%)	(-1.0%)	(0.1%)	(5.8%)
Islands	1 301	146	6 346	347	8 460	526
	(164.4%)	(10.6%)	(2.4%)	(0.0%)	(-4.7%)	(0.0%)
Total	31 921	6 486	164 791	20 839	479 738	19 686
	(2.2%)	(0.1%)	(1.1%)	(-1.1%)	(1.3%)	(-0.3%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.



## Numbers of parking spaces by district (as at February 2018)

District	<b>Number of parking spaces</b>					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 261	598	8 210	382	27 517	320
	(-19.9%)	(-3.2%)	(-0.2%)	(2.7%)	(-1.0%)	(0.0%)
Wan Chai	1 759	32	9 659	63	27 901	425
	(1.3%)	(0.0%)	(2.1%)	(0.0%)	(0.3%)	(0.0%)
Eastern	1 222	158	11 318	637	32 676	1 385
	(0.2%)	(-0.6%)	(2.8%)	(-18.6%)	(0.1%)	(-0.1%)
Southern	1 372	207	6 762	637	30 658	623
	(0.0%)	(-0.5%)	(0.1%)	(-3.8%)	(0.4%)	(1.8%)
Yau Tsim Mong	2 339	518	13 135	1 814	17 661	357
	(-0.0%)	(-1.7%)	(0.2%)	(-0.5%)	(0.7%)	(3.5%)
Sham Shui Po	2 301	1 097	8 028	1 459	18 312	1 067
	(3.1%)	(0.2%)	(-2.4%)	(-4.6%)	(1.4%)	(0.2%)
Kowloon City	2 445	232	7 984	1 535	38 742	589
	(0.5%)	(-0.4%)	(3.4%)	(-8.5%)	(2.1%)	(-0.5%)
Wong Tai Sin	1 074	162	5 227	232	14 558	996
	(0.0%)	(-4.1%)	(-6.3%)	(-18.0%)	(0.7%)	(2.2%)
Kwun Tong	1 791	181	12 828	1 097	30 307	2 655
	(5.0%)	(-1.1%)	(0.9%)	(3.0%)	(1.0%)	(-6.0%)
Tsuen Wan	1 457	87	9 434	1 158	24 896	1 128
	(-0.1%)	(-3.3%)	(0.1%)	(2.3%)	(3.3%)	(3.2%)
Tuen Mun	1 534	379	8 619	1 239	30 508	1 080
	(3.0%)	(8.3%)	(1.2%)	(-2.7%)	(2.3%)	(0.0%)
Yuen Long	1 655	577	8 482	437	30 720	1 440
	(11.6%)	(6.7%)	(1.4%)	(-2.2%)	(3.3%)	(7.6%)
North	1 663	486	5 068	621	14 559	790
	(0.1%)	(1.0%)	(-0.1%)	(-2.4%)	(-1.2%)	(-0.9%)
Tai Po	1 766	415	5 496	332	21 134	587
	(15.2%)	(-1.9%)	(-4.1%)	(-19.4%)	(1.1%)	(-6.1%)
Sai Kung	2 174	500	10 631	432	27 014	992
	(1.1%)	(-2.9%)	(0.8%)	(-0.7%)	(3.8%)	(0.2%)
Sha Tin	2 493	355	16 144	1 153	53 552	1 447
	(14.5%)	(2.3%)	(4.2%)	(0.8%)	(1.7%)	(-0.1%)
Kwai Tsing	1 433	365	9 854	7 499	24 186	3 342
	(-1.8%)	(5.2%)	(1.6%)	(3.7%)	(-0.4%)	(0.5%)
Islands	492	132	6 199	347	8 874	526
	(0.4%)	(1.5%)	(-12.9%)	(-13.0%)	(0.0%)	(0.0%)
Total	31 231	6 481	163 078	21 074	473 775	19 749
	(1.3%)	(0.5%)	(0.2%)	(-1.4%)	(1.2%)	(-0.1%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

## Numbers of parking spaces by district (as at February 2017)

District	<b>Number of parking spaces</b>					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 821	618	8 226	372	27 790	320
	(1.7%)	(1.6%)	(2.6%)	(-3.4%)	(3.0%)	(-0.6%)
Wan Chai	1 736	32	9 458	63	27 827	425
	(-0.6%)	(0.0%)	(1.8%)	(0.0%)	(0.9%)	(1.2%)
Eastern	1 220	159	11 005	783	32 656	1 386
	(0.2%)	(8.9%)	(-0.3%)	(0.3%)	(2.5%)	(1.6%)
Southern	1 372	208	6 752	662	30 530	612
	(1.9%)	(-1.0%)	(2.5%)	(36.2%)	(2.8%)	(-6.4%)
Yau Tsim Mong	2 340	527	13 108	1 824	17 544	345
	(0.5%)	(-0.4%)	(3.9%)	(-2.6%)	(5.0%)	(4.9%)
Sham Shui Po	2 232	1 095	8 224	1 529	18 063	1 065
	(-1.1%)	(-3.4%)	(-2.3%)	(28.8%)	(0.8%)	(-6.3%)
Kowloon City	2 433	233	7 722	1 677	37 960	592
	(-8.6%)	(0.0%)	(6.3%)	(-11.0%)	(6.4%)	(11.1%)
Wong Tai Sin	1 074	169	5 577	283	14 451	975
	(-3.9%)	(-11.1%)	(5.1%)	(-12.1%)	(0.4%)	(2.5%)
Kwun Tong	1 705	183	12 713	1 065	30 021	2 824
	(4.5%)	(-18.3%)	(-2.5%)	(-25.5%)	(2.4%)	(3.9%)
Tsuen Wan	1 458	90	9 422	1 132	24 101	1 093
	(2.7%)	(1.1%)	(0.2%)	(-1.5%)	(1.4%)	(8.2%)
Tuen Mun	1 489	350	8 521	1 274	29 833	1 080
	(-0.1%)	(6.4%)	(3.4%)	(-1.4%)	(0.8%)	(2.5%)
Yuen Long	1 483	541	8 368	447	29 739	1 338
	(6.5%)	(16.3%)	(4.4%)	(3.5%)	(3.3%)	(2.3%)
North	1 662	481	5 075	636	14 731	797
	(-2.8%)	(0.4%)	(1.7%)	(8.3%)	(4.1%)	(7.0%)
Tai Po	1 533	423	5 732	412	20 911	625
	(-0.5%)	(-0.2%)	(3.2%)	(-2.4%)	(0.2%)	(-2.8%)
Sai Kung	2 151	515	10 549	435	26 020	990
	(2.3%)	(5.7%)	(12.5%)	(-22.5%)	(7.1%)	(15.4%)
Sha Tin	2 177	347	15 493	1 144	52 676	1 449
	(6.2%)	(-3.1%)	(-3.8%)	(-1.5%)	(1.5%)	(2.7%)
Kwai Tsing	1 460	347	9 697	7 234	24 295	3 325
	(-4.5%)	(-2.3%)	(0.0%)	(5.9%)	(4.8%)	(4.0%)
Islands	490	130	7 119	399	8 870	526
	(9.4%)	(11.1%)	(2.8%)	(50.6%)	(13.5%)	(-7.9%)
Total	30 836	6 448	162 761	21 371	468 018	19 767
	(0.2%)	(0.6%)	(1.8%)	(1.3%)	(3.0%)	(2.8%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

## Numbers of parking spaces by district (as at February 2016)

District	<b>Number of parking spaces</b>					
	Public parking spaces provided by the Government		Public parking spaces provided at privately-operated car parks		Parking spaces for private use	
	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)	Number of private car parking spaces (year-on-year change)	Number of commercial vehicle parking spaces (year-on-year change)
Central and Western	2 775	608	8 018	385	26 985	322
	(0.3%)	(1.5%)	(0.2%)	(5.2%)	(0.4%)	(0.0%)
Wan Chai	1 747	32	9 293	63	27 592	420
	(32.6%)	(0.0%)	(8.8%)	(0.0%)	(10.7%)	(171.0%)
Eastern	1 217	146	11 034	781	31 864	1 364
	(-25.7%)	(24.8%)	(-7.2%)	(6.0%)	(-6.9%)	(-17.1%)
Southern	1 347	210	6 588	486	29 698	654
	(-0.7%)	(0.0%)	(-1.1%)	(18.0%)	(0.2%)	(0.0%)
Yau Tsim Mong	2 329	529	12 622	1 872	16 714	329
	(-0.3%)	(-0.2%)	(-1.0%)	(-5.8%)	(4.2%)	(20.1%)
Sham Shui Po	2 257	1 134	8 416	1 187	17 912	1 137
	(-3.8%)	(-0.4%)	(-1.3%)	(-32.1%)	(1.5%)	(1.8%)
Kowloon City	2 663	233	7 267	1 885	35 683	533
	(-0.4%)	(0.0%)	(-6.1%)	(-10.0%)	(0.1%)	(0.0%)
Wong Tai Sin	1 118	190	5 308	322	14 396	951
	(2.3%)	(1.1%)	(-0.4%)	(-14.8%)	(0.4%)	(0.0%)
Kwun Tong	1 632	224	13 041	1 429	29 310	2 719
	(2.8%)	(0.0%)	(-6.3%)	(-14.8%)	(2.0%)	(0.4%)
Tsuen Wan	1 420	89	9 405	1 149	23 765	1 010
	(0.0%)	(0.0%)	(7.1%)	(2.3%)	(2.7%)	(0.2%)
Tuen Mun	1 491	329	8 243	1 292	29 594	1 054
	(0.5%)	(-2.4%)	(1.3%)	(2.5%)	(0.5%)	(0.0%)
Yuen Long	1 392	465	8 015	432	28 799	1 308
	(-2.3%)	(-11.3%)	(0.1%)	(-2.9%)	(0.1%)	(-0.5%)
North	1 710	479	4 991	587	14 145	745
	(0.0%)	(0.0%)	(2.5%)	(-5.6%)	(0.7%)	(0.0%)
Tai Po	1 540	424	5 556	422	20 873	643
	(0.0%)	(-1.4%)	(-0.8%)	(-25.0%)	(5.1%)	(0.8%)
Sai Kung	2 102	487	9 380	561	24 290	858
	(0.0%)	(-2.2%)	(4.4%)	(9.8%)	(1.7%)	(-14.5%)
Sha Tin	2 049	358	16 110	1 161	51 874	1 411
	(-0.2%)	(-5.3%)	(-1.0%)	(-7.5%)	(1.2%)	(0.0%)
Kwai Tsing	1 529	355	9 697	6 828	23 187	3 198
	(2.9%)	(-2.2%)	(-1.9%)	(-3.6%)	(0.4%)	(0.1%)
Islands	448	117	6 925	265	7 815	571
	(2.1%)	(5.4%)	(1.3%)	(-4.0%)	(0.4%)	(0.0%)
Total	30 766	6 409	159 909	21 107	454 496	19 227
	(-0.0%)	(-1.1%)	(-0.5%)	(-6.6%)	(1.1%)	(-0.4%)

Note: The figures exclude parking spaces for motorcycles and vehicles of special public services such as refuse collection or post offices' vehicles.

**Numbers of parking spaces by vehicle type in 18 districts  
(as at February 2020)**

<b>District</b>	<b>Private Car #</b>	<b>Goods Vehicle</b>	<b>Bus</b>	<b>Motorcycle</b>	<b>Total*</b>
Central and Western	38 706	1 142	80	1 415	41 343
Wan Chai	39 641	420	130	1 305	41 496
Eastern	46 637	1 839	340	2 473	51 289
Southern	39 416	1 157	356	1 864	42 793
Yau Tsim Mong	34 664	2 520	282	2 099	39 565
Sham Shui Po	29 282	3 257	413	1 990	34 942
Kowloon City	48 820	1 293	232	1 948	52 293
Wong Tai Sin	20 864	1 288	160	2 276	24 588
Kwun Tong	47 028	3 276	176	4 279	54 759
Tsuen Wan	37 071	1 946	415	1 491	40 923
Tuen Mun	41 329	2 558	191	1 737	45 815
Yuen Long	41 688	2 105	357	1 771	45 921
North	21 625	1 714	77	842	24 258
Tai Po	29 524	1 133	140	1 032	31 829
Sai Kung	41 896	1 563	330	3 023	46 812
Sha Tin	73 554	2 676	232	2 965	79 427
Kwai Tsing	35 937	11 088	401	2 702	50 128
Islands	16 710	791	287	610	18 398
<b>Total</b>	<b>684 392</b>	<b>41 766</b>	<b>4 599</b>	<b>35 822</b>	<b>766 579</b>

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within private car parking spaces.

\* The figures exclude about 300 parking spaces reserved for special public services such as refuse collection or post offices' vehicles.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)320****(Question Serial No. 5034)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

It is expected that there will be a net increase of 65 posts in 2020-21, will the Government inform this Council, the titles of each additional post, the purpose of each additional post and the expected expenditure of each additional post presented in a table.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 910)Reply:

There will be a net increase of 65 posts in the Transport Department (TD) in 2020-21 as a result of the creation of 133 posts to be offset by the deletion of 68 posts. The ranks, duties and annual staff costs (in terms of notional annual mid-point salary) of the new posts to be created are summarised as follows:

Duties	Rank	Number of Post	Annual Staff Cost (\$)
<b>To take forward specific initiatives</b>			
To support the expeditious identification and making ready of land for inclusion in the list of land sale sites	Senior Transport Officer	1	1,124,520
	Transport Officer I	2	1,615,080
	Senior Engineer	1	1,514,640
	Engineer / Assistant Engineer	4	3,276,000
	Senior Technical Officer (Traffic)	2	1,284,000
	Technical Officer (Traffic) / Technical Officer Trainee (Traffic)	6	1,772,820

<b>Duties</b>	<b>Rank</b>	<b>Number of Post</b>	<b>Annual Staff Cost (\$)</b>
To facilitate and expedite the increasing supply of public housing flats under the Long Term Housing Strategy	Senior Transport Officer	2	2,249,040
	Transport Officer I	4	3,230,160
	Engineer / Assistant Engineer	2	1,638,000
	Technical Officer (Traffic) / Technical Officer Trainee (Traffic)	4	1,181,880
To enhance public transport planning for increasing land and housing site supply by public transport operators	Senior Transport Officer	1	1,124,520
	Transport Officer I	1	807,540
To continue the support for the initiative of increasing and expediting the supply of land and housing sites	Chief Transport Officer	1	1,514,640
To cope with the increasing workload arising from the implementation of the licensing scheme for private columbaria and the taking forward of public columbarium projects	Engineer / Assistant Engineer	1	819,000
	Technical Officer (Traffic) / Technical Officer Trainee (Traffic)	1	295,470
To cope with the increasing workload relating to personnel and administrative services	Executive Officer I	1	807,540
	Assistant Clerical Officer	1	288,840
To cope with the increasing workload relating to procurement and supplies matters	Supplies Officer	1	771,240
To support the financial matters arising from the commissioning of the Tuen Mun-Chek Lap Kok Tunnel (TM-CLKT)	Accounting Officer II	1	510,540
	Assistant Clerical Officer	1	288,840

<b>Duties</b>	<b>Rank</b>	<b>Number of Post</b>	<b>Annual Staff Cost (\$)</b>
To support the preparation for implementing Free-Flow Tolling System at government tolled tunnels and the Tsing Sha Control Area	Chief Transport Officer	1	1,514,640
	Senior Engineer	1	1,514,640
	Engineer / Assistant Engineer	1	819,000
	Technical Officer (Traffic) / Technical Officer Trainee (Traffic)	1	295,470
	Accounting Officer I	1	807,540
	Analyst / Programmer II	1	534,660
	Assistant Clerical Officer	1	288,840
To support the implementation of cross-boundary traffic initiatives relating to private cars using the Hong Kong-Zhuhai-Macao Bridge	Chief Transport Officer	1	1,514,640
	Senior Transport Officer	1	1,124,520
	Executive Officer I	1	807,540
	Senior Clerical Officer	1	613,140
	Assistant Clerical Officer	1	288,840
To cope with the increasing demand for licensing services	Executive Officer I	1	807,540
	Executive Officer II	1	534,660
	Assistant Clerical Officer	2	577,680
To support the study for implementation of e-Licensing initiatives	Senior Executive Officer	1	1,124,520
	Executive Officer I	1	807,540
To support the implementation of the environmental initiatives of phasing out Euro IV diesel commercial vehicles (DCVs); and carrying out residual work of the Ex-gratia Payment Scheme for phasing out pre-Euro IV DCVs	Senior Executive Officer	1	1,124,520
	Executive Officer I	1	807,540
	Executive Officer II	1	534,660
	Clerical Officer	1	463,140
	Assistant Clerical Officer	2	577,680
	Motor Vehicle Examiner I	1	940,620

<b>Duties</b>	<b>Rank</b>	<b>Number of Post</b>	<b>Annual Staff Cost (\$)</b>
To undertake the new initiatives relating to Smart Mobility	Electrical and Mechanical Engineer / Assistant Electrical and Mechanical Engineer	1	819,000
	Motor Vehicle Examiner I	1	940,620
	Engineer / Assistant Engineer	2	1,638,000
	Senior Technical Officer (Traffic)	1	642,000
	Technical Officer (Traffic) / Technical Officer Trainee (Traffic)	3	886,410
	Computer Operator I	1	441,180
	Transport Officer I	1	807,540
	Transport Controller I	1	559,860
To handle the additional workload arising from relaxation of the eligibility criteria on the driving licensing regime for commercial vehicles as well as implementing taxi quality improvement measures	Transport Officer II	1	510,540
	Executive Officer I	1	807,540
	Driving Examiner I	1	613,140
To provide training and development for all staff of TD	Senior Training Officer	1	1,124,520
To prepare for the gearing-up activities and daily operational work upon commissioning of TM-CLKT	Senior Transport Officer	1	1,124,520
	Transport Officer I	1	807,540
	Transport Controller I	1	559,860
To strengthen engineering support on incident management using the Traffic Control and Surveillance System developed for the Tuen Mun-Chek Lap Kok Link (Southern Connection)	Engineer / Assistant Engineer	1	819,000



<b>Duties</b>	<b>Rank</b>	<b>Number of Post</b>	<b>Annual Staff Cost (\$)</b>
To implement the existing and new tasks relating to the provision of the Special Helping Measures and the Vessel Subsidy Scheme cum Trial of Hybrid Vessels	Chief Transport Officer	2	3,029,280
	Senior Transport Officer	1	1,124,520
	Transport Officer II	1	510,540
To continue to monitor the operation of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the Scheme) and assist in conducting the comprehensive review of the Scheme	Senior Transport Officer	2	2,249,040
	Transport Officer II	2	1,021,080
	Senior Treasury Accountant	1	1,514,640
	Treasury Accountant	2	2,060,880
	Accounting Officer II	1	510,540
To support Environmental Protection Department's pilot scheme on electric ferries for in-harbour routes	Transport Officer I	1	807,540
To establish a dedicated Franchised Bus Safety Team for developing a proactive approach to enhance the safety of franchised buses	Assistant Commissioner for Transport	1	2,283,600
	Principal Transport Officer	1	1,923,600
	Chief Transport Officer	1	1,514,640
	Senior Transport Officer	1	1,124,520
	Chief Electrical and Mechanical Engineer	1	1,923,600
	Senior Electrical and Mechanical Engineer	1	1,514,640
	Senior Engineer	1	1,514,640
	Engineer / Assistant Engineer	1	819,000
	Statistician	1	985,260
	Personal Secretary I	1	463,140
	Personal Secretary II	1	288,840
	Assistant Clerical Officer	1	288,840

<b>Duties</b>	<b>Rank</b>	<b>Number of Post</b>	<b>Annual Staff Cost (\$)</b>
To continue overseeing the public transport interchange and ferry pier upgrading projects included in the 2017 Policy Address	Transport Officer I	1	807,540
	Works Supervisor I	1	381,000
To continue the support for carrying out the on-going trial of electric buses by franchised bus companies	Transport Officer I	1	807,540
To take forward various parking projects in addressing the demand for parking spaces for various vehicle types	Engineer / Assistant Engineer	6	4,914,000
	Senior Technical Officer (Civil)	1	642,000
	Technical Officer (Civil) / Technical Officer Trainee (Civil)	1	295,470
To implement new initiatives of fostering the policy initiative of “Walk in HK”	Senior Engineer	1	1,514,640
	Engineer / Assistant Engineer	2	1,638,000
	Senior Technical Officer (Traffic)	1	642,000
	Technical Officer (Traffic) / Technical Officer Trainee (Traffic)	1	295,470
	Traffic Assistant	1	240,420
To support the setting up and implementation of the Smart Traffic Fund	Senior Engineer	1	1,514,640
	Electrical and Mechanical Engineer / Assistant Electrical and Mechanical Engineer	1	819,000
To implement Land Sharing Pilot Scheme	Engineer / Assistant Engineer	1	819,000
	Transport Officer II	1	510,540
	Technical Officer (Traffic) / Technical Officer Trainee (Traffic)	1	295,470

Duties	Rank	Number of Post	Annual Staff Cost (\$)
<b>To replace T-contract position</b>			
To replace T-contract positions by civil service posts	Computer Operator I	1	441,180
	Computer Operator II / Student Computer Operator	2	497,280
	Systems Manager	1	1,124,520
<b>Total :</b>		<b>133</b>	<b>103,311,240</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)321**

**(Question Serial No. 5047)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the health conditions of drivers of public transport services and road safety:

- (1) According to the Guidelines on Bus Captain Working Hours, Rest Times and Meal Breaks (Revised in 2018) (the Guidelines), the maximum duty hours in a special shift should not exceed 14 hours, which has remained the same, and driving hours therein should not exceed ten hours. In making the decision, have health care practitioners, professionals, trade unions and bus captains been consulted? If yes, please advise on the persons consulted, the number of consultations conducted, the staff establishment for the tasks and the expenditure involved, etc.
- (2) Please tabulate the number of inspections and monitoring of compliance with the Guidelines and prosecutions against violations of the Guidelines by the Government, the expenditure involved, staff establishment for the tasks and prosecutions instituted, etc. in the past five years.
- (3) Please provide figures in relation to professional drivers (including drivers of buses, minibuses, taxis, etc.) receiving pre-employment health checks and the related expenditure involved in the past five years.
- (4) Please provide figures in relation to professional drivers (including drivers of buses, minibuses, taxis, etc.) aged 55 or above receiving regular health checks and the related expenditure involved in the past five years.
- (5) Has the Government proposed mandating professional drivers (including drivers of buses, minibuses, taxis, etc.) aged 55 or above to receive regular health checks? If yes, what are the implementation timetable and expenditure involved? If no, what are the reasons?
- (6) Please provide the numbers of accidents and casualties involving professional drivers (including drivers of buses, minibuses, taxis, etc.) aged (i) 55 or below and (ii) 55 or above and causes of the accidents in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 980)

Reply:

(1)

When reviewing the Guidelines, the Transport Department (TD) aimed to strike a balance among the need to provide appropriate services to meet the travelling needs of bus passengers, the rest time and working hours of bus captains, the operational needs of bus companies, as well as the views received from the community (including those received from the Legislative Council and District Councils). During the process, TD had a total of 12 meetings with the franchised bus (FB) operators and staff unions between October 2017 and February 2018. The review was undertaken by the existing staff of TD as part of their normal duties. There is no separate breakdown of expenditure involved.

TD has been closely monitoring and following up on the implementation of the revised Guidelines by the FB operators. In this regard, the FB operators have undertaken to achieve a maximum of 13-hour special shift (vis-à-vis 14-hour special shift as stipulated under the current Guidelines), subject to the progress of the recruitment of bus captains to fill up the shortfall arising from the shortening of duty hours and driving hours of the existing captains. FB operators have already started to implement the 13.5-hour special shift arrangement and will continue to work towards the 13-hour special shift by end-2020.

To prepare for a further comprehensive review of the Guidelines, TD conducted literature review and studied research reports on driver fatigue in some overseas jurisdictions in the latter half of 2019. The research reveals that a host of factors (including working hours, duty roster arrangement, rest times, as well as daily routine, sleep patterns and personal physical condition of the bus captains etc.) might cause fatigue in bus captains. TD will appoint independent local experts to conduct research on identification and management of fatigue driving in the FB industry in Hong Kong. The preliminary study directions include: (i) understanding the overall situation of fatigue driving of FB captains, the root of the problem and the causes; (ii) studying the correlation between FB captains' working hours, rest times and duty roster arrangement (including special shifts) stipulated in the existing Guidelines and fatigue driving of bus captains; and (iii) exploring corresponding improvement strategies and measures. FB operators and their bus captains will be engaged in the study.

(2)

To ensure that FB operators comply with the Guidelines, FB operators are required to submit monthly reports on the implementation of the Guidelines to TD for monitoring. In addition, TD engages independent contractors to conduct surveys on FB captains' working hours, rest time and meal breaks to monitor the compliance of the Guidelines by FB operators every year. The results of the monitoring surveys reveal that FB operators generally adhere to the prevailing guidelines in arranging rest time and meal breaks for bus captains. Should any non-compliance be identified, the FB operators would be required to provide explanations and take follow-up actions as appropriate. Surveys were taken on over 5 900 bus captains on their full duty hours in the past five years and the total expenditure for such surveys incurred was about \$5.2 million. The work involved in monitoring the compliance is undertaken by the existing staff of TD. There is no separate breakdown of the expenditure involved.

(3)-(5)

All drivers, including the drivers of public transport services, have the responsibility of ensuring that they drive only when they are physically fit to do so, as required by the Road Traffic (Driving Licences) Regulations (Cap. 374B). Public transport operators have also been reminded to pay attention to the physical health of their drivers.

At present, FB operators require bus captains to declare their health conditions and pass a health check such that he/she is certified by a doctor to be physically fit to drive buses before joining the service. For serving bus captains, all FB operators currently require bus captains aged 50 or above to undergo annual health checks. For bus captains at the age of 50, 54, 57 and 60 or above, they are also required to undergo an electrocardiogram in the annual health check. Moreover, for bus captains who have suffered a stroke or cardiovascular diseases, or are on medication due to diabetes mellitus or hypertension, they are also required to declare such illness(es) to their employers and undergo an electrocardiogram in their annual health checks. FB operators have also reminded their bus captains not to continue driving if feeling unwell while on duty and to consult doctors promptly.

For other road-based public transport modes, the Hong Kong Tramways Limited requires all newly-recruited motormen to undergo physical examination and declare individual medical records. Those aged 60 or above are required to undergo a general check-up before annual contract renewal. For green minibus and non-FB services, although the operators generally do not require their drivers to undergo annual health checks, they will not assign driving duties to drivers found to be unwell and will request the concerned drivers to seek medical treatment or examination. As regards red minibus and taxi drivers, they are mainly self-employed and there is no mandatory requirement for them to conduct pre-service or regular health checks.

While the Government has no plan to make it a mandatory requirement for drivers of all public transport services who are aged 55 or above to undergo regular health checks, TD will continue to enhance commercial vehicle drivers' awareness of safe driving and health through training and education, including the publicity campaign "Safe Driving and Health Campaign" and seminars on safe driving co-organised by TD and the Police. During the annual "Safe Driving and Health Campaign", TD distributes coupons to commercial vehicle drivers (including public transport drivers) such that they may receive free health checks at medical institutions. In the past five years, on average, about 2 000 commercial vehicle drivers joined the free health checks each year. Through meetings with the trade and regular newsletters, TD also reminds operators and the trade to pay attention to drivers' physical condition and encourage them to have regular check-ups.

(6)

The numbers of traffic accidents involving FB, public light bus and taxi and their related casualty figures by specified age group of driver in the past five years are tabulated below:

	2015	2016	2017	2018	2019
<b>Number of accidents involving FB (Number of casualties)</b>					
with driver aged below 55	1 594 (2 091)	1 478 (1 882)	1 470 (2 044)	1 521 (1 944)	1 379 (1 943)
with driver aged 55 or above	648 (822)	757 (947)	758 (1 135)	819 (1 024)	780 (1 172)
<b>Number of accidents involving public light bus (Number of casualties)</b>					
with driver aged below 55	364 (604)	301 (516)	230 (397)	217 (316)	182 (259)
with driver aged 55 or above	713 (1 216)	756 (1 211)	763 (1 250)	718 (1 075)	711 (1 053)
<b>Number of accidents involving taxi (Number of casualties)</b>					
with driver aged below 55	1 772 (2 506)	1 731 (2 421)	1 620 (2 277)	1 542 (2 133)	1 628 (2 174)
with driver aged 55 or above	2 254 (3 156)	2 464 (3 383)	2 451 (3 390)	2 611 (3 519)	2 856 (3 893)

Note: Figures in brackets denote the numbers of casualties.

The major driver contributory factors of the above accidents for drivers of both age groups were “driving inattentively”, “driving too close to vehicle in front” and “careless lane changing”.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)322**

**(Question Serial No. 5051)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of:

1. the average vehicular flows of various tunnels in Hong Kong during peak hours and non-peak hours in the past five years (please provide the information in tabulated form); and
2. the management companies, contract management costs, revenues and contract periods of various tolled tunnels in Hong Kong in the past five years.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 984)

Reply:

1. The average vehicular flows of tolled and toll-free tunnels in Hong Kong during peak and non-peak hours in the past five years are at Annex.
2. The management, operation and maintenance (MOM) contractors and contract periods of the government tolled tunnels<sup>1</sup> in the past five years are as follows:

<b>Tunnel</b>	<b>MOM contractor</b>	<b>Contract period</b>
Cross-Harbour Tunnel	Serco Group (HK) Limited	1 November 2010 – 31 October 2016
	Chun Wo Tunnel Management Limited	1 November 2016 – 31 October 2022
Eastern Harbour Crossing <sup>2</sup>	Pacific Infrastructure Limited	7 August 2016 – 6 August 2019
		7 August 2019 – 6 August 2025
Tate's Cairn Tunnel <sup>2</sup>	Pacific Infrastructure Management Limited	11 July 2018 – 10 July 2021



<b>Tunnel</b>	<b>MOM contractor</b>	<b>Contract period</b>
Lion Rock Tunnel	Greater Lucky (HK) Company Limited	1 August 2012 – 31 July 2018
	Chun Wo Tunnel Management Limited	1 August 2018 – 31 July 2024
Shing Mun Tunnels	Greater Lucky (HK) Company Limited	1 June 2012 – 31 May 2018
	Chun Wo Tunnel Management Limited	1 June 2018 – 31 May 2024
Tseung Kwan O Tunnel	Greater Lucky (HK) Company Limited	1 June 2012 – 31 May 2018
	Chun Wo Tunnel Management Limited	1 June 2018 – 31 May 2024
Aberdeen Tunnel	Serco Group (HK) Limited	29 September 2008 – 28 September 2014
	Transport Infrastructure Management Limited	29 September 2014 – 28 September 2020
Route 8K <sup>3</sup>	Serco Lam JV	19 September 2013 – 18 September 2019
	TIML MOM Ltd	19 September 2019 – 18 September 2025

The contract management fees payable to the MOM contractors and revenue of the government tolled tunnels<sup>1</sup> from 2014-15 to 2018-19 are tabulated below:

<b>Tunnel</b>	<b>Contract management fee (\$ million)</b>					<b>Revenue (\$ million)</b>				
	<b>2018- 19</b>	<b>2017- 18</b>	<b>2016- 17</b>	<b>2015- 16</b>	<b>2014- 15</b>	<b>2018- 19</b>	<b>2017- 18</b>	<b>2016- 17</b>	<b>2015- 16</b>	<b>2014- 15</b>
Cross-Harbour Tunnel <sup>4</sup>	79	79	70	63	63	723	726	734	742	731
Eastern Harbour Crossing <sup>2,4</sup>	103	103	67	N/A	N/A	857	855	555	N/A	N/A
Tate's Cairn Tunnel <sup>2,4</sup>	64	N/A	N/A	N/A	N/A	398	N/A	N/A	N/A	N/A
Lion Rock Tunnel	37	35	35	34	34	267	269	273	271	267
Shing Mun Tunnels	57	34	34	33	33	99	100	100	98	95
Tseung Kwan O Tunnel	36	34	34	33	33	105	103	102	99	97
Aberdeen Tunnel	49	47	45	43	40	111	111	116	118	119
Route 8K <sup>3</sup>	106	104	102	101	101	179	183	163	150	140

## Notes

- <sup>1</sup> Tai Lam Tunnel and Western Harbour Crossing are not included as they are "Build-Operate-Transfer" (BOT) tunnels which are owned and operated by the respective franchisees during the period.
- <sup>2</sup> The MOM contracts of Eastern Harbour Crossing and Tate's Cairn Tunnel commenced in August 2016 and July 2018 respectively when the tunnels were reverted to Government ownership, upon expiry of the respective franchise periods.
- <sup>3</sup> The MOM contract and the associated costs as well as the revenues concerned cover the section of Route 8 between Sha Tin and Cheung Sha Wan, including Tai Wai Tunnel, Lai Chi Kok Viaduct, Eagle's Nest Tunnel and Sha Tin Heights Tunnel.

- <sup>4</sup> Cross-Harbour Tunnel, Eastern Harbour Crossing and Tate's Cairn Tunnel were BOT tunnels. The capital costs of these tunnels were not funded by the Government.

**Average vehicular flows of tolled and toll-free tunnels  
in 2015 to 2019**

<b>(I) Tolled tunnels</b>											
<b>Tunnel</b>	<b>Direction</b>	<b>Average vehicular flows during peak hours</b> <small>Note 1</small>					<b>Average vehicular flows during non-peak hours</b> <small>Note 1</small>				
		<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>
Aberdeen Tunnel	Northbound	1 500	1 500	1 500	1 600	1 600	1 100	1 100	1 100	1 100	1 100
	Southbound	1 900	1 800	1 800	1 900	2 000	1 200	1 200	1 200	1 300	1 300
Cross-Harbour Tunnel <small>Note 2</small>	Northbound	2 700	2 700	2 700	2 700	2 700	2 100	2 200	2 200	2 200	2 200
	Southbound	2 800	2 800	2 800	2 800	2 900	2 200	2 200	2 200	2 200	2 300
Eastern Harbour Crossing	Northbound	2 600	2 700	2 700	2 600	2 700	1 500	1 500	1 400	1 400	1 400
	Southbound	2 700	2 700	2 700	2 700	2 800	1 400	1 300	1 300	1 300	1 300
Western Harbour Crossing	Northbound	2 600	2 500	2 500	2 500	2 400	1 300	1 300	1 300	1 200	1 200
	Southbound	2 700	2 700	2 600	2 500	2 500	1 300	1 200	1 200	1 200	1 100
Lion Rock Tunnel	Northbound	2 500	2 500	2 500	2 500	2 500	1 700	1 700	1 800	1 800	1 800
	Southbound	2 600	2 700	2 700	2 600	2 700	1 600	1 600	1 700	1 600	1 600
Tate's Cairn Tunnel	Northbound	2 300	2 300	2 200	2 200	2 200	1 100	1 100	1 100	1 100	1 000
	Southbound	2 300	2 300	2 300	2 200	2 300	900	900	900	900	900
Tseung Kwan O Tunnel	Westbound	2 700	2 700	2 700	2 700	2 700	1 700	1 600	1 600	1 600	1 800
	Eastbound	2 800	2 800	2 800	2 700	2 700	1 800	1 800	1 700	1 700	1 800
Eagle's Nest Tunnel & Sha Tin Heights Tunnel	Northbound	2 300	2 200	2 100	2 000	1 800	1 100	1 100	1 000	1 000	900
	Southbound	2 400	2 400	2 300	2 200	2 000	1 000	1 000	900	800	800
Shing Mun Tunnels	Westbound	1 800	1 900	1 800	1 800	1 800	900	1 000	900	900	900
	Eastbound	1 800	1 800	1 800	1 800	1 800	900	900	900	900	900
Tai Lam Tunnel	Northbound	1 800	1 800	1 800	1 800	1 800	1 100	1 100	1 100	1 100	1 100
	Southbound	2 300	2 400	2 400	2 300	2 400	1 000	1 100	1 100	1 100	1 100

Note 1 The figures refer to the average hourly vehicular flows on weekdays (i.e. Mondays to Fridays, except public holidays) for both directions, which were compiled by tunnel operators through toll collection systems. Peak hours refer to 7:00 am to 10:00 am and 5:00 pm to 8:00 pm on weekdays.

Note 2 The average traffic flow for Cross-Harbour Tunnel above has discounted the period from 13 November to 31 December 2019 due to closure and repair of damaged facilities.

<b>(II) Toll-free tunnels</b> <sup>Note 3</sup>						
<b>Tunnel</b>	<b>Direction</b>	<b>Average hourly vehicular flows</b>				
		<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>
Kai Tak Tunnel	Westbound	1 200	1 200	1 200	1 200	1 200
	Eastbound	1 000	1 000	1 000	1 000	1 000
Cheung Tsing Tunnel	Westbound	1 700	1 800	1 800	1 700	1 700
	Eastbound	1 500	1 500	1 500	1 500	1 400
Nam Wan Tunnel	Westbound	1 100	1 100	1 000	900	900
	Eastbound	1 100	1 200	1 100	1 100	1 100
Tai Wai Tunnel	Westbound	1 000	1 000	900	900	800
	Eastbound	1 000	1 000	900	900	900
Central – Wan Chai Bypass Tunnel <sup>Note 4</sup>	Westbound	1 000	N/A	N/A	N/A	N/A
	Eastbound	1 100	N/A	N/A	N/A	N/A
Lung Shan Tunnel <sup>Note 5</sup>	Northbound	300	N/A	N/A	N/A	N/A
	Southbound	300	N/A	N/A	N/A	N/A
Cheung Shan Tunnel <sup>Note 5</sup>	Northbound	60	N/A	N/A	N/A	N/A
	Southbound	60	N/A	N/A	N/A	N/A

<sup>Note 3</sup> For toll-free tunnels, without the installation of toll collection systems through which records can be compiled, the Transport Department does not have breakdown of the figures for peak hours and non-peak hours. The figures with respect to the toll-free tunnels in the table were the average hourly vehicular flows for both directions, which were compiled by tunnel operators.

<sup>Note 4</sup> Central – Wan Chai Bypass Tunnel was fully commissioned on 24 February 2019.

<sup>Note 5</sup> Lung Shan Tunnel and Cheung Shan Tunnel were commissioned on 26 May 2019.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)323****(Question Serial No. 5052)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee of:

1. the numbers of bicycle parking spaces in the 18 districts in Hong Kong in the past five years (in tabulated form); and
2. the locations and numbers of bicycle parking spaces at public transport interchanges (PTIs) and near railway stations; and the numbers of additional bicycle parking spaces to be provided in various districts in the coming year.

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 985)Reply:

1. The numbers of bicycle parking spaces managed by the Transport Department (TD) by district as at year end in the past five years are as follows:

Districts	Number of bicycle parking spaces				
	2015	2016	2017	2018	2019
Central and Western	0	0	0	0	0
Wan Chai	0	0	0	0	0
Eastern	0	0	0	0	0
Southern	0	0	0	0	0
Kowloon City	0	0	0	0	0
Sham Shui Po	60	60	60	60	54
Kwun Tong	0	0	0	0	0
Kwai Tsing	0	0	0	0	0
Yau Tsim Mong	51	51	51	51	51
Wong Tai Sin	0	0	0	0	0
Islands	4 619	4 619	4 637	4 754	4 924
North	4 034	4 172	4 384	4 518	4 518
Sai Kung	4 986	4 986	5 112	5 112	5 112

Districts	Number of bicycle parking spaces				
	2015	2016	2017	2018	2019
Sha Tin	6 044	6 044	6 118	6 118	5 994
Tai Po	3 686	3 686	3 686	3 686	3 546
Tsuen Wan	74	74	74	80	80
Tuen Mun	4 339	4 431	4 668	5 404	5 404
Yuen Long	8 400	8 757	8 995	8 996	9 172
<b>Total</b>	<b>36 293</b>	<b>36 880</b>	<b>37 785</b>	<b>38 779</b>	<b>38 855</b>

2. The numbers of bicycle parking spaces managed by TD at PTIs and in the vicinity of railway stations as at December 2019 are at Annex 1 and Annex 2 respectively. The estimated numbers of additional bicycle parking spaces to be provided in 2020 are as follows:

Districts	Numbers of additional bicycle parking spaces to be provided in 2020
Islands	260
North	170
Tai Po	130
Tuen Mun	240
Yuen Long	150
<b>Total</b>	<b>950</b>

**Numbers of Bicycle Parking Spaces  
managed by TD at PTIs  
(as at end December 2019)**

<b>Districts</b>	<b>PTIs</b>	<b>Numbers of bicycle parking spaces</b>
Sha Tin	Ma On Shan Town Centre	100
Tuen Mun	Lung Mun Oasis	38
	Tuen Mun Central	
Yuen Long	Yuen Long Station (North)	38
<b>Total</b>		<b>176</b>

**Numbers of Bicycle Parking Spaces  
managed by TD in the vicinity of Railway Stations  
(as at end December 2019)**

<b>Districts</b>	<b>Railway stations</b>	<b>Numbers of bicycle parking spaces</b>
North District	Sheung Shui	2 665
	Fanling	
Tai Po	Tai Wo	855
	Tai Po Market	
Sha Tin	University	3 284
	Fo Tan	
	Sha Tin	
	Tai Wai	
	Che Kung Temple	
	Sha Tin Wai	
	City One	
	Shek Mun	
	Tai Shui Hang	
	Heng On	
	Ma On Shan	
Wu Kai Sha		
Sai Kung	Po Lam	1 352
	Hang Hau	
	Tseung Kwan O	
	Tiu Keng Leng	
	LOHAS Park	
Islands	Tung Chung	456
Tsuen Wan	Tsuen Wan West	70
Yuen Long	Kam Sheung Road	2 962
	Yuen Long	
	Long Ping	
	Tin Shui Wai	
Tuen Mun	Siu Hong	1 450
	Tuen Mun	
<b>Total</b>		<b>13 094</b>

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)324**

**(Question Serial No. 5094)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

- a. Please list out the number of complaints from the public received by the Transport Department (TD) concerning the Kowloon Motor Bus Company (1933) Limited (KMB), Long Win Bus Company Limited (LWB), Citybus Limited (CTB), New World First Bus Services Limited (NWFB), New Lantao Bus Company (1973) Limited (NLB), taxis, public light buses (PLBs) and railway in the past three years.

KMB	
LWB	
CTB	
NWFB	
NLB	
Taxis	
PLBs	
Railway	

- b. What were the numbers of complaints received by TD concerning LWB bus routes in different time periods and the reasons for complaints in the past year?

Route	Number of complaints in different time period	Reason in gist
E31	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E32	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	

Route	Number of complaints in different time period	Reason in gist
E32A	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E33	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E33P	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34A	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34B	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34P	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E34X	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E41	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E42	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
E42P	Morning peak hours	

Route	Number of complaints in different time period	Reason in gist
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S1	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64C	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64X	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
S64P	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
N31	Night-time non-peak hours	

- c. What were the numbers of complaints received by TD concerning NLB bus routes in different time periods and the reasons for complaints in the past year?

Route	Number of complaints in different time period	Reason in gist
3M	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
11	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	

Route	Number of complaints in different time period	Reason in gist
34	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
37	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
37H	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
37M	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
38	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
39M	Morning peak hours	
	Morning non-peak hours	
	Afternoon peak hours	
	Afternoon non-peak hours	
	Night-time non-peak hours	
N37	Night-time non-peak hours	
N38	Night-time non-peak hours	

Asked by: Hon KWOK Ka-ki (LegCo internal reference no.: 1134)

Reply:

- a. The numbers of complaints from the public received by TD concerning KMB, LWB, CTB (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB(F1)), CTB (Franchise for Airport and North Lantau Bus Network) (CTB(F2)), NWFB, NLB, taxis, PLBs and railway in the past three years is set out in the table below:

	Number of Complaints Received by TD <sup>(Note 1)</sup>		
	2017	2018	2019
Franchised Bus			
KMB	5 118	6 977	11 439
LWB	468	512	577
CTB(F1)	961	965	1 567
CTB(F2)	511	559	729
NWFB	1 268	1 390	1 249
NLB	211	283	209
Others <sup>(Note 2)</sup>	2 612	2 643	3 952
Taxis	1 047	1 211	1 305
PLBs	10 862	11 139	9 793
Railway	638	562	1576

Note 1: The sources of complaints include those directly received by TD through letters or emails, as well as those referred to TD by the Transport Complaints Unit and 1823 call centre.

Note 2: Complaints involved more than one franchisee / jointly operated routes / franchisee could not be identified.

For franchised buses, the increase in the number of complaints in 2019 was mainly attributed to a few complainants who made about 3 300 complaints through the Transport Complaints Unit in the year.

b. The number and nature of complaints received by TD on LWB bus routes concerned in 2019 are given in the following table:

Route	Number of Complaints (by time period) received by TD <sup>(Note 3)</sup>			
	Period <sup>(Note 4)</sup>	Non-adherence of schedule	Inadequacy of services	Others <sup>(Note 5)</sup>
E31	Morning peak	0	0	3
	Inter-peak	2	1	1
	Evening peak	3	1	1
	After evening peak	4	1	2
	Not specified	0	1	4
E32	Morning peak	9	1	5
	Inter-peak	5	0	4
	Evening peak	2	0	4
	After evening peak	4	0	1
	Not specified	0	0	5
E32A	Morning peak	5	1	0
	Inter-peak	3	1	4
	Evening peak	4	0	3
	After evening peak	1	0	1
	Not specified	1	1	2

Route	Number of Complaints (by time period) received by TD <sup>(Note 3)</sup>			
	Period <sup>(Note 4)</sup>	Non-adherence of schedule	Inadequacy of services	Others <sup>(Note 5)</sup>
E33	Morning peak	5	3	5
	Inter-peak	5	0	6
	Evening peak	12	2	1
	After evening peak	5	2	2
	Not specified	0	1	3
E33P	Morning peak	4	4	0
	Inter-peak	1	0	2
	Evening peak	5	1	5
	After evening peak	1	0	1
	Not specified	0	0	2
E34A	Morning peak	5	3	1
	Inter-peak	4	0	3
	Evening peak	3	0	5
	After evening peak	3	0	1
	Not specified	0	0	3
E34B	Morning peak	2	1	3
	Inter-peak	9	0	9
	Evening peak	3	0	1
	After evening peak	0	0	4
	Not specified	0	0	1
E34P	Morning peak	1	0	0
	Inter-peak	1	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
E34X	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	1
E41	Morning peak	11	1	0
	Inter-peak	5	1	2
	Evening peak	2	0	0
	After evening peak	0	0	4
	Not specified	1	0	6
E42	Morning peak	10	15	7
	Inter-peak	6	1	2
	Evening peak	9	1	3
	After evening peak	5	2	2
	Not specified	0	1	8
E42P	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0

Route	Number of Complaints (by time period) received by TD <sup>(Note 3)</sup>			
	Period <sup>(Note 4)</sup>	Non-adherence of schedule	Inadequacy of services	Others <sup>(Note 5)</sup>
S1	Morning peak	0	1	3
	Inter-peak	2	0	4
	Evening peak	2	7	4
	After evening peak	0	0	1
	Not specified	0	2	2
S64	Morning peak	0	1	0
	Inter-peak	0	0	0
	Evening peak	2	0	0
	After evening peak	2	1	0
	Not specified	0	1	1
S64C	Morning peak	0	1	0
	Inter-peak	1	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	1	2
S64X	Morning peak	1	0	1
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	2
S64P	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
N31 <sup>(Note 6)</sup>	After evening peak	0	0	3
	Not specified	0	0	2

Note 3: The sources of complaints include those directly received by TD through letters or emails, as well as those referred to TD by the Transport Complaints Unit and 1823 call centre.

Note 4: The different time periods are defined as follows:  
(i) Morning peak period: from the first departure to 9:59 am;  
(ii) Inter-peak period: from 10:00 am to 3:59 pm;  
(iii) Evening peak period: from 4:00 pm to 7:59 pm; and  
(iv) After evening peak period: from 8:00 pm to the last departure.

Note 5: Others refer to complaints concerning improper driving behaviour, conduct and performance of staff (including bus captains), conditions of vehicles, etc.

Note 6: Overnight service.

- c. The number and nature of complaints received by TD on NLB bus routes concerned in 2019 are given in the following table:

Route	Number of complaints (by time periods) received by the TD <sup>(Note 7)</sup>			
	Period <sup>(Note 8)</sup>	Non-adherence of schedule	Inadequacy of services	Others <sup>(Note 9)</sup>
3M	Morning peak	0	12	0
	Inter-peak	2	2	0
	Evening peak	2	0	0
	After evening peak	0	0	0
	Not specified	0	0	17
11	Morning peak	0	1	0
	Inter-peak	1	3	0
	Evening peak	0	2	0
	After evening peak	1	0	0
	Not specified	0	0	37
34	Morning peak	0	0	0
	Inter-peak	2	0	0
	Evening peak	0	0	0
	After evening peak	0	0	0
	Not specified	0	0	0
37	Morning peak	0	0	1
	Inter-peak	0	0	1
	Evening peak	0	0	0
	After evening peak	0	0	1
	Not specified	0	0	2
37M	Morning peak	0	1	0
	Inter-peak	0	0	2
	Evening peak	0	0	1
	After evening peak	0	0	2
	Not specified	0	0	4
37H	Morning peak	1	1	0
	Inter-peak	0	0	3
	Evening peak	0	0	2
	After evening peak	0	0	2
	Not specified	0	0	0
38	Morning peak	1	0	3
	Inter-peak	0	1	8
	Evening peak	0	1	1
	After evening peak	0	0	1
	Not specified	0	0	4
39M	Morning peak	0	0	0
	Inter-peak	0	0	0
	Evening peak	1	0	0
	After evening peak	0	0	0
	Not specified	0	2	3
N37 <sup>(Note 10)</sup>	After evening peak	0	0	0
	Not specified	0	0	0



Route	Number of complaints (by time periods) received by the TD <sup>(Note 7)</sup>			
	Period <sup>(Note 8)</sup>	Non-adherence of schedule	Inadequacy of services	Others <sup>(Note 9)</sup>
N38 <sup>(Note 10)</sup>	After evening peak	0	0	0
	Not specified	0	0	0

Note 7: The sources of complaints include those directly received by TD through letters or emails, as well as those referred to TD by the Transport Complaints Unit and 1823 call centre.

Note 8: The different time periods are defined as follows:

- (i) Morning peak period: from the first departure to 9:59 am;
- (ii) Inter-peak period: from 10:00 am to 3:59 pm;
- (iii) Evening peak period: from 4:00 pm to 7:59 pm; and
- (iv) After evening peak period: from 8:00 pm to the last departure.

Note 9: Others refer to complaints concerning improper driving behaviour, conduct and performance of staff (including bus captains), conditions of vehicles, etc.

Note 10: Overnight service.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)325**

**(Question Serial No. 6815)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services  
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the air quality of covered public transport interchanges (PTIs) across the territory, would the Government advise this Committee on the comparison of air quality of various covered PTIs with the current Air Quality Objectives (AQOs) of Hong Kong from 2014 to 2019. If the values of the former exceeded the AQOs, what measures has the Government taken over the years?

Asked by: Hon KWOK Wing-hang, Dennis (LegCo internal reference no.: 65)

Reply:

In general, the public only need to stay at the PTIs for a short time. As such, the Practice Note for Professional Persons - Control of Air Pollution at Semi-Confined Public Transport Interchanges (Practice Note) formulated by the Environmental Protection Department only provides short-term (one-hour or less than one-hour average) air quality guidelines for those air pollutants which may have health impacts with short exposure, including the short-term average concentrations of carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>) and sulphur dioxide (SO<sub>2</sub>). Long-term standards (such as 24-hour standard for suspended particulates) of the Hong Kong AQOs are not applicable for assessing the air quality of semi-confined PTIs.

The Transport Department (TD) engages the Electrical and Mechanical Services Department (EMSD) to conduct air quality measurements at semi-confined PTIs managed by TD at an interval of about two years. The air quality measurements at the PTIs are conducted in accordance with the guidelines set out in the Practice Note in respect of the collection of concentration data of CO, NO<sub>2</sub> and SO<sub>2</sub>.

In the past six years from 2014 to 2019, a total of about 290 air quality measurements were conducted at 64 PTIs. The findings of the latest measurements conducted at each of the PTIs are tabulated in the Annex. Most PTIs could meet the air quality standards in the Practice Note, except for a few PTIs where their one-hour average concentration of NO<sub>2</sub> exceeded the standards set out in the Practice Note.

TD has been working with EMSD and public transport operators to take appropriate improvement measures to improve the air quality of the concerned PTIs. These measures include extending the operating hours and increasing air volume of the ventilation systems, replacing/cleansing the ventilation system components, switching off idling engines, and requiring the franchised bus companies to deploy buses with higher emission standards, etc. The Government will continue to closely monitor the air quality at PTIs.

**Results of the Latest Air Quality Measurements (AQM) in PTIs managed by TD**

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 300 µg/m <sup>3</sup>	SO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 800 µg/m <sup>3</sup>	CO (µg/m <sup>3</sup> ) Not exceeding 30 000 µg/m <sup>3</sup>
1. Admiralty Station (East) Bus Terminus	3/2019	123	40	1 029
2. Central (Exchange Square) Bus Terminus - Bus	3/2019	293	56	1 609
Central (Exchange Square) Bus Terminus - GMB	3/2019	124	7	921
3. Central (Hong Kong Station) PTI - GMB	11/2019	218	11	15 129
Central (Hong Kong Station) PTI - Bus	11/2019	234	25	1 271
4. Cyberport PTI	5/2018	234	68	1 580
5. Sai Wan Ho (Grand Promenade) PTI	7/2018	245	13	1 140
6. Shau Kei Wan Station PTI	3/2018	69	9	2 403
7. Shum Wan Road PTT	11/2019	218	37	1 163
8. Siu Sai Wan (Island Resort) PTI - Bus	11/2018	286	59	1 282
Siu Sai Wan (Island Resort) PTI - Taxi	11/2018	99	19	5 209
9. South Horizons PTI	2/2020	255	78	1 739
10. The Peak Public Transport Terminus	10/2018	182	39	1 031
11. Tin Hau Station PTI	3/2019	133	27	1 189
12. Tin Wan PTI	8/2018	122	42	2000
13. Cheung Sha Wan Plaza PTI *	2/2017	288	18	2 642
14. Diamond Hill Station PTI - Bus	2/2020	223	40	2 245
Diamond Hill Station PTI - Taxi	2/2020	137	9	4 031
15. Island Harbourview PTI – Point A	10/2019	187	22	1 100
Island Harbourview PTI – Point B	10/2019	171	14	1 183
16. Kau Wa Keng PTI (Lai Chi Kok Bus Terminus)	7/2018	163	42	1 868
17. Kowloon Bay PTI	11/2018	156	21	3 873
18. Kowloon Station PTI – Bus	12/2019	266	66	3 106
Kowloon Station PTI – GMB	1/2020	136	70	12 165
19. Kowloon Tong (Festival Walk) PTI	6/2019	264	24	7 732
20. Kowloon Tong (Suffolk Road) PTI	6/2019	141	84	554
21. Lam Tin Station PTI	12/2019	359	55	1 583
22. Laguna City PTI	7/2019	210	15	90
23. Laguna Verde PTT	12/2018	166	16	1 325

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 300 µg/m <sup>3</sup>	SO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 800 µg/m <sup>3</sup>	CO (µg/m <sup>3</sup> ) Not exceeding 30 000 µg/m <sup>3</sup>
24. Langham Place Public Light Bus Terminus	5/2019	81	29	26 554
25. Lok Fu Bus Terminus	3/2020	281	36	1 154
26. Olympic Station PTI	2/2020	152	10	628
27. Park Avenue PTI	10/2019	295	49	2 213
28. Ping Shek PTI - Bus	8/2019	269	18	1 575
Ping Shek PTI - GMB	8/2019	215	11	3 470
29. Tsim Sha Tsui East Bus Terminus (Concordia Plaza) *	1/2017	257	14	950
30. Tsim Sha Tsui East (Mody Road) Bus Terminus	11/2018	236	20	1 320
31. Whampoa Garden PTI - Bus	1/2020	214	13	3 056
Whampoa Garden PTI - GMB	1/2020	285	21	1 257
32. Yen Chow Street PTI	8/2018	201	45	547
33. Bayshore Towers PTI	11/2019	91	4	1 872
34. Bayview Garden Bus Terminus	9/2019	721	61	1 322
35. Discovery Park PTI	7/2018	240	19	976
36. Hang Hau Station PTI	11/2019	277	19	5 908
37. Kwai Fong Station Bus Terminus	9/2019	639	21	1 169
38. Kwai Hing Station Bus Terminus	10/2019	231	15	621
39. Kwai Shing (East) Bus Terminus	9/2018	228	35	1 188
40. Luen Wo Hui Public Transport Terminus	5/2018	182	28	1 198
41. Lung Mun Oasis Bus Terminus	8/2019	268	33	683
42. Ma On Shan Town Centre Public Transport Terminus	5/2019	228	28	998
43. Nina Tower Bus Terminus	6/2019	208	24	808
44. Po Lam PTI	3/2019	160	9	784
45. Sai Lau Kok PTI	10/2019	136	15	1 163
46. Sam Shing Bus Terminus	8/2018	184	17	2 559
47. Sha Tin Central Bus Terminus	3/2020	204	8	935
48. Sheung Shui Bus Terminus	4/2019	282	52	1 119
49. Sheung Tak Public Transport Terminus	3/2018	266	41	602
50. Tai Po Market Station Bus Terminus	8/2019	236	5	286
51. Tai Wai Station PTI- Bus	10/2019	293	39	2 754
Tai Wai Station PTI - GMB	10/2019	291	17	9 186
52. Tin Shui Wai Town Centre PTI	9/2018	134	20	732
53. Tiu Keng Leng Station PTI – Bus	4/2018	231	194	3 610
Tiu Keng Leng Station PTI - Shuttle Bus	7/2019	232	32	1 874
54. Tsuen Wan Station PTI	11/2018	198	51	668

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 300 µg/m <sup>3</sup>	SO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 800 µg/m <sup>3</sup>	CO (µg/m <sup>3</sup> ) Not exceeding 30 000 µg/m <sup>3</sup>
55. Tsuen Wan West Station PTI – Point A	1/2019	262	28	670
Tsuen Wan West Station PTI – Point B	4/2019	260	9	629
56. Tseung Kwan O Station PTI	6/2018	231	69	1 164
57. Tsui Lam Bus Terminus	12/2018	95	14	1 574
58. Tuen Mun Central Bus Terminus	8/2019	120	24	1 163
59. Tuen Mun Pierhead Bus Terminus	9/2018	208	29	2 363
60. Tuen Mun Station PTI - Taxi	6/2019	274	26	4 145
Tuen Mun Station PTI - Bus	5/2019	238	25	2 353
61. Tung Chung Station Bus Terminus	9/2019	276	111	569
62. Yuen Long Station (North) PTI	9/2018	117	12	1 003
63. Vision City Public Light Bus Terminus	12/2018	147	8	9 648
64. Wu Kai Sha Station PTI - Bus	1/2020	245	32	508
Wu Kai Sha Station PTI - GMB	1/2020	99	29	2 209

Remarks:

- \* Due to ventilation system fault, AQMs for Tsim Sha Tsui East Bus Terminus (Concordia Plaza) and Cheung Sha Wan Plaza PTI planned in 2019 were suspended. The AQMs for the PTIs will resume in 2020.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)326****(Question Serial No. 4392)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (6) Public Transport Fare Subsidy SchemeControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the Public Transport Fare Subsidy Scheme (the Scheme), will the Government advise of the following:

- a) the amounts of subsidies disbursed, with a breakdown by month;
- b) the estimated expenditure; and
- c) the staff establishment involved.

Asked by: Hon KWONG Chun-yu (LegCo internal reference no.: 39)Reply:

- a) The monthly subsidy amount from January 2019 to February 2020 is listed below:

Month	Subsidy amount (\$ million)
January 2019	185.7
February 2019	120.9
March 2019	181.8
April 2019	152.8
May 2019	171.2
June 2019	158.1
July 2019	169.6
August 2019	162.5
September 2019	157.0
October 2019	141.0
November 2019	121.7
December 2019	151.3
January 2020	170.4
February 2020	90.4

- b) The estimated recurrent expenditure for the Scheme (excluding the estimated subsidy amount) in 2020-21 is \$60.9 million.
- c) The staff establishment involved in the implementation of the Scheme is summarised as follows:

<b>Grade</b>	<b>Rank</b>	<b>Number of Post</b>
Transport Officer	Chief Transport Officer	1
	Senior Transport Officer	5
	Transport Officer I	2
	Transport Officer II	3
Treasury Accountant	Senior Treasury Accountant	1
	Treasury Accountant	2
Accounting Officer	Accounting Officer II	1
<b>Total :</b>		<b>15</b>

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)327**

**(Question Serial No. 3714)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will continue to commence the development of a data collection and sharing system with a mobile application for the provision of territory-wide real-time arrival information of green minibuses (GMBs).

1. What is the progress of the work in 2019-20?
2. What are the targets and implementation timetable of the work in 2020-21?
3. What are the staff establishment and estimated expenditure involved in implementing the initiative?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 60)

Reply:

To facilitate commuting and trip planning of the public, TD is developing a real-time arrival information system (the System) for GMBs. The real-time arrival information will be disseminated through the Public Sector Information Portal (DATA.GOV.HK) in machine-readable format (JSON format) and TD's mobile application "HKeMobility" for public use.

In 2019, TD engaged Logistics and Supply Chain MultiTech R&D Centre Limited to conduct a proof-of-concept study on the System. The study was completed in late 2019, and TD will conduct a tendering exercise later this year. TD aims to launch the System for all GMBs (around 3 300) in phases from late 2020 for full implementation by 2022. The estimated capital cost for the full-scale development and implementation of the System is \$31 million. To take forward this project, five permanent posts, comprising one Senior Transport Officer, one Transport Officer I, one Transport Officer II, one Engineer and one Technical Officer (Traffic), were created in 2019-20.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)328**

**(Question Serial No. 3693)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

According to the Chief Executive's 2018 Policy Address, the Government has been promoting the opening up of operating data by public transport operators to facilitate commuting and trip planning of the public. It is mentioned in the Controlling Officer's Report under "Matters Requiring Special Attention in 2020-21" that Transport Department (TD) will continue to commence the development of a data collection and sharing system with a mobile application for the provision of territory-wide real-time arrival information of green minibuses (GMBs) in 2020-21. In this connection, will the Government advise this Committee of the following:

1. the expenditures incurred by the Government in the past two years in commencing the development of a data collection and sharing system with a mobile application, with a breakdown by salary expense (e.g. hiring of technical consultant(s) and system contractor(s)), facility and equipment, etc.;
2. the estimated expenditures to be incurred by the Government this year in commencing the development of a data collection and sharing system with a mobile application, with a breakdown by salary expense (e.g. hiring of technical consultant(s) and system contractor(s)), facility and equipment, etc.;
3. industry players and organisations co-operating with the Government in taking forward the initiative in the past two years;
4. the preparatory work done by the Government and GMB operators in the past two years and the preparatory work to be done by them this year.

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 83)

Reply:

To facilitate commuting and trip planning of the public, TD is developing a real-time arrival information system (the System) for GMBs. The real-time arrival information will be disseminated through the Public Sector Information Portal (DATA.GOV.HK) in

machine-readable format (JSON format) and TD's mobile application "HKeMobility" for public use.

In 2019, TD engaged Logistics and Supply Chain MultiTech R&D Centre Limited to conduct a proof-of-concept study on the System. The contract value is \$1.18 million and the study was completed in late 2019. Other works are undertaken by the existing staff of TD with no separate breakdown of manpower involved.

To take forward this project, TD has set up a working group to engage the GMB operators on the matter. TD aims to launch the System for all GMBs (around 3 300) in phases from late 2020 for full implementation by 2022. The estimated capital cost for the full-scale development and implementation of the System is \$31 million. A tendering exercise will be conducted later this year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)329**

**(Question Serial No. 6779)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the new boundary control point (BCP) at Liantang/Heung Yuen Wai (HYW), will the Government inform this Committee:

1. of the estimated traffic flow of the connecting road (i.e. Heung Yuen Wai Highway (HYWH)) between the new BCP and Fanling Highway, as well as the traffic flow diverted from Ta Kwu Ling and Sha Tau Kok Road; and
2. whether the Government has conducted feasibility studies on switching two of the bus routes serving the Liantang/HYW BCP to whole-day routes; if yes, the results; if no, the reasons.

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 16)

Reply:

1. HYWH was commissioned on 26 May 2019. The average daily number of vehicles using HYWH during weekdays is about 6 800 in each direction. It is observed that around 20% to 30% of the traffic in Ping Che and Ta Kwu Ling areas previously using Sha Tau Kok Road have shifted to make use of HYWH to Fanling Highway. The average daily number of vehicles using Sha Tau Kwok Road Interchange to/from HYWH and Fanling Highway during weekdays is about 5 500 in each direction.
2. To tie in with the commissioning of HYW BCP, the following three franchised bus and one green minibus (GMB) routes will provide service for the BCP:
  - (i) Citybus route B7 (HYW BCP – Sheung Shui (via Fanling Station)) will provide daily feeder service to East Rail Line;
  - (ii) Citybus route B8 (HYW BCP – Tai Wai Station PTI (via Tai Po)) will provide feeder service to and from Tai Wai Station via Sha Tin and Tai Po in the New Territories (NT) East on Saturdays, Sundays and public holidays;

- (iii) KMB route B9 (HYW BCP – Tuen Mun Station PTI (via Yuen Long)) will provide feeder service to and from Tuen Mun Station and Yuen Long Station in the NT West on Saturdays, Sundays and public holidays; and
- (iv) GMB route 59S will provide daily service between Sheung Shui Station and the HYW BCP.

Among the three planned franchised buses, routes B8 and B9 are planned to operate on Saturdays, Sundays and public holidays during the initial period of the commissioning of HYW BCP. The Transport Department will closely monitor the operation of the above public transport services after the commissioning of HYW BCP and where necessary, consider service adjustments, including frequency improvement and extension of operation hours, to meet passenger demand.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)330****(Question Serial No. 4406)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

In 2018, the Transport Department (TD) handled the issue of vehicle and driving licences and closed road permits (CRPs) for quota-holders of cross-boundary vehicles between Hong Kong/Guangdong and Hong Kong/Macao, as well as applications for the Macao Port Park-and-Ride Scheme in connection with the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB). Please advise this Committee:

the details of issue of vehicle and driving licences and CRPs for quota-holders of cross-boundary vehicles between Hong Kong/Guangdong and Hong Kong/Macao in the following table:

	Vehicle Licence			Driving Licence			CRP		
	No. of permits issued	No. of rejected cases	Accumulated no.	No. of permits issued	No. of rejected cases	Accumulated no.	No. of permits issued	No. of rejected cases	Accumulated no.
Mainland cross-boundary vehicle quota									
Hong Kong cross-boundary vehicle quota									
Macao cross-boundary vehicle quota									

Asked by: Hon MO Claudia (LegCo internal reference no.: 77)

Reply:

The holding of appropriate classes of vehicle licences and driving licences is one of the pre-requisites for applying for cross-boundary quota to/from Mainland/Macao, which are jointly administered by the governments of Hong Kong and Guangdong/Macao as appropriate. Once a cross-boundary quota is approved, the quota holder's vehicle will be issued with a CRP by TD, which permits the vehicle to travel to/from the specified boundary control point via the closed roads. The numbers of cross-boundary vehicles issued with CRPs as at end-2019 are as follows:

<b>Types of Vehicles</b>		<b>No. of vehicles issued with CPRs at end-2019</b>
Locally Registered Vehicles		58 733
Non-locally Registered Vehicles (Note)	From the Mainland	4 836
	From Macao	650

Note: Non-locally registered cross-boundary vehicles refer to non-commercial Mainland/Macao vehicles which were issued with International Circulation Permits, in addition to the CRPs, for use in Hong Kong. As commercial vehicles concerned are required to be registered in Hong Kong, the relevant number has been included under the "Locally Registered Vehicles".

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)331**

**(Question Serial No. 4414)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will provide subsidy to and monitor the franchised bus (FB) operators on the installation of appropriate safety devices on existing buses. Please advise this Committee of the following:

- a. Please provide the details of the expenditure for subsidy on the installation of appropriate safety devices in the table below:

Year	Name of bus companies	Appropriate safety devices installed	Number of buses with appropriate safety devices installed	Estimated expenditure

- b. How will the Government monitor the installation of appropriate safety devices and what is the estimated expenditure and staff establishment involved?

Asked by: Hon MO Claudia (LegCo internal reference no.: 86)

Reply:

With a view to further enhancing the safety and reliability of FB services, all new double-deck buses procured by franchised bus operators from July 2018 will be equipped with seat belts on all passenger seats, Electronic Stability Control (ESC) which can improve vehicle stability and reduce the risk of rollover, as well as speed limiting retarder (i.e. speed limiter with slow-down function).

To take forward the recommendations of the Independent Review Committee on Hong Kong's Franchised Bus Service, cost-benefit analyses have been conducted on retrofitting ESC, speed limiting retarder and seat belts on existing FBs. Having regard to the results of the cost-benefit analyses, the FB operators will install ESC and speed limiting retarder on



around 4 200 buses, and install seat belts on all seats in the upper deck on around 1 900 buses.

The numbers of buses to be retrofitted with the above three devices by different FB operators are set out in the table below:

FB operators	Number of buses to be retrofitted with*	
	Seat belts	ESC and speed limiting retarder
The Kowloon Motor Bus Company (1933) Limited	1 164	2 842
New World First Bus Services Limited	276	474
Citybus Limited	298	654
Long Win Bus Company Limited	116	199
New Lantao Bus Company (1973) Limited	28	39

\* Position as at end-2019

The Government has set aside \$500 million to subsidise the FB operators 80% of the relevant installation costs. About \$150 million has been earmarked for installation of ESC and speed limiting retarder, and about \$350 million has been earmarked for installation of seat belts.

TD will closely monitor the implementation of the subsidy scheme. Vehicle examiners of TD will undertake vehicle examinations for the concerned buses upon completion of the installation of ESC, speed limiting retarder and seat belts. Moreover, spot checks will be conducted.

To cope with the above tasks, TD has created/ will create five civil service posts on a time-limited basis for six years, including one Electrical and Mechanical Engineer/ Assistant Electrical and Mechanical Engineer, one Motor Vehicle Examiner I, one Motor Vehicle Examine II, one Transport Officer I and one Transport Officer II. The total expenditure involved in terms of notional annual mid-point salaries of the five posts is \$3,814,680.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)332**

**(Question Serial No. 4415)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that it will continue to commence the development of a data collection and sharing system with a mobile application for the provision of territory-wide real-time arrival information of green minibuses (GMBs). In this connection, please inform this Committee of the following:

- a. Will the study be conducted in-house or outsourced? What are the expenditure and manpower to be involved? If it will be outsourced, please provide the relevant information such as the name of successful tenderer, tender amount and study approach, etc.
- b. What are the approach, timetable and objectives of the study?

Asked by: Hon MO Claudia (LegCo internal reference no.: 87)

Reply:

To facilitate commuting and trip planning of the public, TD is developing a real-time arrival information system (the System) for GMBs. The real-time arrival information will be disseminated through the Public Sector Information Portal (DATA.GOV.HK) in machine-readable format (JSON format) and TD's mobile application "HKeMobility" for public use.

In 2019, TD engaged Logistics and Supply Chain MultiTech R&D Centre Limited to conduct a proof-of-concept study on the System. The contract value is \$1.18 million and the study was completed in late 2019. TD aims to launch the System for all GMBs (around 3 300) in phases from late 2020 for full implementation by 2022. The full implementation of the System will be outsourced with the estimated capital cost of \$31 million. A tendering exercise will be conducted later this year.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)333**

**(Question Serial No. 4416)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has mentioned that it will continue to update and enhance the transport model for planning purposes. In this connection, please advise:

- a. when the current transport model was first used, the set-up fee and the annual operating cost;
- b. when the data used for setting up the current transport model were collected;
- c. when the enhanced transport model was put into use; and
- d. whether the transport model will be made available for use by members of the public and private companies, and whether there is any mechanism for releasing the data contained in the transport model to private companies.

Asked by: Hon MO Claudia (LegCo internal reference no.: 88)

Reply:

TD has been updating and enhancing the Comprehensive Transport Study (CTS) Model continuously to enhance its performance and capability; to reflect the latest Hong Kong population and employment data, economic situation, land use, transport infrastructure planning, and traffic data; and to ensure the provision of robust and reliable traffic forecasts for planning purposes.

The CTS Model was set up by TD in 1999. TD completed the comprehensive updating and enhancement of the CTS Model in 2015 through a consultancy service at a fee of \$6.87 million. The operation of the CTS Model requires specific computer software as a platform and the annual licence fee involved is about \$90,000.

The CTS Model was set up by TD for use by professional staff within the Government as a tool for transport planning, which is not intended to be open for public use.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)334**

**(Question Serial No. 4419)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

One of the duties of the Transport Department (TD) is to design and implement road improvement works, traffic management measures, measures to improve pedestrian facilities and other proposals to ensure the efficient use of limited road space and to enhance road safety. Would TD please advise:

- a. the numbers of traffic accidents involving roadside skips and related casualties in the past three years;
- b. the numbers of applications for placement of roadside skips received by TD and the numbers of approved cases in the past three years. Please tabulate the figures by District Councils;
- c. the numbers of complaints related to roadside skips received by TD in the past three years. Please tabulate the figures by District Councils; and
- d. the numbers of prosecutions instituted against operators of roadside skips, the numbers of convicted cases and the relevant penalties in the past three years.

Asked by: Hon Claudia MO (LegCo internal reference no. : 91)

Reply:

- a. The numbers of traffic accidents involving roadside skips and related casualties in the past three years are provided below. All accidents were minor ones with no fatalities or serious injuries.

<b>Year</b>	<b>Number of traffic accidents involving roadside skips with personal injury</b>	<b>Number of casualties</b>
2017	3	5
2018	1	1
2019	0	0

- b. A skip owner may apply for a licence from the Lands Department (LandsD) for temporary occupation of unleased government land including roads under the Land (Miscellaneous Provisions) Ordinance (Cap. 28). TD does not have information about the number of applications received or approved for placement of roadside skips in the past three years.
- c. Complaints received by 1823 against roadside skips will be referred to LandsD for enforcement and copied to TD in parallel. The numbers of complaints copied to TD in the past three years are tabulated below. TD will examine the cases, and if the skips concerned are found to be causing obstruction or imposing risk of traffic accidents, TD will refer such cases to the Police for enforcement actions.

District	Year		
	2017	2018	2019
North	1	0	0
Wan Chai	30	1	0
Eastern	37	0	4
Southern	9	0	0
Kowloon City	4	0	1
Sham Shui Po	4	2	0
Kwun Tong	4	0	0
Central and Western	20	0	2
Yau Tsim Mong	6	0	0
Wong Tai Sin	0	0	0
Islands	2	0	0
Kwai Tsing	24	0	1
Sai Kung	6	0	0
Sha Tin	6	2	0
Tai Po	9	0	0
Tsuen Wan	15	0	1
Tuen Mun	4	0	0
Yuen Long	4	0	0

- d. According to the Police, there were 31 prosecutions against skip operators in the past three years, all of which were convicted, and the maximum fine was \$3,500. The prosecution figures are as follows:

Prosecution	Year		
	2017	2018	2019
Summons	20	6	5
Cases convicted	20	6	5

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)335****(Question Serial No. 4423)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that it will continue to encourage franchised bus companies (FBCs) to deploy environment-friendly buses at busy corridors and continue to support the Environmental Protection Department to carry out environmental initiatives including retrofitting selective catalytic reduction devices on eligible in-service franchised buses, as well as trial of hybrid buses and electric buses. Please provide the following information:

- (a) In the past three years, what were the locations and details of franchised bus low emission zones (LEZs)? Please provide the information using the table below:

Location of LEZ	Number of bus routes operating in LEZs	Number of bus trips made by low emission buses in three LEZs	Number of trips made by temporary deployment of non-low emission buses in LEZs	Proportion of bus trips made by low emission buses in LEZs

- (b) Is there any quota system governing the number of franchised buses deployed to ply major trunk roads in the urban area? What were the upper limits on the numbers of vehicles deployed by various FBCs under the vehicle quota system in the past three years? What are the actual fleet sizes of various FBCs?

Asked by: Hon MO Claudia (LegCo internal reference no.: 95)

Reply:

- (a) The Government has set up three franchised bus LEZs located at Yee Wo Street in Causeway Bay, the junction of Des Voeux Road Central and Pedder Street in Central, and the junction of Nathan Road and Lai Chi Kok Road in Mong Kok respectively. At present, the FBCs are required to deploy buses meeting Euro V or higher emission

standard <sup>(Note 1)</sup> to the routes running through LEZs. As at December 2019, 94, 64 and 86 bus routes are operating <sup>(Note 2)</sup> in LEZs in Central, Causeway Bay and Mong Kok respectively. Details of buses deployed in the three LEZs are as follows:

Year	Average monthly number of bus trips passing through the three LEZs	Average monthly number of bus trips served by temporary deployment of buses not meeting Euro IV emission standard in LEZs <small>(Note 3)</small>	Proportion of bus trip made by buses meeting Euro IV or higher emission standard in LEZs
2017	620 282	1 857	99.7%
2018	613 621	1 439	99.8%
2019	593 760	1 346	99.8%

Notes:

- (1) Since the setting up of LEZs on 31 December 2015, FBCs were required to deploy low emission buses meeting Euro IV or higher emission standard or Euro II and III buses retrofitted with selective catalytic reduction devices and diesel particulate filters to the routes running through LEZs. Starting from 31 December 2019, the requirement is tightened to buses meeting Euro V or higher emission standard.
  - (2) Some bus routes operate in more than one LEZs.
  - (3) In case of unexpected service disruptions due to traffic congestion, vehicle breakdowns and traffic accidents, etc., FBCs may need to deploy buses not meeting Euro IV emission standard to LEZs occasionally in order to maintain normal bus services.
- (b) Different districts have different demands for franchised bus services connecting to urban areas and no limit is imposed on the number of franchised buses plying major trunk roads in the urban area. That said, if any new bus routes or existing ones upon service enhancements are inevitably required to pass through the busy sections in the urban areas, FBCs may have to reduce the number of trips of other routes operating via those road sections as far as practicable. Moreover, TD has been collaborating with FBCs to contain the growth in the number of franchised buses plying major truck roads through bus route rationalisation, say by rationalising duplicating services, diverting circuitous routings, or trimming down bus trips with low utilisation, etc. Between 2017 and 2019, the number of daily bus trips plying busy trunk roads in Central, Causeway Bay and Mong Kok was reduced by 795 as a result of bus route rationalisation. At the same time, as mentioned above, the Government has also set up LEZs in three areas and requested FBCs to deploy low emission buses to operate at busy road sections with a view to further improving roadside air quality.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)336****(Question Serial No. 4424)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) launched the first phase of "Driving on Lantau Island" Scheme (the Scheme) and permitted additional number of coaches and a limited number of private cars to enter South Lantau on weekdays for leisure and recreational purposes, and will review the implementation of the second phase of the Scheme. In this connection, please advise on:

- (a) the utilisation rates, numbers of vehicles joining the first phase of the Scheme and relevant details in the past three years by completing the table below:

	Number of non-electric private cars	Utilisation rate of the quota for non-electric private cars	Number of electric private cars	Utilisation rate of the quota for electric private cars	Number of accidents and casualties involving private cars	Number of coaches	Number of accidents and casualties involving coaches
March 2017							
April 2017							

- (b) when TD will review the effectiveness of the Scheme, the details and implementation timetable of the second phase, as well as the manpower and expenditure involved; and
- (c) the traffic flows of major roads and daily capacities of related roads on Lantau Island in the past three years.

Asked by: Hon MO Claudia (LegCo internal reference no.: 96)



Reply:

- (a) TD introduced the first phase of the Scheme on 26 February 2016. Under the Scheme, members of the public may submit online applications for driving their own private cars on the closed roads on South Lantau from Mondays to Fridays (except public holidays) between 8 a.m. and 7 p.m. for recreational and leisure purposes. Amongst the daily quota of 25 private cars, five are reserved for electric private cars.

TD also launched the first phase of the traffic relaxation measure for tour coaches on 25 December 2015. Since then, the number of tour coaches permitted to enter South Lantau each day has increased from 30 to 40.

The numbers of private cars joining the Scheme, the utilisation rates of the quotas for private cars, the numbers of tour coaches entering South Lantau under the traffic relaxation measure, and other relevant details in each month of the past three years are provided at Annex.

- (b) When considering the implementation of the second phase of the Scheme (i.e. increasing the daily quota of private cars from 25 to 50), TD will take into account the local traffic conditions, supply and utilisation of parking spaces on South Lantau as well as views of relevant stakeholders. The implementation timetable will be worked out in due course. The review is undertaken by the existing staff of TD as part of their normal duties. No additional expenditure is involved.
- (c) The daily traffic flows and capacities of major roads on Lantau Island between 2016 and 2018<sup>Note 1</sup> are tabulated below:

Major roads on Lantau Island	Daily capacity (Number of vehicles)	Average daily traffic flows in 2016 (Number of vehicles)	Average daily traffic flows in 2017 (Number of vehicles)	Average daily traffic flows in 2018 (Number of vehicles)
Tung Chung Road	10 000	4 880	4 850	5 210
South Lantau Road	8 000	3 340	3 020	3 280
Keung Shan Road (from South Lantau Road to Shum Wat Road)	8 000	2 620	2 700	2 750
Keung Shan Road (from Shum Wat Road to Tai O Road)	8 000	1 150	1 140	1 160
North Lantau Highway (from Tung Chung Eastern Interchange to Chek Lap Kok West)	120 000	54 410	54 360	57 100

Note 1: The traffic data for 2019 is being compiled.

**Numbers of private cars joining the Scheme, the utilisation rates of the quotas for private cars, the numbers of tour coaches entering South Lantau under the traffic relaxation measure, and other relevant details in each month of the past three years**

	Number of non-electric private cars	Utilisation rate of places for non-electric private cars Note 2	Number of electric private cars	Utilisation rate of places for electric private cars Note 2	Number of accidents and casualties involving private cars	Number of coaches	Number of accidents and casualties involving coaches
March 2017	460	100%	54	47%	0	573	0
April 2017	340	100%	75	88%	0	715	0
May 2017	400	100%	66	66%	0	714	0
June 2017	440	100%	85	77%	0	588	0
July 2017	420	100%	84	80%	0	627	0
August 2017	460	100%	99	86%	0	537	0
September 2017	420	100%	38	36%	0	614	0
October 2017	400	100%	61	61%	0	715	1 <sup>Note 3</sup>
November 2017	440	100%	63	57%	0	644	0
December 2017	380	100%	69	73%	0	667	0
January 2018	440	100%	64	58%	0	695	0
February 2018	360	100%	73	81%	0	606	0
March 2018	420	100%	61	58%	0	673	0
April 2018	380	100%	65	68%	0	711	0
May 2018	420	100%	52	50%	0	712	0
June 2018	400	100%	45	45%	0	629	0
July 2018	420	100%	60	57%	0	510	0
August 2018	460	100%	94	82%	0	310	0
September 2018	380	100%	32	34%	0	378	0
October 2018	420	100%	54	51%	0	461	0
November 2018	440	100%	71	65%	0	569	0

	Number of non-electric private cars	Utilisation rate of places for non-electric private cars Note 2	Number of electric private cars	Utilisation rate of places for electric private cars Note 2	Number of accidents and casualties involving private cars	Number of coaches	Number of accidents and casualties involving coaches
December 2018	380	100%	60	63%	0	542	0
January 2019	440	100%	58	53%	0	452	0
February 2019	340	100%	78	92%	0	471	0
March 2019	420	100%	42	40%	0	623	0
April 2019	380	100%	59	62%	0	449	0
May 2019	420	100%	45	43%	0	437	1 <sup>Note 4</sup>
June 2019	380	100%	46	48%	0	440	0
July 2019	440	100%	60	55%	0	393	0
August 2019	440	100%	62	56%	0	349	0
September 2019	420	100%	38	36%	0	358	0
October 2019	420	100%	68	65%	0	436	1 <sup>Note 5</sup>
November 2019	420	100%	73	70%	0	534	0
December 2019	400	100%	80	80%	0	431	0
January 2020	400	100%	89	89%	0	326	0
February 2020	400	100%	100	100%	0	336	0

Note 2: The total numbers of places in a month for non-electric private cars and electric private cars are calculated by the total number of days of Mondays to Fridays (excluding public holidays) of a month multiplied by 20 and 5 respectively. The utilisation rate is calculated by the number of approved vehicles divided by the number of places available.

Note 3: Two people were injured in this traffic accident.

Note 4: Ten people were injured in this traffic accident.

Note 5: Four people were injured in this traffic accident.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)337**

**(Question Serial No. 4425)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

Last year, the Transport Department (TD) indicated in the Controlling Officer's Report that it would provide more public car parking spaces under the "Single Site, Multiple Uses" principle under a new policy initiative. This year, it indicates that it will take forward in phases the recommendations of the study on parking for commercial vehicles. In this connection, please inform this Committee of:

- a. the manpower distribution and expenditure involved in handling the work of provision of more public car parking spaces in the past three years;
- b. the locations for the provision of more public car parking spaces under the "Single Site, Multiple Uses" principle, the numbers of car parking spaces so provided, and details of the progress; and
- c. the locations and numbers of additional parking spaces for private cars and commercial vehicles in the coming three years, with a breakdown by year and district.

Asked by: Hon MO Claudia (LegCo internal reference no.: 97)

Reply:

- a. Increasing the provision of parking spaces is an on-going task of TD undertaken by its existing staff. There is no separate breakdown of the manpower and expenditure involved.
- b & c. Following the principle of "single site, multiple uses", TD is proactively exploring the incorporation of new public car parks in suitable "Government, Institution or Community" facilities, public open space and public housing projects. Subject to technical feasibility, it is expected that about 20 suitable works projects will provide a total of around 5 100 parking spaces by batches. To this end, TD is working closely with relevant bureaux and departments on these projects and will embark on technical assessment to ascertain the feasibility of provision of public car parking spaces.

While the Government is making continuous effort to increase the provision of parking spaces, TD does not set a target number of additional parking spaces to be provided in the coming years as the provision of additional parking spaces is subject to the views of the local community, site constraints and progress of individual development projects.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)338**

**(Question Serial No. 4426)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has indicated that it will, subject to the funding approval of the Legislative Council (LegCo), commission the Strategic Study on Major Roads beyond 2030. In this connection, please inform this Committee of the following:

- a. Will the study be conducted in-house or outsourced? What are the expenditure and manpower to be involved?
- b. What are the approach, timetable and objectives of the study?

Asked by: Hon MO Claudia (LegCo internal reference no.: 98)

Reply:

- a. The Transport Department (TD) will engage consultants to conduct the “Strategic Study on Major Roads beyond 2030” (the Study) at an estimated cost of about \$27.5 million.
- b. TD plans to take forward the Study on the basis of the conceptual spatial requirements to be firmed up under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+) planning study, which is being conducted by the Development Bureau and the Planning Department. Based on the latest planning information, TD will examine the demand for and supply of major roads in Hong Kong from 2031 to 2041 or later. Based on the final development strategy of the Hong Kong 2030+ planning study, TD will conduct strategic studies in order to ensure that the planning of major roads can meet the needs for the overall long-term developments of Hong Kong. TD will also examine the impact of the proposed transport infrastructure on the existing transport network in order to formulate the corresponding strategies.

Since the Hong Kong 2030+ planning study has not been completed, TD will seek funding approval for the Study in due course, and commence the Study as soon as funding is secured. The Study will take about 27 months to complete.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)339****(Question Serial No. 4427)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) has indicated that its work includes maintaining close liaison with public transport operators and the related trades and associations including the goods vehicle and cross-boundary bus trades. Please inform this Committee of the following:

- a. What were the numbers of meetings held with various public transport operators and the related trades and associations in the past three years? Please reply in the table below:

Year	Trade	Name of company / organisation	Issue(s) discussed	Number of meetings held

- b. Will TD consult other transport operators on the introduction of new transport services? What were the numbers of meetings for consultation with various public transport operators and the related trades and associations in the past three years? Please reply in the table below:

Year	Trade	Name of company / organisation	Issue(s) discussed	Number of meetings held

Asked by: Hon MO Claudia (LegCo internal reference no.: 99)

Reply:

- a. TD maintains close liaison with public transport operators and various transport trades in the forms of formal meetings, telephone exchanges, informal face-to-face discussions, site meetings and visits. Details of the formal meetings between TD and various public transport operators / trades / associations in 2017, 2018 and 2019 are tabulated below:

Trade	Name of company / organisation	Issue(s) discussed	Number of meetings held		
			2017	2018	2019
Railway	MTR Corporation Limited	Matters related to planning and operation of MTR and Light Rail	44	90	78
	Hong Kong Tramways	Matters related to planning and operation of tramways	4	1	4
Franchised bus	The Kowloon Motor Bus Company (1933) Limited, Long Win Bus Company Limited, Citybus Limited, New World First Bus Services Limited and New Lantao Bus Company (1973) Limited	Matters related to planning and operation of franchised buses	24	30	50
Public light bus	Green minibus (GMB) operators and trade associations of GMB and red minibus (RMB)	Matters concerning the policy and operation of GMB and RMB services	82	91	141
Taxi	Trade associations of urban taxi, NT taxi and Lantau taxi	Matters concerning the policy and operation of taxis	11	13	11
Non-franchised bus (NFB)	Public Omnibus Operators Association and Non-franchised Public Bus Association of Hong Kong	Matters concerning the policy and operation of NFB services	4	3	7
Ferry and Kaito	Ferry and kaito operators	Matters concerning the franchise/licence, planning and operation of ferry and kaito services	11	8	16
Cross-boundary coach (CBC)	Hong Kong Guangdong Boundary Crossing Bus Association and China Hong Kong and Macau Boundary Crossing Bus Association	Matters concerning the policy and operation of CBC services	3	3	1



Trade	Name of company / organisation	Issue(s) discussed	Number of meetings held		
Goods vehicle	Trucking Industry Association and Goods Vehicle Drivers Association	Matters concerning the operation of goods vehicles	4	6	6

- b. When there are proven demands for new public transport services or routes, TD will make necessary arrangements in conjunction with the relevant operators, and will consult the affected public transport operators, trades and associations where necessary at the meetings listed in (a) above. There is no breakdown of the meetings on discussions of introducing new public transport services.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)340****(Question Serial No. 4428)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

The Transport Department (TD) indicated that it would continue to collaborate with the Highways Department (HyD) to implement the proposed pedestrian environment improvement schemes in Yuen Long, Mong Kok and Causeway Bay. Please inform this Committee:

- the manpower and expenditure involved in the work of TD in providing traffic and transport inputs for the proposed pedestrian footbridge system in Mong Kok over the past three years;
- when the traffic impact assessment report of the proposed pedestrian footbridge system in Mong Kok will be approved by TD;
- what traffic and transport inputs will be provided by the TD for the detailed design of the proposed pedestrian footbridge system in Mong Kok; and
- the current daily pedestrian and traffic flows at the proposed pedestrian footbridge system in Mong Kok. Please reply in the following table:

Location	Daily pedestrian flow in 2019	Peak pedestrian flow per hour in 2019	Afternoon peak pedestrian flow in 2019	Estimated daily pedestrian flow upon project completion	Estimated peak pedestrian flow per hour upon project completion	Estimated afternoon peak pedestrian flow upon the project completion
The section of Argyle Street between Sai Yee Street and Fa Yuen Street						
The section of Argyle Street between Fa Yuen Street and Tung Choi Street						

Location	Daily pedestrian flow in 2019	Peak pedestrian flow per hour in 2019	Afternoon peak pedestrian flow in 2019	Estimated daily pedestrian flow upon project completion	Estimated peak pedestrian flow per hour upon project completion	Estimated afternoon peak pedestrian flow upon the project completion
The section of Argyle Street between Tung Choi Street and Sai Yeung Choi Street South						
The section of Argyle Street between Sai Yeung Choi Street South and Nathan Road						
The section of Argyle Street between Nathan Road and Portland Street						
The section of Argyle Street between Portland Street and Shanghai Street						
The section of Argyle Street between Shanghai Street and Reclamation Street						
The section of Argyle Street between Reclamation Street and Canton Road						
The section of Argyle Street between Canton Road and Tong Mi Road						

Location	Daily traffic flow in 2019	Peak traffic flow per hour in 2019	Afternoon peak traffic flow in 2019	Estimated daily traffic flow (southbound and northbound) upon project completion	Estimated peak traffic flow per hour (southbound and northbound) upon project completion	Estimated afternoon peak traffic flow (southbound and northbound) upon project completion
The section of Argyle Street between Sai Yee Street and Fa Yuen Street						

Location	Daily traffic flow in 2019	Peak traffic flow per hour in 2019	Afternoon peak traffic flow in 2019	Estimated daily traffic flow (southbound and northbound) upon project completion	Estimated peak traffic flow per hour (southbound and northbound) upon project completion	Estimated afternoon peak traffic flow (southbound and northbound) upon project completion
The section of Argyle Street between Fa Yuen Street and Tung Choi Street						
The section of Argyle Street between Tung Choi Street and Sai Yeung Choi Street South						
The section of Argyle Street between Sai Yeung Choi Street South and Nathan Road						
The section of Argyle Street between Nathan Road and Portland Street						
The section of Argyle Street between Portland Street and Shanghai Street						
The section of Argyle Street between Shanghai Street and Reclamation Street						
The section of Argyle Street between Reclamation Street and Canton Road						
The section of Argyle Street between Canton Road and Tong Mi Road						

Asked by: Hon MO Claudia (LegCo internal reference no.: 100)

Reply

Having considered public views received during the previous public consultation and the latest developments in the area, the Government is reviewing the proposed pedestrian environment improvement scheme in Mong Kok. Assessments of the potential traffic and

environmental impact of the project during construction and operation stages with inputs provided by TD have yet to be completed. It is our plan to engage relevant stakeholders including the Yau Tsim Mong District Council in 2020 and make available relevant traffic and transport information to the public upon completion of the assessments. At present, the Government does not have the requested information on pedestrian and traffic flows in 2019.

TD has been deploying existing staff to provide traffic and transport inputs to HyD. There is no breakdown of the manpower and expenditure involved for such work.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)341****(Question Serial No. 6092)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

- a. Please set out the quantity, value and stock of surgical masks produced by the Correctional Services Department (CSI masks) that the Transport Department (TD) obtained from the Government Logistics Department (GLD) each month in the past three years in the following table:

Month/Year	No. of CSI masks obtained	Value of CSI masks obtained	Stock of CSI masks

- b. Please set out the quantity, value, stock and consumption of surgical masks that TD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of surgical masks obtained from GLD (value)	No. of surgical masks procured (value)	Stock	Consumption

- c. Please set out the quantity, value, stock and consumption of N95 masks that TD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of N95 masks obtained from GLD (value)	No. of N95 masks procured (value)	Stock	Consumption

- d. Please set out the quantity, value, stock and consumption of gowns that TD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of gowns obtained from GLD (value)	No. of gowns procured (value)	Stock	Consumption

- e. Please set out the quantity, value, stock and consumption of protective coverall suits that TD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of protective coverall suits obtained from GLD (value)	No. of protective coverall suits procured (value)	Stock	Consumption

- f. Please set out the quantity, value, stock and consumption of face shields that TD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of face shields procured	Value of face shields procured	Stock of face shields	Consumption

- g. Please set out the quantity, value, stock and consumption of goggles that TD obtained from GLD or procured each month in the past three years in the following table:

Month/Year	No. of goggles procured	Value of goggles procured	Stock of goggles	Consumption

- h. Did TD supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations in the past three years? If yes, please provide the relevant information, including the quantity, consumption and stock, in the following table:

Month/Year	Name of organisations	Manner of provision (e.g. sold or supplied for free)	Surgical masks	N95 masks	Face shields	Goggles	Gowns	Protective coverall suits

- i. If TD is to supply or sell surgical masks, N95 masks, face shields, goggles, gowns and protective coverall suits to other organisations, what are the departments and the ranks of the officers responsible for making such decisions? Please provide the ranks of the officers involved in each decision, the date they made the decision and other relevant information.

Asked by: Hon MO Claudia (LegCo internal reference no.: 181)

Reply:

Demands for personal protective equipment (PPE) have been increasing exponentially globally. The Government is procuring in a highly competitive international market. To avoid undermining the bargaining power of GLD and other government departments in the procurement of PPE, it is not advisable to disclose at this stage details of individual departments regarding their stock of PPE, places of origin, suppliers, quantities, values and schedule of delivery of PPE procured, and actual consumption of PPE over the past few years and lately.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)342**

**(Question Serial No. 3600)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work of preparing for legislative amendment to enhance the deterrent effect against taxi drivers' malpractices, please advise of the following:

- (1) the number of complaints on service quality of taxi drivers in 2019 and reasons for complaints, and the change in percentage comparing with 2018;
- (2) the district with the highest number of taxi trips at major taxi stands and roadside observation checkpoints across the territory, the district with the longest average passenger waiting time, and the district with the highest average occupancy rates of taxis in 2019-20;
- (3) whether scientific methods will be used in 2020-21 to collect data on the overall taxi service level in a more comprehensive manner, so as to reflect the taxi service level more accurately; if yes, what are the details; if no, what are the reasons?
- (4) whether more taxi licences will be issued in 2020-21 to increase competition in the trade, so as to enhance the quality of taxi services; if yes, what are the details; if no, what are the reasons?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 117)

Reply:

- (1) According to the complaint statistics of the Transport Complaints Unit under the Transport Advisory Committee, there were a total of 10 318 cases relating to taxi services in 2019, which mainly involved refusal to hire, improper driving behaviour and failure to take the most direct route. They represent a decrease of 6.2% when compared with the 11 000 cases in 2018.
- (2) According to the surveys conducted by the Transport Department (TD) at taxi stands and roadside observation checkpoints in 2019, the Hong Kong International Airport was the district with the highest number of taxi trips and the longest average passenger waiting time, while Tai O in South Lantau was the district with the highest average passenger occupancy rate.

- (3) TD conducts on-site surveys for collecting information on taxi services, including average occupancy rate, passenger queue length, passenger waiting time, etc. TD is open to the application of innovative technology in data collection, and will keep in view the technological development in this regard.
- (4) It is the Government's established policy to consider issuing new taxi licences as and when necessary, having regard to the passenger demand, operating conditions of the taxi trade and likely impact of the increase in the number of taxis on traffic conditions. In order to better understand the passenger demand for taxi services and operating conditions of the taxi trade, TD conducts annual surveys on the overall taxi service level. The latest survey on the urban, New Territories and Lantau taxis conducted in 2019 shows that the supply of these taxis is generally adequate. TD does not have any plan to issue new taxi licences in 2020-21.

On the other hand, the Government proposes to introduce franchised taxis under a trial scheme to meet the new demand in the community for personalised and point-to-point public transport services of higher quality and with online hailing features. The Government introduced the Franchised Taxi Services Bill into the Legislative Council in May 2019, and the bill is being scrutinised in the relevant Bills Committee of the Legislative Council.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)343**

**(Question Serial No. 3602)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work of opening up real-time parking vacancy information, please advise of the following:

1. In 2019-20 (up to 29 February 2020), what was the number of car parking spaces that disseminate real-time parking vacancy information through "DATA.GOV.HK"?
2. What is the progress of replacing access control systems and vehicle recognition systems for the ten government car parks?
3. What are the expected number of new parking meters to be installed in 2020-21 and their distribution by district? What are their respective percentages in the total number of on-street metered parking spaces?
4. In 2020-21, what is the number of private car parks that disseminate real-time parking vacancy information through "DATA.GOV.HK"?
5. Will the Government set a timetable and target for increasing the data source for real-time parking vacancy information? To increase the provision of real-time parking vacancy information across the territory, will private car parks be subsidised to adopt suitable options to collect and disseminate parking vacancy information and data in 2020-21?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 119)

Reply:

1. As at 29 February 2020, the real-time parking vacancy data of a total of 220 government and commercial public car parks, involving over 30 150 parking spaces, was disseminated through the Government's Public Sector Information Portal "DATA.GOV.HK".
2. The Transport Department (TD) completed the replacement of the access control systems and the licence plate recognition systems in ten government multi-storey car parks under its management (including Kennedy Town, Rumsey Street, Star Ferry,

City Hall, Tin Hau, Shau Kei Wan, Aberdeen, Sheung Fung Street, Kwai Fong and Tsuen Wan Car Parks) in September 2019.

3. TD targets to install about 3 500 new generation parking meters in 2020-21, representing about 29% of the 12 000 new parking meters to be installed by mid-2022. TD is formulating the installation schedule for the new parking meters in each district, taking into account the utilisation rate of the existing on-street parking spaces and local demand for additional ones.
- 4&5. For public car parks without parking vacancy information system, TD introduced in October 2018 a web interface to facilitate public car park operators to disseminate real-time parking vacancy information. TD has also briefed public car park operators on feasible technical solutions to encourage and facilitate their adoption of suitable measures for collecting and disseminating parking vacancy information.

At present, the real-time parking vacancy information of some commercial public car parks is disseminated via their respective operators' mobile applications for commercial purpose. Some developers and operators of commercial public car parks have also been providing relevant information to TD progressively. TD will continue to encourage commercial public car park operators to share with the public their real-time parking vacancy information and data through TD's "HKeMobility" mobile application and "DATA.GOV.HK".

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)344**

**(Question Serial No. 3604)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the initiatives of intelligent transport system and traffic management in the "Smart City Blueprint", please advise of the following:

What were the number of downloads and average monthly click rate of "HKeMobility" in 2019-20? What is the estimated maintenance fee in 2020-21?

What are the work details, objectives as well as expenditure and manpower to be involved relating to issuing in-vehicle units (IVUs) to motorists and facilitating remote payment of tunnel tolls in 2020-21?

Regarding the installation of traffic detectors (i.e. bluetooth detectors, video/thermal detectors and automatic licence plate recognition cameras) along strategic routes in 2020-21, what is the highest resolution of the automatic licence plate recognition (ALPR) cameras? What are the locations, timetables and objectives of installation as well as expenditure and manpower to be involved?

What are the work details and timetable of formulating a detailed proposal for the Electronic Road Pricing Pilot Scheme in 2020-21?

What are the work details, objectives as well as expenditure to be involved relating to introducing the intelligent traffic signal system in 2020-21? What is the timetable for installing the trial system?

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 121)

Reply:

As at end February 2020, the number of downloads of the "HKeMobility" mobile application reached 2.2 million, with an average monthly hit rate of 1.7 million. The estimated maintenance cost in 2020-21 is about \$0.8 million.

The Government plans to consult the public and relevant stakeholders in end-2020 on the arrangements for toll tags (in-vehicle units) and Free-Flow Tolling System (FFTS) which is expected to be implemented at government tolled tunnels and the Tsing Sha Control Area by phases. The Government will then consult the Panel on Transport of the Legislative Council before introducing a bill for the legislative amendments required. Upon passage of the Bill, the Transport Department (TD) will arrange issuance of toll tags to motorists and phased implementation of FFTS. The estimated expenditure in 2020-21 for the initiative is about \$33.9 million. Five new permanent posts (including one Chief Transport Officer, one Engineer/Assistant Engineer, one Analyst/Programmer II, one Accounting Officer I and one Assistant Clerical Officer) will be created in 2020-21, and two time-limited posts (including one Senior Engineer and one Technical Officer (Traffic)/Technical Officer Trainee (Traffic)) will be created in 2020-21 for six years to support the development of this initiative.

To collect traffic data and disseminate real-time traffic information to the public, TD is installing video detectors, Bluetooth detectors and ALPR detectors along all strategic routes and major roads for completion by end 2020. With resolution of 2.3 megapixel and vehicle licence plate numbers captured hashed, the ALPR detectors are used for the purpose of compiling data on the traffic volume of different vehicle classes on roads through the matching of licence plate numbers identified by the detectors with those kept in TD's vehicle licensing system. The estimated expenditure for the installation works in 2020-21 is about \$164.2 million. The project supervision is undertaken by the existing staff of TD with no separate breakdown of the manpower involved.

TD is developing a detailed proposal for the Electronic Road Pricing pilot scheme in Central. In January 2020, an International Expert Panel comprising experts from the United Kingdom, the United States, Singapore, Sweden and Hong Kong was formed to advise TD on the pilot scheme. TD will take into due consideration the advice of the International Expert Panel and the latest social situation of Hong Kong before firming up the detailed proposal, including the timeframe and scope of stakeholder consultation.

TD commenced in mid-2019 a pilot project on real-time adaptive traffic signal systems to help optimise the green times allocated to vehicles and pedestrians at signalised road junctions, and the latest estimated cost is about \$6.6 million. The installation of the real-time adaptive traffic signal systems at five selected signalised road junctions in different districts of Hong Kong will start from mid-2020 for completion in 2021 following laboratory trials and local consultation. The five junctions will be selected having regard to the traffic and pedestrian flows, as well as the capacity of the concerned junctions.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)345**

**(Question Serial No. 3606)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the installation of new generation of parking meters, and "stop-and-go" e-Payment facilities at the manual toll booths of major roads, please advise:

- (1) what is the number of new generation of parking meters to be installed in 2020-21 and the distribution by districts?
- (2) what are the work plan, estimated expenditure and manpower required for the study on the implementation of the free-flow tolling system (FFTS) in 2020-21?
- (3) have any privacy impact assessment and information security audit in respect of the projects been conducted? If affirmative, please provide the details, including the expenditure and manpower involved.

Asked by: Hon MOK Charles Peter (LegCo internal reference no.: 123)

Reply:

- (1) The Transport Department (TD) targets to install about 3 500 new generation parking meters in 2020-21. A total of 12 000 new parking meters will be installed by mid-2022. TD is formulating the installation schedule for the new parking meters in each district, taking into account the utilisation rate of the existing on-street parking spaces and local demand for additional ones.
- (2) The Government plans to consult the public and relevant stakeholders in end-2020 on the arrangements for toll tags (in-vehicle units) and FFTS which is expected to be implemented at government tolled tunnels and the Tsing Sha Control Area by phases. The Government will then consult the Panel on Transport of the Legislative Council before introducing a bill for the legislative amendments required. Upon passage of the Bill, TD will arrange issuance of toll tags to motorists and phased implementation of FFTS.

The estimated expenditure in 2020-21 for the initiative is about \$33.9 million. Five new permanent posts (including one Chief Transport Officer, one Engineer/Assistant Engineer, one Analyst/Programmer II, one Accounting Officer I and one Assistant Clerical Officer) will be created in 2020-21, and two time-limited posts (including one Senior Engineer and one Technical Officer (Traffic)/Technical Officer Trainee (Traffic)) will be created in 2020-21 for six years to support the development of this initiative.

- (3) TD has consulted the Office of the Privacy Commissioner for Personal Data (PCPD) in respect of the design and operation of the new parking meter system. PCPD has advised that there is no privacy concern in relation to the system. As the aforesaid task is undertaken by TD's existing staff, there is no separate breakdown of the manpower and expenditure involved.

Regarding FFTS, the Government has engaged consultants to conduct privacy impact assessments (PIAs) on the workflow of both the frontend and the backend system of FFTS as well as the planned operations of the toll service provider. The total cost involved is about \$0.54 million. The consultants have consulted PCPD on the PIAs and incorporated appropriate mitigation measures to address PCPD's comments, and will conduct another PIA on the detailed design of FFTS in due course. The Government will also conduct security risk assessment in the course of developing the detailed design of FFTS. Management of the consultancy tasks and consultation with relevant stakeholders are undertaken by TD's existing staff. There is no separate breakdown of the manpower and expenditure involved.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)346**

**(Question Serial No. 5126)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The use of electric mobility devices (EMDs), such as electric scooters, for recreational purposes and short-distance commuting has become increasingly popular, but these devices are only defined as “motor vehicles” by the Transport Department (TD), which has hindered their development in Hong Kong.

In this connection, I would like to ask the following questions:

- 1) What is the progress of the study on EMDs in TD's consultancy study on enhancing the walkability in Hong Kong (the Study)? How long will it take to complete the whole study?
- 2) What is the number of prosecutions involving the use of EMDs over the past three years?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 108)

Reply:

- 1) Under the “Walk in Hong Kong” initiative, TD is conducting the Study, which is expected to be completed within 2020. Apart from examining key walkability issues, the Study would review the use of EMDs in Hong Kong and the prevailing regulatory policies in overseas regions. The Government will make reference to the findings of the Study to consider the need for a regulatory regime for EMDs and conducting a trial scheme to study the technical issues and safety considerations in greater detail.
- 2) According to the Police, the number of EMD-related arrest cases from 5 July 2019 to 8 March 2020 is 46. The Police does not keep such figures prior to 5 July 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)347**

**(Question Serial No. 5132)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) conducts the Travel Characteristics Survey (TCS) across the territory around every ten years. The last TCS was conducted in 2011. Please advise when TD will conduct the next TCS and the anticipated completion date and expenditure to be involved?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 201)

Reply:

TCS aims at collecting information on the latest travel characteristics of people in the territory. The information collected will be used to assist in the formulation of transport policies and planning for land use and new transport infrastructures.

TD is drawing up the scope, the detailed arrangement for the surveys involved, and the estimated cost for carrying out TCS. TD targets to commence TCS in 2022 for completion in 2024.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)348**

**(Question Serial No. 5133)**

Head: (186) Transport Department

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

For the traffic accidents statistics published by the Transport Department (TD) for public inspection, only the District Councils by districts are provided under the column of location, which means members of the public will not be able to know the exact locations of traffic accidents. Will TD consider providing the exact location of each accident when publishing the traffic accidents statistics? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 202)

Reply:

The publication of Road Traffic Accident Statistics on TD's website aims to provide the public with an overview of the latest traffic accident situation and the overall traffic accident trends. In this regard, the traffic accident statistics so published are broken down by District Council district in order to give the public a general understanding of the road safety circumstances in each district. Whilst the exact location of each traffic accident is not published, the locations of traffic accident black spots<sup>1</sup> are released and uploaded onto TD's website quarterly so that the public are informed of such specific locations.

- <sup>1</sup> A location is classified as a traffic accident black spot if there were -
- (i) six or more pedestrian injury accidents in the past one year;
  - (ii) nine or more injury accidents in the past one year; or
  - (iii) two or more fatal traffic accidents in the past five years.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)349**

**(Question Serial No. 5134)**

Head: (186) Transport Department

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) launched a pilot pedestrian wayfinding system in Tsim Sha Tsui in the second half of 2018, providing five new directional signages to encourage people to walk more. Does TD have any plan to extend the system to other districts? If yes, when will it commence? What are the details? If no, what are the reasons?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 203)

Reply:

Under the “Walk in Hong Kong” initiative, TD launched the pilot wayfinding signage system in Tsim Sha Tsui in July 2018. Given the experience gained from the pilot project, the positive response received, and with reference to other similar signage systems overseas, TD plans to develop standards and design for a new pedestrian wayfinding signage system in the second half of 2020, and commence the manufacturing and installation of the new wayfinding signages throughout the territory by phases starting from 2021.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)350**

**(Question Serial No. 5157)**

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:

For the promotion of autonomous vehicle (AV) technologies, the Government mentioned in Head 186 (Transport Department) “consider legislative amendments to stipulate the conditions and supporting measures required for trials of autonomous vehicles so as to foster a suitable and safe road environment for such trials and promote the development and application of autonomous vehicles”. Regarding works on this aspect:

- (a) What are the legislations to be amended by the Government in encouraging the development and application of autonomous vehicles?
- (b) What are the Government’s plans to encourage the industry to develop such technologies? What are the timetables and details?
- (c) What are the roles of the Policy Innovation and Co-ordination Office (PICO) and the Transport Department (TD) in promoting the development and application of autonomous vehicles? What is the demarcation of job duties?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 612)

Reply:

(a) and (b)

To facilitate the development of AV technologies, TD issued “Movement Permits” to enable AV trials to take place at designated routes under safe environment. Moreover, to facilitate applications for conducting AV trials, TD published in December 2019 a new set of “Guidance Notes on the Trials of Autonomous Vehicles” (the Guidance Notes) to stipulate safety guidelines on the trials of AVs. The Guidance Notes give the testing organisations and the AV trade a firmer grasp of the requirements for conducting AV trials on roads under the existing legislation.

On promoting AV technology, TD set up the Technical Advisory Committee on the Application of Autonomous Vehicle Technologies in Hong Kong (the Committee) in November 2019. The Committee comprises stakeholders and experts from the AV trade, testing organisations and relevant research and development institutes, including the Applied Science and Technology Research Institute, Hong Kong Productivity Council,

Hong Kong Science and Technology Parks Corporation, Cyberport, etc. The Committee will explore how best to draw up an appropriate regulatory framework for AVs.

Separately, TD has commenced studying the necessary legislative amendments with a view to allowing the trade to conduct trials of innovative technologies and is working in close collaboration with the trade to jointly stipulate the regulatory model for AVs as well as the conditions and supporting measures required for trials of AVs. TD will report the findings to the relevant Panel of the Legislative Council in due course.

(c)

Reviewing the legislation and regulations that impede innovation and technology (I&T) and economic development is one of the Government's eight major directions for I&T development. PICO is responsible for assisting the Steering Committee on Innovation and Technology in co-ordinating the review carried out by relevant bureaux and departments, and providing policy research support for individual projects at the initial stage. Concerning the promotion of AV technologies, PICO reviewed the Road Traffic Ordinance (Cap. 374) and its relevant subsidiary legislation, and conducted research on the development of relevant technologies in other cities and the facilitation measures adopted; as well as the applicability of the experience of other jurisdictions in Hong Kong. During the course of the review, the Transport and Housing Bureau and TD offered views to PICO on the current development of AV technologies in Hong Kong. Upon completion of the review, PICO concludes that a clear legal framework will be conducive to the application of AV technologies in Hong Kong. When further promoting AV trials and relevant technology, TD will take into account PICO's research findings.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)351**

**(Question Serial No. 5158)**

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:

Autonomous vehicle technologies are gaining popularity in other countries. Regarding the promotion of such technologies in Hong Kong, would the Government inform this committee:

- (a) The Government has established the Technical Advisory Committee on the Application of Autonomous Vehicle Technology (the Committee) in Hong Kong. Please provide the list of membership; and
- (b) How many meetings have been held since the establishment of the above-mentioned committee and what are the specific work plans and timetables?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 613)

Reply:

- (a) The Committee comprises stakeholders and experts from the autonomous vehicle (AV) trade, testing organisations and relevant research and development institutes. They include representatives from the Applied Science and Technology Research Institute, Hong Kong Productivity Council, the Chinese University of Hong Kong, the Hong Kong University of Science and Technology, West Kowloon Cultural District Authority, Hong Kong Airport Authority, Hong Kong Science and Technology Parks Corporation and Cyberport, as well as an independent advisor and relevant officers of the Transport Department.
- (b) Established in November 2019, the Committee is expected to meet quarterly. The first meeting was held in November 2019, and the second meeting has been postponed due to the outbreak of the Novel Coronavirus. The major objectives of the Committee are to explore an appropriate regulatory framework for AVs and to provide technical advice on the long-term development of AVs in Hong Kong.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)352**

**(Question Serial No. 5159)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
(2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

With the development of technology, visual display units (VDUs) have become common in vehicles and the in-vehicle information is getting more diversified. However, the existing legislations limit the use of VDUs.

- (a) The Government considers that “a driver must be concentrated when driving a vehicle” and therefore prohibits the driver from viewing the information whilst the vehicle is stopping. Please advise if this restriction is applicable when the vehicle is parked. If yes, what are the reasons? If not, would the government relax relevant regulations to allow drivers to view more information when vehicles are parked?
- (b) Has the government ever studied relevant regulations of other jurisdictions particularly related to allowing drivers to view the information when vehicles are parked? If yes, please advise the details. If not, please advise the reasons.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 614)

Reply:

The Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A) allow a driver to view the following information on a VDU whilst in the driver's seat:

- (a) the current state of the vehicle or its equipment;
- (b) the current closed-circuit view of any part of the vehicle or the area surrounding the vehicle;
- (c) the current location of the vehicle; or
- (d) any other information for the only purpose of navigating the vehicle.

The above provisions governing the use of VDUs are intended to ensure road safety through requiring drivers to drive attentively without being distracted by visual images not relevant to driving. The regulations are also applicable to vehicles that are in static condition (e.g. stopping briefly at traffic lights or parked).



As compared with other major cities, Hong Kong is more densely populated with heavy traffic. Hence, a high level of concentration is required on the part of drivers when driving. If the Government allows drivers to view information that is currently prohibited (e.g. television programmes and stored visual images), whether their vehicles are running or stationary on the road, it will jeopardise road safety as the drivers could be distracted by the information displayed.

The Government has recently conducted a research on the use of VDUs. The research findings indicate that various jurisdictions have adopted different approaches in regulating the type of information that can be displayed on VDUs to suit their domestic circumstances. While some jurisdictions (e.g. European Union and Japan) restrict non-driving related information to be displayed on the VDU only when the vehicle is in motion, some others (e.g. Singapore) prohibit information other than showing the state of the vehicle and its equipment or for navigating purpose to be displayed on the VDU at all times as in the case of Hong Kong. Our current regulatory regime on display of information and images on VDU is generally comparable with jurisdictions of similar topography and traffic situation. The Transport Department will keep in view the in-vehicle technology development and innovations, as well as the experience of other jurisdictions, and re-visit the existing regulatory control as and when necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)353**

**(Question Serial No. 5160)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for the planning of parking spaces in Hong Kong. In this connection, will TD inform this Committee of the following:

1. Please tabulate the short-term tenancy (STT) car parks and numbers of parking spaces therein in the 18 districts in Hong Kong, if possible with a breakdown by vehicle type (such as private car, van-type light goods vehicle and motorcycle, etc.).
2. Please tabulate the overall number of parking spaces in the 18 districts in Hong Kong, if possible with a breakdown by vehicle type (such as private car, van-type light goods vehicle and motorcycle, etc.).
3. According to the estimate based on the current growth in the numbers of parking spaces and vehicles, in which year will the total number of private cars in Hong Kong exceed the total number of parking spaces?
4. The shortage of parking spaces in Hong Kong stems from the Government's earlier successive moves to adjust downward the standards of provision of parking spaces as laid down in the Hong Kong Planning Standards and Guidelines (HKPSG), including, among others, lowering the parking requirements for public housing, small-sized flats in private residential developments, residential developments with higher development intensity, and residential developments located near railway stations. In this connection, will the Government consider re-examining the standards of provision of parking spaces as laid down in HKPSG, so as to ensure that the supply of parking spaces can catch up with the actual demand?
5. The Government earlier mentioned that the consultancy study on parking for commercial vehicles (CVs) would be completed in 2019. Has the study been completed? What are the study results? Will the relevant report be published?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 615)

Reply:

1. The numbers of STT public fee-paying car parks and the numbers of parking spaces by vehicle type at those car parks in each of the 18 districts as at February 2020 are at Annex 1.
2. The numbers of parking spaces by vehicle type in each of the 18 districts as at February 2020 are at Annex 2.
3. The Government will continue to monitor changes in the overall number of vehicles and car parking spaces, with a view to avoiding the situation where the number of private cars exceeds the number of parking spaces.
4. In August 2018, TD commissioned a review on the parking standards for private car parking spaces in HKPSG as part of the consultancy study on parking for CVs with a view to increasing the provision of private car parking spaces in future housing developments where possible. TD plans to promulgate the revised parking standards within 2020 after consultation with relevant stakeholders.
5. The consultancy study on parking for CVs has been substantially completed, with the recommendations being taken forward by TD as on-going measures to increase the provision of parking spaces for CVs. The latest progress of implementation is tabulated at Annex 3. Such measures were by and large covered in the Government's paper submitted for discussion at the meeting of the Legislative Council Panel on Transport in May 2019.

**Numbers of STT public fee-paying car parks and  
numbers of parking spaces at the relevant STT public fee-paying car parks  
(as at February 2020)**

District	Numbers of STT public fee-paying car parks	Numbers of parking spaces in STT public fee-paying car parks by vehicle type			
		Private Car#	Goods Vehicle	Coach/Bus	Motorcycle
Central and Western	4	81	184	0	11
Wan Chai	0	0	0	0	0
Eastern	11	1 271	140	100	10
Southern	6	197	28	37	0
Yau Tsim Mong	6	451	54	17	2
Sham Shui Po	6	619	440	65	22
Kowloon City	3	485	77	74	4
Wong Tai Sin	4	351	18	74	18
Kwun Tong	8	1 016	75	6	2
Tsuen Wan	12	2 047	102	18	23
Tuen Mun	15	1 758	505	0	6
Yuen Long	12	1 093	74	0	22
North	18	1 860	304	0	9
Tai Po	7	984	89	0	27
Sai Kung	15	2 807	112	17	11
Sha Tin	15	2 275	215	45	20
Kwai Tsing	42	2 312	5 331	326	14
Islands	1	67	0	0	0
<b>Total</b>	185	19 674	7 748	779	201

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles which can be accommodated within the private car parking spaces.

**Numbers of parking spaces by vehicle type in 18 districts  
(as at February 2020)**

<b>District</b>	<b>Private Car #</b>	<b>Goods Vehicle</b>	<b>Bus</b>	<b>Motorcycle</b>	<b>Total*</b>
Central and Western	38 706	1 142	80	1 415	41 343
Wan Chai	39 641	420	130	1 305	41 496
Eastern	46 637	1 839	340	2 473	51 289
Southern	39 416	1 157	356	1 864	42 793
Yau Tsim Mong	34 664	2 520	282	2 099	39 565
Sham Shui Po	29 282	3 257	413	1 990	34 942
Kowloon City	48 820	1 293	232	1 948	52 293
Wong Tai Sin	20 864	1 288	160	2 276	24 588
Kwun Tong	47 028	3 276	176	4 279	54 759
Tsuen Wan	37 071	1 946	415	1 491	40 923
Tuen Mun	41 329	2 558	191	1 737	45 815
Yuen Long	41 688	2 105	357	1 771	45 921
North	21 625	1 714	77	842	24 258
Tai Po	29 524	1 133	140	1 032	31 829
Sai Kung	41 896	1 563	330	3 023	46 812
Sha Tin	73 554	2 676	232	2 965	79 427
Kwai Tsing	35 937	11 088	401	2 702	50 128
Islands	16 710	791	287	610	18 398
<b>Total</b>	<b>684 392</b>	<b>41 766</b>	<b>4 599</b>	<b>35 822</b>	<b>766 579</b>

# Private car parking spaces can be used by private cars, taxis as well as van-type light goods vehicles, which can be accommodated within private car parking spaces.

\* The figures exclude about 300 parking spaces reserved for special public service such as refuse collection or post offices' vehicles.

**Recommendations of  
the Consultancy Study on Parking for CVs and  
the Latest Progress of Implementation**

<b>Recommendations</b>	<b>Latest Progress</b>
(1) Designate suitable on-street locations as night-time parking spaces	In 2019, 53 new on-street night-time CV parking spaces were provided.
(2) Encourage schools to allow student service vehicles to park within school premises after school hours	In the 2019/20 school year, 17 schools provided about 50 parking spaces for student service vehicles.
(3) Provide more on-street parking spaces and picking-up/setting-down facilities for coaches	In 2019, 61 new parking spaces and 109 picking-up/setting-down facilities were provided for coaches.
(4) Specify in the tenancy agreement of suitable STT car parks a minimum number of parking spaces for CVs	As at December 2019, special conditions specifying the provision of a minimum number of parking spaces for CVs have been incorporated into 30 STT car parks, involving a total of some 1 670 CV parking spaces.
(5) Identify suitable sites for public CV parks following the principle of “single site, multiple uses”	Eight suitable sites for public CV parks have been identified. TD will proceed with consultation with relevant stakeholders and technical feasibility assessment for provision of public CV parks at these sites.
(6) Revise the standards on parking spaces and loading/unloading spaces stipulated in HKPSG with a view to increasing the parking provision	TD plans to promulgate the revised parking standards within 2020 after consulting relevant stakeholders.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)354**

**(Question Serial No. 5163)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Please provide average vehicular speeds of major roads in the following table. If there are any periods that the Car Journey Time Survey (CJTS) does not cover, please provide the reasons as remarks:

Road	Average speed at morning and evening peak hours [kilometres(km) / hour(hr)]									
	2019		2018		2017		2016		2015	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound)										
Canal Road Flyover (north bound)										
Gloucester Road (east bound)										
Island Eastern Corridor (section near Victoria Park) (east bound)										
Island Eastern Corridor (section near Victoria Park) (west bound)										
Connaught Road West (east bound)										
Connaught Road West (west bound)										
Connaught Road Central (east bound)										
Connaught Road Central (west bound)										
Pedder Street										
Harcourt Road (Central bound)										

Road	Average speed at morning and evening peak hours [kilometres(km) / hour(hr)]									
	2019		2018		2017		2016		2015	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hennessy Road (Central bound)										
Queen's Road Central (Central bound)										
Kowloon										
Chatham Road North (south bound)										
Chatham Road North (north bound)										
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)										
Gascoigne Road (east bound)										
Gascoigne Road (west bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)										

Tunnel	Average speed at morning and evening peak hours [km/hr]									
	2019		2018		2017		2016		2015	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel										
Eastern Harbour Crossing										
Western Harbour Crossing										
Lion Rock Tunnel										
Tate's Cairn Tunnel										
Route 8 (section between Cheung Sha Wan and Sha Tin)										

- (2) Please provide vehicular flows of major roads in the following table. If there are any periods that the CJTS does not cover, please provide the reasons as remarks:



Road	Vehicular flow at morning and evening peak hours [vehicles (veh) /hr]									
	2019		2018		2017		2016		2015	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound)										
Canal Road Flyover (north bound)										
Gloucester Road (east bound)										
Island Eastern Corridor (section near Victoria Park) (east bound)										
Island Eastern Corridor (section near Victoria Park) (west bound)										
Connaught Road West (east bound)										
Connaught Road West (west bound)										
Connaught Road Central (east bound)										
Connaught Road Central (west bound)										
Pedder Street										
Harcourt Road (Central bound)										
Hennessy Road (Central bound)										
Queen's Road Central (Central bound)										
Kowloon										
Chatham Road North (south bound)										
Chatham Road North (north bound)										
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)										
Gascoigne Road (east bound)										
Gascoigne Road (west bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound)										
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound)										

Tunnel	Vehicular flow at morning and evening peak hours [veh/hr]									
	2019		2018		2017		2016		2015	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross Harbour Tunnel										
Eastern Harbour Crossing										
Western Harbour Crossing										
Lion Rock Tunnel										
Tate's Cairn Tunnel										
Route 8 (section between Cheung Sha Wan and Sha Tin)										

(3) If possible, please also provide vehicular flows, average vehicular speeds, roadside air pollution (percentage & concentration of air pollutants) and pedestrian flows of the following roads in the past years:

- Connaught Road Central;
- Dex Voeux Road Central;
- Queen's Road Central;
- Tuen Mun Road;
- Tuen Mun Heung Sze Wui Road; and
- Shek Pai Tau Road.

(4) Has the Government conducted any study on the reasons for individual roads to have slow vehicular speeds/ congestion? If yes, what are the details? What are the expenditure involved and the anticipated completion date for each of these measures?

(5) As regards the traffic congestion in Central, the Government will commence an "in-depth feasibility study for the proposed Electronic Road Pricing Pilot Scheme in Central and its Adjacent Areas (ERP Pilot Scheme) to formulate detailed options for further public engagement". In this connection, please advise this Committee on the latest progress and timetable as well as the manpower, resources and expenditure involved.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 618)

Reply:

(1)

The Transport Department (TD) conducts CJTS every year to survey vehicular speeds along major roads at peak hours on weekdays. For road sections with less traffic in the evening, CJTS covers only morning peak periods. The average vehicular speeds during the morning peak hours (i.e. 8:00am – 9:30am) and evening peak hours (i.e. 5:00pm – 7:00pm) of the roads and tunnels concerned from 2015 to 2019 are at Annex 1 and Annex 2 respectively.

It must be emphasized that the average driving speeds on short sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

(2)

The vehicular flows of the roads concerned during morning and evening peak hours on weekdays in the Annual Traffic Census (ATC) from 2015 to 2018 are at Annex 3. The traffic volume statistics in ATC are currently available up to 2018. The vehicular flows of the tunnels concerned during peak hours (i.e. 7:00am to 10:00am and 5:00pm to 8:00pm) on weekdays from 2015 to 2019 are at Annex 4.

(3)

The average daily vehicular flows and vehicular speeds during morning and evening peak hours from 2015 to 2019 are at Annex 5. Since pedestrian flow is not covered by TD's routine surveys, TD does not have information on the pedestrian flows of the roads concerned.

The Environmental Protection Department (EPD) compiles the Hong Kong Air Pollutant Emission Inventory every year to better understand the emissions of air pollutants from various pollution sources in Hong Kong. Such information is used for the formulation of policies to reduce emissions and monitor the effectiveness of the control policies. Hong Kong is small in size with different air pollution sources. In addition, vehicles are travelling in different districts where various air quality improvement measures are implemented in parallel. Therefore, assessing air pollutant emissions from vehicles within specific road sections cannot adequately reflect the overall effectiveness of the air quality improvement measures. It is also very difficult and not cost-effective to conduct such assessment.

Nevertheless, EPD has set up roadside air quality monitoring stations in major areas with heavy vehicular and pedestrian traffic as well as canyon effect to effectively monitor roadside air quality in busy urban areas. The road sections concerned in the Central district as mentioned in the question are close to the Central Roadside Air Quality Monitoring Station (AQMS). Hence, the data from Central Roadside AQMS can generally reflect the effects of vehicle emissions from the nearby areas including Connaught Road Central, Des Voeux Road Central and Queen's Road Central on the roadside air quality.

Although there is no roadside air quality monitoring station in Tuen Mun District, owing to the lower development density of Tuen Mun District with less canyon effect, the effect of vehicle emissions from the road sections concerned, namely Tuen Mun Road, Tuen Mun Heung Sze Wui Road and Shek Pai Tau Road, on the air quality of the nearby areas can be generally reflected by the data from the Tuen Mun General AQMS, which is located near Tuen Mun Road.

According to EPD, with the implementation of various vehicle emission control measures by the Government in recent years, the concentrations of major air pollutants in the ambient air and at roadside have decreased by about 30% to 60% between 2013 and 2019. The

major air pollutant concentrations of the Central Roadside and the Tuen Mun General AQMSs from 2013 to 2019 are tabulated at Annex 6.

(4) and (5)

The Government attaches great importance to alleviating road traffic congestion and has been taking forward progressively a host of short, medium and long term recommendations by the Transport Advisory Committee in its Report on Study of Road Traffic Congestion in Hong Kong.

TD is developing a detailed proposal for the ERP pilot scheme in Central. In January 2020, an International Expert Panel comprising experts from the United Kingdom, the United States, Singapore, Sweden and Hong Kong was formed to advise TD on the pilot scheme. TD will take into due consideration the advice of the International Expert Panel and the latest social situation of Hong Kong before firming up the detailed proposal, including the timeframe and scope of stakeholder consultation.

In addition, TD commenced the Study on “Congestion Charging” (the Study) in July 2019. The Study would adopt the principle of “Efficiency First” to enable efficient people carriers to enjoy lower tolls for using government tolled tunnels and roads, while imposing higher tolls on vehicles with low carrying capacity. TD expects to consult relevant stakeholders on the recommendations arising from the Study in 2021.

In 2020-21, the estimated expenditures for the feasibility study on the ERP Pilot Scheme and the Study on “Congestion Charging” are \$4.9 million and \$4.1 million respectively. The management of the two studies is undertaken by TD’s existing staff. There is no separate breakdown of the manpower and expenditure involved.

## Annex 1

Road	Average speed at morning and evening peak hours <sup>@</sup>									
	[km/hr]									
	2019		2018		2017		2016		2015	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
<b>Hong Kong Island</b>										
Canal Road Flyover (southbound) <sup>#</sup>	52	-	47	-	50	-	38	-	34	-
Canal Road Flyover (northbound) <sup>#</sup>	11	-	12	-	10	-	7	-	10	-
Gloucester Road (eastbound)	53	41	22	18	15	26	19	25	19	17
Island Eastern Corridor (section near Victoria Park) (eastbound) <sup>#</sup>	56	-	65	-	55	-	46	-	60	-
Island Eastern Corridor (section near Victoria Park) (westbound) <sup>#</sup>	30	-	20	-	25	-	22	-	20	-
Connaught Road West (eastbound)	32	45	38	40	28	42	37	47	40	39
Connaught Road West (westbound)	61	58	61	58	56	56	61	52	56	50
Connaught Road Central (eastbound)	23	23	17	12	21	16	19	23	22	19
Connaught Road Central (westbound)	24	24	20	18	22	15	26	25	25	24
Pedder Street <sup>ψ</sup>	7	9	7	8	6	7	7	9	-	-
Harcourt Road (Central bound)	55	56	50	21	43	22	46	33	45	40
Hennessy Road (Central bound)	16	11	14	13	12	12	15	11	14	12
Queen's Road Central (Central bound)	17	9	19	9	18	10	18	12	19	9
<b>Kowloon</b>										
Chatham Road North (southbound) <sup>+</sup>	3	22	4	28	4	-	5	-	4	-
Chatham Road North (northbound) <sup>+</sup>	40	25	42	37	45	-	39	-	32	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross-Harbour Tunnel)	10	61	11	58	7	49	8	59	16	49
Gascoigne Road (eastbound) <sup>+</sup>	11	17	4	17	8	-	20	-	12	-
Gascoigne Road (westbound) <sup>+</sup>	29	18	13	16	18	-	24	-	18	-
Kwun Tong Bypass (near Lei Yue Mun Road) (eastbound) <sup>+</sup>	28	74	28	68	52	-	55	-	64	-
Kwun Tong Bypass (near Lei Yue Mun Road) (westbound) <sup>+</sup>	77	76	67	67	68	-	64	-	68	-

@ They refer to morning peak hours from 8:00am to 9:30am and evening peak hours from 5:00pm to 7:00pm on weekdays.

# CJTS did not cover the evening peak hours.

ψ CJTS only covered Pedder Street in 2016 to 2019.

+ CJTS did not cover the evening peak hours before 2018.

Tunnel	Average speed at morning and evening peak hours <sup>@</sup> [km/hr]									
	2019		2018		2017		2016		2015	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross-Harbour Tunnel	30	27	27	27	32	29	34	32	31	37
Eastern Harbour Crossing	25	43	30	43	31	43	32	48	33	46
Western Harbour Crossing	50	55	52	57	49	59	56	60	56	56
Lion Rock Tunnel	36	38	34	39	36	40	35	39	35	39
Tate's Cairn Tunnel	34	47	36	52	33	51	34	51	34	49
Route 8 (section between Cheung Sha Wan and Sha Tin) <sup>#</sup>	59	-	69	-	56	-	61	-	55	-

@ They refer to morning peak hours from 8:00am to 9:30am and evening peak hours from 5:00pm to 7:00pm on weekdays

# CJTS did not cover the evening peak hours.

Road	Average vehicular flow at morning and evening peak hours <sup>@*</sup> [veh/hr]							
	2018		2017		2016		2015	
	AM	PM	AM	PM	AM	PM	AM	PM
<b>Hong Kong Island</b>								
Canal Road Flyover (southbound) <sup>^</sup>	-	-	-	-	-	-	-	-
Canal Road Flyover (northbound) <sup>^</sup>	-	-	-	-	-	-	-	-
Gloucester Road (eastbound)	4 390	4 070	4 320	3 730	4 490	3 870	4 530	3 930
Island Eastern Corridor (section near Victoria Park) (eastbound)	4 710	4 520	4 650	4 640	4 770	4 540	4 750	4 580
Island Eastern Corridor (section near Victoria Park) (westbound)	5 370	4 490	5 410	4 580	5 700	4 610	5 650	4 620
Connaught Road West (eastbound)	2 240	1 400	2 170	1 310	2 170	1 390	2 150	1 360
Connaught Road West (westbound)	1 630	1 330	1 570	1 350	1 860	1 420	1 570	1 410
Connaught Road Central (eastbound)	1 690	1 440	1 640	1 450	1 720	1 540	1 680	1 470
Connaught Road Central (westbound)	1 290	1 090	1 070	1 010	1 090	1 090	1 190	1 100
Pedder Street <sup>^</sup>	-	-	-	-	-	-	-	-
Harcourt Road (Central bound)	6 770	6 200	6 050	5 600	6 390	6 470	6 120	5 750
Hennessy Road (Central bound)	740	780	790	790	790	790	790	790
Queen's Road Central (Central bound)	700	690	810	800	710	730	730	740
<b>Kowloon</b>								
Chatham Road North (southbound)	2 610	1 880	2 540	1 860	2 700	1 850	2 750	1 940
Chatham Road North (northbound)	3 520	4 230	3 440	4 200	3 850	4 180	3 860	4 070
Princess Margaret Road (towards Tsim Sha Tsui and Cross-Harbour Tunnel)	1 930	2 370	1 980	2 330	2 020	2 380	2 030	2 340
Gascoigne Road (eastbound) <sup>^</sup>	-	-	-	-	-	-	-	-
Gascoigne Road (westbound) <sup>^</sup>	-	-	-	-	-	-	-	-
Kwun Tong Bypass (near Lei Yue Mun Road) (eastbound)	3 980	3 950	4 140	4 100	4 220	4 140	4 140	4 180
Kwun Tong Bypass (near Lei Yue Mun Road) (westbound)	4 090	3 120	4 370	3 240	4 100	3 170	4 280	3 170

@ They refer to morning peak hours from 7:00am to 10:00am and evening peak hours from 4:00pm to 7:00pm on weekdays.

\* The traffic volume statistics in ATC are currently available up to 2018.

^ Vehicular flows at morning and evening peak hours are not available for the roads concerned.

Tunnel	Average vehicular flow during morning and evening peak hours <sup>@</sup>									
	2019		2018		2017		2016		2015	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross-Harbour Tunnel	5 500	5 500	5 400	5 500	5 500	5 500	5 500	5 500	5 600	5 600
Eastern Harbour Crossing	5 400	5 300	5 400	5 400	5 400	5 400	5 300	5 400	5 300	5 500
Western Harbour Crossing	5 300	5 400	5 100	5 400	5 000	5 200	4 900	5 200	4 800	5 100
Lion Rock Tunnel	5 000	5 200	5 000	5 300	5 000	5 400	5 000	5 400	5 000	5 400
Tate's Cairn Tunnel	4 600	4 400	4 700	4 400	4 600	4 400	4 500	4 300	4 600	4 300
Route 8 (section between Cheung Sha Wan and Sha Tin)	5 000	4 500	4 800	4 300	4 700	4 200	4 400	4 000	4 100	3 600

@ The figures refer to the average hourly vehicular flows (total of both bounds) on weekdays (i.e. Mondays to Fridays, except public holidays). Morning peak hours refer to 7:00am to 10:00am and evening peak hours refer to 5:00pm to 8:00pm on weekdays.



		Year				
		2019	2018	2017	2016	2015
<b>Connaught Road Central</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	38 840	40 710	41 860	42 680
Vehicular speed at peak hours <sup>@</sup> (eastbound) (km/hr)	AM	23	17	21	19	22
	PM	23	12	16	23	19
Vehicular speed at peak hours <sup>@</sup> (westbound) (km/hr)	AM	24	20	22	26	25
	PM	24	18	15	25	24
<b>Des Voeux Road Central (between Pedder Street and Queen Victoria Street)</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	17 170	15 980	15 360	15 890
Vehicular speed at peak hours <sup>@</sup> (eastbound) (km/hr)	AM	11	9	11	11	12
	PM	10	12	6	12	10
Vehicular speed at peak hours <sup>@</sup> (westbound) (km/hr)	AM	14	17	17	16	16
	PM	14	15	13	10	9
<b>Queen's Road Central</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	10 990	13 220	11 290	11 920
Vehicular speed at peak hours <sup>@</sup> (km/hr)	AM	17	19	18	18	19
	PM	9	9	10	12	9
<b>Tuen Mun Road</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	129 160	129 590	123 250	102 660
Vehicular speed at peak hours <sup>@Ψ</sup> (eastbound) (km/hr)	AM	53	52	46	46	48
	PM	69	68	63	66	-
Vehicular speed at peak hours <sup>@Ψ</sup> (westbound) (km/hr)	AM	67	66	68	63	68
	PM	56	62	60	64	-
<b>Tuen Mun Heung Sze Wui Road</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	21 600	21 080	21 420	21 780
Vehicular speed at peak hours <sup>@#</sup> (km/hr)	AM	-	-	-	-	-
	PM	-	-	-	-	-
<b>Shek Pai Tau Road</b>						
Average daily vehicular flow <sup>+</sup> (vehicles/day)		-	9 360	9 130	9 280	8 900
Vehicular speed at peak hours <sup>@#</sup> (km/hr)	AM	-	-	-	-	-
	PM	-	-	-	-	-

+ The traffic volume statistics in ATC are currently available up to 2018.

@ Peak hours refer to morning peak hours from 8:00am to 9:30am and evening peak hours from 5:00pm to 7:00pm on weekdays.

Ψ CJTS did not cover evening peak hours before 2016.

# CJTS did not cover the roads concerned.

Table 1: Annual Average Pollutant Concentrations Recorded at the Central Roadside Air Quality Monitoring Station in 2013 to 2019

Air Pollutants	Year						
	2013	2014	2015	2016	2017	2018	2019
	Concentration ( $\mu\text{g}/\text{m}^3$ )						
Respirable Suspended Particulates	56	46	37	31	33	34	37
Fine Suspended Particulates	34	28	24	20	21	21	24
Nitrogen Dioxide	122	104	93	78	80	80	80
Sulphur Dioxide	12	9	9	8	8	8	6

Table 2: Annual Average Pollutant Concentrations Recorded at the Tuen Mun General Air Quality Monitoring Station in 2013 to 2019

Air Pollutants	Year						
	2013 <sup>#</sup>	2014 <sup>^</sup>	2015	2016	2017	2018	2019
	Concentration ( $\mu\text{g}/\text{m}^3$ )						
Respirable Suspended Particulates	-	47	45	44	43	42	41
Fine Suspended Particulates	-	30	30	27	27	26	24
Nitrogen Dioxide	-	53	48	51	46	47	47
Sulphur Dioxide	-	15	10	10	8	9	5

# Tuen Mun General Air Quality Monitoring Station was commissioned on 30 December 2013.

^ Owing to building renovation works, the operation of Tuen Mun General Air Quality Monitoring Station was temporarily suspended in November and December 2014.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)355**

**(Question Serial No. 5164)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services  
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the “Control of Air Pollution in Semi-Confined Public Transport Interchanges”, the Transport Department (TD) measures the air quality of semi-confined public transport interchanges (PTIs) in the territory regularly. In this regard, would the Government please inform this Committee of:

1. the readings of air quality measurement (AQM) at each semi-confined PTI in Hong Kong in the recent three years (nitrogen dioxide (NO<sub>2</sub>), fine suspended particulates, respirable suspended particulates, sulphur dioxide (SO<sub>2</sub>) and ozone (O<sub>3</sub>));
2. the number of AQM conducted in semi-confined PTI and the corresponding manpower expenses in the recent three years;
3. the list of semi-confined PTIs with air quality indicators (NO<sub>2</sub>, fine suspended particulates, respirable suspended particulates, SO<sub>2</sub> and O<sub>3</sub>) exceeding respective standards in the latest AQM; and
4. the measures taken at the above mentioned semi-confined PTIs with persistent/serious exceedances of indicators found, with a view to protecting public health.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 619)

Reply:

TD engages the Electrical and Mechanical Services Department (EMSD) to conduct AQMs at semi-confined PTIs managed by TD at an interval of about two years. The air quality measurements at PTIs are conducted in accordance with the Practice Note on “Control of Air Pollution in Semi-Confined PTIs” (the Practice Note) formulated by the Environmental Protection Department in respect of the collection of concentration data of carbon monoxide (CO), SO<sub>2</sub> and NO<sub>2</sub><sup>Note</sup>.

In the past three years, a total of about 120 AQMs were undertaken at 64 PTIs. The total expenditure (including both manpower and operating equipment) for conducting AQMs was about \$5 million.

The readings of the latest AQM of each PTI are shown in the Annex. Most PTIs could meet the air quality standards in the Practice Note, except for a few PTIs where their one-hour average concentration of NO<sub>2</sub> exceeded the standards set out in the Practice Note.

TD has been working with EMSD and public transport operators to take appropriate improvement measures to improve the air quality of the concerned PTIs. These measures include extending the operating hours and increasing air volume of the ventilation systems, replacing/cleansing the ventilation system components, switching off idling engines, and requiring the franchised bus companies to deploy buses with higher emission standards, etc. The Government will continue to closely monitor the air quality at PTIs.

Note:

The Practice Note provides the air quality guidelines for CO, NO<sub>2</sub> and SO<sub>2</sub> and there are no guidelines set for fine suspended particulates, suspended particulates and O<sub>3</sub>.

**Results of the Latest AQMs in PTIs managed by TD**

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 300 µg/m <sup>3</sup>	SO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 800 µg/m <sup>3</sup>	CO (µg/m <sup>3</sup> ) Not exceeding 30 000 µg/m <sup>3</sup>
1. Admiralty Station (East) Bus Terminus	3/2019	123	40	1 029
2. Central (Exchange Square) Bus Terminus - Bus	3/2019	293	56	1 609
Central (Exchange Square) Bus Terminus - GMB	3/2019	124	7	921
3. Central (Hong Kong Station) PTI - GMB	11/2019	218	11	15 129
Central (Hong Kong Station) PTI - Bus	11/2019	234	25	1 271
4. Cyberport PTI	5/2018	234	68	1 580
5. Sai Wan Ho (Grand Promenade) PTI	7/2018	245	13	1 140
6. Shau Kei Wan Station PTI	3/2018	69	9	2 403
7. Shum Wan Road PTT	11/2019	218	37	1 163
8. Siu Sai Wan (Island Resort) PTI - Bus	11/2018	286	59	1 282
Siu Sai Wan (Island Resort) PTI - Taxi	11/2018	99	19	5 209
9. South Horizons PTI	2/2020	255	78	1 739
10. The Peak Public Transport Terminus	10/2018	182	39	1 031
11. Tin Hau Station PTI	3/2019	133	27	1 189
12. Tin Wan PTI	8/2018	122	42	2 000
13. Cheung Sha Wan Plaza PTI *	2/2017	288	18	2 642
14. Diamond Hill Station PTI - Bus	2/2020	223	40	2 245
Diamond Hill Station PTI - Taxi	2/2020	137	9	4 031
15. Island Harbourview PTI – Point A	10/2019	187	22	1 100
Island Harbourview PTI – Point B	10/2019	171	14	1 183
16. Kau Wa Keng PTI (Lai Chi Kok Bus Terminus))	7/2018	163	42	1 868
17. Kowloon Bay PTI	11/2018	156	21	3 873
18. Kowloon Station PTI – Bus	12/2019	266	66	3 106
Kowloon Station PTI – GMB	1/2020	136	70	12 165
19. Kowloon Tong (Festival Walk) PTI	6/2019	264	24	7 732
20. Kowloon Tong (Suffolk Road) PTI	6/2019	141	84	554
21. Lam Tin Station PTI	12/2019	359	55	1 583
22. Laguna City PTI	7/2019	210	15	90

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 300 µg/m <sup>3</sup>	SO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 800 µg/m <sup>3</sup>	CO (µg/m <sup>3</sup> ) Not exceeding 30 000 µg/m <sup>3</sup>
23. Laguna Verde PTT	12/2018	166	16	1 325
24. Langham Place Public Light Bus Terminus	5/2019	81	29	26 554
25. Lok Fu Bus Terminus	3/2020	281	36	1 154
26. Olympic Station PTI	2/2020	152	10	628
27. Park Avenue PTI	10/2019	295	49	2 213
28. Ping Shek PTI - Bus	8/2019	269	18	1 575
Ping Shek PTI - GMB	8/2019	215	11	3 470
29. Tsim Sha Tsui East Bus Terminus (Concordia Plaza) *	1/2017	257	14	950
30. Tsim Sha Tsui East (Mody Road) Bus Terminus	11/2018	236	20	1 320
31. Whampoa Garden PTI - Bus	1/2020	214	13	3 056
Whampoa Garden PTI - GMB	1/2020	285	21	1 257
32. Yen Chow Street PTI	8/2018	201	45	547
33. Bayshore Towers PTI	11/2019	91	4	1 872
34. Bayview Garden Bus Terminus	9/2019	721	61	1 322
35. Discovery Park PTI	7/2018	240	19	976
36. Hang Hau Station PTI	11/2019	277	19	5 908
37. Kwai Fong Station Bus Terminus	9/2019	639	21	1 169
38. Kwai Hing Station Bus Terminus	10/2019	231	15	621
39. Kwai Shing (East) Bus Terminus	9/2018	228	35	1 188
40. Luen Wo Hui Public Transport Terminus	5/2018	182	28	1 198
41. Lung Mun Oasis Bus Terminus	8/2019	268	33	683
42. Ma On Shan Town Centre Public Transport Terminus	5/2019	228	28	998
43. Nina Tower Bus Terminus	6/2019	208	24	808
44. Po Lam PTI	3/2019	160	9	784
45. Sai Lau Kok PTI	10/2019	136	15	1 163
46. Sam Shing Bus Terminus	8/2018	184	17	2 559
47. Sha Tin Central Bus Terminus	3/2020	204	8	935
48. Sheung Shui Bus Terminus	4/2019	282	52	1 119
49. Sheung Tak Public Transport Terminus	3/2018	266	41	602
50. Tai Po Market Station Bus Terminus	8/2019	236	5	286
51. Tai Wai Station PTI- Bus	10/2019	293	39	2 754
Tai Wai Station PTI - GMB	10/2019	291	17	9 186
52. Tin Shui Wai Town Centre PTI	9/2018	134	20	732
53. Tiu Keng Leng Station PTI – Bus	4/2018	231	194	3 610

Location	Last AQM Date	The Highest 1-hour Average Concentration		
		NO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 300 µg/m <sup>3</sup>	SO <sub>2</sub> (µg/m <sup>3</sup> ) Not exceeding 800 µg/m <sup>3</sup>	CO (µg/m <sup>3</sup> ) Not exceeding 30 000 µg/m <sup>3</sup>
Tiu Keng Leng Station PTI - Shuttle Bus	7/2019	232	32	1 874
54. Tsuen Wan Station PTI	11/2018	198	51	668
55. Tsuen Wan West Station PTI – Point A	1/2019	262	28	670
Tsuen Wan West Station PTI – Point B	4/2019	260	9	629
56. Tseung Kwan O Station PTI	6/2018	231	69	1 164
57. Tsui Lam Bus Terminus	12/2018	95	14	1 574
58. Tuen Mun Central Bus Terminus	8/2019	120	24	1 163
59. Tuen Mun Pierhead Bus Terminus	9/2018	208	29	2 363
60. Tuen Mun Station PTI - Taxi	6/2019	274	26	4 145
Tuen Mun Station PTI - Bus	5/2019	238	25	2 353
61. Tung Chung Station Bus Terminus	9/2019	276	111	569
62. Yuen Long Station (North) PTI	9/2018	117	12	1 003
63. Vision City Public Light Bus Terminus	12/2018	147	8	9 648
64. Wu Kai Sha Station PTI - Bus	1/2020	245	32	508
Wu Kai Sha Station PTI - GMB	1/2020	99	29	2 209

Remarks:

- \* Due to ventilation system fault, AQMs for Tsim Sha Tsui East Bus Terminus (Concordia Plaza) and Cheung Sha Wan Plaza PTI planned in 2019 were suspended. The AQMs for the PTIs will resume in 2020.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)356**

**(Question Serial No. 5165)**

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:

1. What is the number of outstanding hire car permit (HCP) applications which are yet to be processed by the Transport Department (TD)? Regarding the outstanding applications, please list out the shortest and longest waiting time.
2. The number of Private Service HCPs which can be issued by TD is capped at 1 500. Please provide the following figures:

		2017	2018	2019
(a) Hotel Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(b) Tour Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(c) Private Service (Limousine) Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			



		2017	2018	2019
	Average processing time (months)			
	Annual cumulative number of HCPs issued			
(e) Private Service Hire Car	Number of new applications			
	Number of approved HCPs			
	Shortest processing time			
	Longest processing time			
	Average processing time (months)			
	Annual cumulative number of HCPs issued			

3. What kind of services is provided by the holders of Private Service (Limousine) HCPs in general?
4. Why the number of Private Service HCPs is lower than that of other types of HCPs? Generally speaking, what kind of services is provided by the Private Service HCP holders and who are the targeted passengers?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 620)

Reply:

1. As of 29 February 2020, 77 HCP applications were under processing, among which the earliest application was received four months before, and the latest one was received on 28 February 2020.
2. The required figures in relation to the issuing of HCPs are tabulated below:

		2017	2018	2019
(a) Hotel Service Hire Car	Number of new applications in the year	8	3	5
	Number of HCPs issued to new applications <sup>Note 1</sup>	9	7	2
	Shortest processing time (months) <sup>Note 2</sup>	5	2	3
	Longest processing time (months) <sup>Note 2</sup>	7	2	5
	Average processing time (months) <sup>Note 2</sup>	6.2	2.0	4.0
	Cumulative number of HCPs issued at year-end <sup>Note 3</sup>	168	163	141
(b) Tour Service Hire Car	Number of new applications in the year	18	10	18
	Number of HCPs issued to new applications <sup>Note 1</sup>	13	17	6
	Shortest processing time (months) <sup>Note 2</sup>	1	1	3
	Longest processing time (months) <sup>Notes 2</sup>	16 <sup>Note 4</sup>	3	6

		<b>2017</b>	<b>2018</b>	<b>2019</b>
(b) Tour Service Hire Car	Average processing time (months) <sup>Note 2</sup>	6.7	1.9	4.0
	Cumulative number of HCPs issued at year-end <sup>Note 3</sup>	119	134	135
(c) Private Service (Limousine) Hire Car	Number of new applications in the year	34	73	71
	Number of HCPs issued to new applications <sup>Note 1</sup>	44	50	37
	Shortest processing time (months) <sup>Note 2</sup>	1	1	1
	Longest processing time (months) <sup>Notes 2</sup>	16 <sup>Note 4</sup>	4	6
	Average processing time (months) <sup>Note 2</sup>	6.3	2.0	4.5
	Cumulative number of HCPs issued at year-end <sup>Note 3</sup>	311	360	397
(d) Private Service (Limousine - Cross Boundary) Hire Car	Number of new applications in the year	2	50	75
	Number of HCPs issued to new applications <sup>Note 1</sup>	0	141	105
	Shortest processing time (months) <sup>Note 2</sup>	4	1	1
	Longest processing time (months) <sup>Note 2</sup>	4	2	3
	Average processing time (months) <sup>Note 2</sup>	4.0	1.0	1.6
	Cumulative number of HCPs issued at year-end <sup>Note 3</sup>	355	496	598
(e) Private Service Hire Car	Number of new applications in the year	0	0	0
	Number of HCPs issued to new applications <sup>Note 1</sup>	Not applicable	Not applicable	Not applicable
	Shortest processing time (months) <sup>Note 2</sup>	Not applicable	Not applicable	Not applicable
	Longest processing time (months) <sup>Note 2</sup>	Not applicable	Not applicable	Not applicable
	Average processing time (months) <sup>Note 2</sup>	Not applicable	Not applicable	Not applicable
	Cumulative number of HCPs issued at year-end <sup>Note 3</sup>	12	12	11

Note 1: Depending on the application submission date and timely submission of the required information, the approval of HCP(s) may not be granted in the same year as the submission of application.

Note 2: The calculations on the shortest, longest and average processing time are based on all HCP applications completed (i.e. approved or rejected) within the specified year, irrespective of whether TD received the applications in that specified year. The

processing time is calculated from the date of receipt of all required information/supporting documents of the application.

Note 3: The number of valid HCPs, including new and renewal applications, as at 31 December of the year.

Note 4: The relatively long processing time recorded in 2017 was mainly because more time was required for clarification on complicated cases.

3. Generally speaking, a Private Service (Limousine) HCP is issued for the carriage of corporate clients or individuals requiring personalised, high-end and point-to-point transport services such as chauffeured limousines for weddings and corporate events.
4. Generally speaking, a Private Service HCP is issued for the carriage of residents of remote areas where there is no or inadequate public transport services. The number of Private Service HCPs has been kept at low level possibly because public transport services in Hong Kong have substantially improved in terms of quantity and quality over the years.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)357****(Question Serial No. 5167)**

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:

Please list out the numbers of vehicles in respect of which vehicle licences were cancelled for failure to meet requirements in the past three years with breakdown by vehicle class and reason.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 622)

Reply:

The numbers of vehicles in respect of which the Transport Department (TD) refused to issue vehicle licences or cancelled vehicle licences pursuant to section 25(1) of the Road Traffic Ordinance (Cap. 374) in the past three calendar years with breakdown by vehicle class and reason are tabulated below:

<b>Reason / Vehicle class</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
(a) Non-compliance with vehicle examination notice, examination order or vehicle repair order			
Motorcycle/motor tricycle	19	10	15
Private car	256	181	207
Taxi	10	19	31
Franchised public bus	0	0	1
Non-franchised public bus	19	32	12
Private bus	1	0	3
Public light bus	1	1	1
Light goods vehicle	33	31	36
Medium goods vehicle	8	15	16
Heavy goods vehicle	2	4	4

<b>Reason / Vehicle class</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>(b) Failure of having the vehicle tested at a vehicle emission testing centre when required to do so or non-compliance with vehicle emission standards</b>			
Private car	51	154	160
Taxi	3	10	11
Non-franchised public bus	2	2	3
Private light bus	1	0	0
Light goods vehicle	11	14	19
Medium goods vehicle	9	4	5
Special purpose vehicle	4	2	0
<b>(c) Non-compliance with regulations in relation to the prohibition or control of the emission of air pollutants from motor vehicles</b>			
Private car	1	0	0

Note: There were some cases in which the vehicles failed to comply with more than one requirement, resulting in TD's cancellation or refusal of issue of vehicle licences.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)358****(Question Serial No. 5168)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport Services,  
(4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Ms Mable CHAN)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the number of buses owned by franchised bus companies with breakdown by emission standards and the corresponding retirement schedule.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 623)Reply:

The number of licensed buses of each franchised bus company with breakdown by emission standards as at end of December 2019 is set out below:

Franchised bus company	Euro II		Euro III		Euro IV	Euro V	Euro VI	Electric buses	Total
	With SCR*	Without SCR	With SCR*	Without SCR <sup>#</sup>					
KMB	22	0	471	420	93	2 823	220	16	<b>4 065</b>
CTB	0	0	0	0	24	896	67	5	<b>992</b>
NWFB	0	0	7	0	38	528	108	4	<b>685</b>
LW	0	0	8	10	32	225	0	4	<b>279</b>
NLB	0	0	0	13	23	113	5	2	<b>156</b>

Legend:

KMB - The Kowloon Motor Bus Company (1933) Limited

CTB - Citybus Limited

NWFB - New World First Bus Services Limited

LW - Long Win Bus Company Limited

NLB - New Lantao Bus Company (1973) Limited

- \* The Government fully subsidised the franchised bus companies to retrofit their Euro II and III buses, wherever technically feasible, with selective catalytic reduction (SCR) devices to upgrade their emission performance to that of Euro IV or above level.
  
- # Retrofitting of SCR on these buses is considered not technically feasible (e.g. there is not sufficient room on the bus for the retrofitting) or not cost-effective (e.g. for bus models with small quantity). These buses are now, as far as practicable, deployed to routes not passing through busy urban areas. They will be retired by 2026.

Franchised bus companies are required to deploy buses under the age of 18 for provision of bus services. Newly purchased buses are also required to comply with the prevailing statutory emission standards. As such, we expect that all in-service buses of Euro II, Euro III, Euro IV and Euro V emission standards will be retired by end 2020, 2026, 2029 and 2036 respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)359**

**(Question Serial No. 5169)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please tabulate by hours the occupancy rate of and proportion of road space occupied by taxis on major roads across the survey cordons.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 624)

Reply:

Given that there are over 100 counting stations on major roads across survey cordons and enormous quantities of data are involved, information of the ten counting stations with the highest traffic volume recorded among survey cordons in 2018 Annual Traffic Census is presented in this reply. The average occupancy of taxis and the percentage of taxis among the total number of vehicles recorded from these counting stations during morning peak hours (7:00am – 10:00am) and evening peak hours (4:00pm – 7:00pm) are at Annex.



<b>Time/Road</b>		<b>Taxi</b>
<b>1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)</b>		
0700 - 0800	Proportion <sup>Note 1</sup> (%)	20.5
	Occupancy <sup>Note 2</sup>	2.1
0800 - 0900	Proportion (%)	18.0
	Occupancy	2.1
0900 - 1000	Proportion (%)	21.5
	Occupancy	1.9
1600 - 1700	Proportion (%)	15.2
	Occupancy	1.9
1700 - 1800	Proportion (%)	16.1
	Occupancy	2.0
1800 - 1900	Proportion (%)	13.6
	Occupancy	2.2
<b>2. Victoria Park Road (Gloucester Road to Island Eastern Corridor)</b>		
0700 - 0800	Proportion (%)	32.1
	Occupancy	1.9
0800 - 0900	Proportion (%)	24.0
	Occupancy	2.0
0900 - 1000	Proportion (%)	25.2
	Occupancy	2.0
1600 - 1700	Proportion (%)	21.0
	Occupancy	1.7
1700 - 1800	Proportion (%)	24.1
	Occupancy	2.1
1800 - 1900	Proportion (%)	24.3
	Occupancy	2.2
<b>3. Harcourt Road (Tamar Street to Arsenal Street)</b>		
0700 - 0800	Proportion (%)	39.6
	Occupancy	2.1
0800 - 0900	Proportion (%)	31.4
	Occupancy	2.1
0900 - 1000	Proportion (%)	33.2
	Occupancy	2.1
1600 - 1700	Proportion (%)	29.8
	Occupancy	2.2
1700 - 1800	Proportion (%)	31.7
	Occupancy	2.1
1800 - 1900	Proportion (%)	28.4
	Occupancy	2.1

<b>Time/Road</b>		<b>Taxi</b>
<b>4. Tuen Mun Road (Sham Tseng to Tsing Long Highway - Ting Kau Bridge)</b>		
0700 - 0800	Proportion (%)	7.5
	Occupancy	2.1
0800 - 0900	Proportion (%)	6.9
	Occupancy	2.0
0900 - 1000	Proportion (%)	7.5
	Occupancy	2.1
1600 - 1700	Proportion (%)	6.9
	Occupancy	2.0
1700 - 1800	Proportion (%)	5.6
	Occupancy	2.5
1800 - 1900	Proportion (%)	6.1
	Occupancy	2.1
<b>5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)</b>		
0700 - 0800	Proportion (%)	8.1
	Occupancy	2.0
0800 - 0900	Proportion (%)	7.4
	Occupancy	2.0
0900 - 1000	Proportion (%)	8.3
	Occupancy	2.0
1600 - 1700	Proportion (%)	6.6
	Occupancy	1.8
1700 - 1800	Proportion (%)	6.1
	Occupancy	1.9
1800 - 1900	Proportion (%)	6.1
	Occupancy	2.1
<b>6. Cross-Harbour Tunnel (Toll Plaza to South Portal)</b>		
0700 - 0800	Proportion (%)	12.7
	Occupancy	2.3
0800 - 0900	Proportion (%)	5.4
	Occupancy	2.3
0900 - 1000	Proportion (%)	7.4
	Occupancy	2.5
1600 - 1700	Proportion (%)	10.5
	Occupancy	2.4
1700 - 1800	Proportion (%)	5.6
	Occupancy	2.1
1800 - 1900	Proportion (%)	7.3
	Occupancy	2.3

<b>Time/Road</b>		<b>Taxi</b>
<b>7. Chatham Road North (Wuhu Street to Hong Chong Road)</b>		
0700 - 0800	Proportion (%)	21.2
	Occupancy	2.0
0800 - 0900	Proportion (%)	16.2
	Occupancy	2.1
0900 - 1000	Proportion (%)	22.4
	Occupancy	1.9
1600 - 1700	Proportion (%)	20.7
	Occupancy	1.9
1700 - 1800	Proportion (%)	19.4
	Occupancy	2.3
1800 - 1900	Proportion (%)	21.2
	Occupancy	2.2
<b>8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)</b>		
0700 - 0800	Proportion (%)	17.7
	Occupancy	2.0
0800 - 0900	Proportion (%)	13.1
	Occupancy	2.0
0900 - 1000	Proportion (%)	15.5
	Occupancy	2.0
1600 - 1700	Proportion (%)	12.8
	Occupancy	1.8
1700 - 1800	Proportion (%)	11.7
	Occupancy	1.9
1800 - 1900	Proportion (%)	11.1
	Occupancy	2.1
<b>9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)</b>		
0700 - 0800	Proportion (%)	13.6
	Occupancy	2.3
0800 - 0900	Proportion (%)	7.7
	Occupancy	2.1
0900 - 1000	Proportion (%)	8.1
	Occupancy	2.0
1600 - 1700	Proportion (%)	8.5
	Occupancy	2.0
1700 - 1800	Proportion (%)	8.5
	Occupancy	2.0
1800 - 1900	Proportion (%)	9.0
	Occupancy	2.3

<b>Time/Road</b>		<b>Taxi</b>
10. Tsing Long Highway - Ting Kau Bridge (from Tsing Yi North West Interchange to Tuen Mun Road)		
0700 - 0800	Proportion (%)	9.7
	Occupancy	1.9
0800 - 0900	Proportion (%)	8.4
	Occupancy	2.0
0900 - 1000	Proportion (%)	7.4
	Occupancy	2.0
1600 - 1700	Proportion (%)	6.4
	Occupancy	2.0
1700 - 1800	Proportion (%)	8.8
	Occupancy	2.3
1800 - 1900	Proportion (%)	6.4
	Occupancy	2.0

Note 1: The proportion refers to the percentage of taxis among the total number of vehicles.

Note 2: The average occupancy of taxis (in terms of number of persons) includes both driver and passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)360**

**(Question Serial No. 5170)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please tabulate by hours the occupancy rate of and proportion of road space occupied by buses on major roads across the survey cordons.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 625)

Reply:

Given that there are over 100 counting stations on major roads across survey cordons and enormous quantities of data are involved, information of the ten counting stations with the highest traffic volume recorded among survey cordons in 2018 Annual Traffic Census is presented in this reply. The average occupancy of buses and the percentage of buses among the total number of vehicles recorded from these counting stations during morning peak hours (7:00am – 10:00am) and evening peak hours (4:00pm – 7:00pm) are at Annex.

Time/Road		Bus		
		Non-franchised Bus	Franchised Bus <sup>Note 1</sup>	
			S.D.	D.D.
<b>1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)</b>				
0700 - 0800	Proportion <sup>Note 2</sup> (%)	3.3	0.1	6.3
	Occupancy <sup>Note 3</sup>	18.0	17.5	51.9
0800 - 0900	Proportion (%)	2.2	0.1	6.8
	Occupancy	15.3	44.6	62.9
0900 - 1000	Proportion (%)	1.4	0.1	5.8
	Occupancy	10.0	15.7	35.7
1600 - 1700	Proportion (%)	2.3	0.1	5.0
	Occupancy	7.6	26.0	38.8
1700 - 1800	Proportion (%)	1.3	0.1	5.7
	Occupancy	12.5	28.6	47.4
1800 - 1900	Proportion (%)	1.3	0.1	5.7
	Occupancy	24.6	29.0	63.8
<b>2. Victoria Park Road (Gloucester Road to Island Eastern Corridor)</b>				
0700 - 0800	Proportion (%)	4.6	0	3.8
	Occupancy	17.1	0	51.2
0800 - 0900	Proportion (%)	2.6	0	3.6
	Occupancy	14.1	0	67.1
0900 - 1000	Proportion (%)	2.0	0.1	3.7
	Occupancy	14.9	1.0	34.9
1600 - 1700	Proportion (%)	3.2	0	2.8
	Occupancy	8.4	0	26.2
1700 - 1800	Proportion (%)	3.9	0.1	3.3
	Occupancy	11.2	1.0	32.1
1800 - 1900	Proportion (%)	3.2	0.1	4.3
	Occupancy	14.0	1.0	43.7
<b>3. Harcourt Road (Tamar Street to Arsenal Street)</b>				
0700 - 0800	Proportion (%)	4.3	0.1	3.4
	Occupancy	14.1	24.0	27.2
0800 - 0900	Proportion (%)	3.4	0.1	4.0
	Occupancy	14.7	39.8	39.9
0900 - 1000	Proportion (%)	2.3	0.1	3.8
	Occupancy	6.5	30.0	22.6
1600 - 1700	Proportion (%)	2.4	0	2.4
	Occupancy	10.8	0	13.2
1700 - 1800	Proportion (%)	2.9	0.1	2.7
	Occupancy	14.0	1.0	18.4
1800 - 1900	Proportion (%)	2.9	0.1	2.5
	Occupancy	21.5	1.0	28.5

Time/Road		Bus		
		Non-franchised Bus	Franchised Bus <sup>Note 1</sup>	
			S.D.	D.D.
<b>4. Tuen Mun Road (Sham Tseng to Tsing Long Highway - Ting Kau Bridge)</b>				
0700 - 0800	Proportion (%)	4.7	0	4.9
	Occupancy	26.8	0	66.5
0800 - 0900	Proportion (%)	4.7	0	5.0
	Occupancy	25.5	0	62.2
0900 - 1000	Proportion (%)	3.1	0	5.1
	Occupancy	10.4	0	32.8
1600 - 1700	Proportion (%)	3.0	0	4.4
	Occupancy	10.8	0	37.6
1700 - 1800	Proportion (%)	3.7	0.1	5.0
	Occupancy	20.4	1.0	48.8
1800 - 1900	Proportion (%)	4.6	0	4.3
	Occupancy	25.5	0	69.0
<b>5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)</b>				
0700 - 0800	Proportion (%)	3.2	0.1	2.2
	Occupancy	13.2	1.0	66.5
0800 - 0900	Proportion (%)	2.6	0	1.8
	Occupancy	10.6	0	60.6
0900 - 1000	Proportion (%)	3.0	0	2.1
	Occupancy	11.9	0	30.8
1600 - 1700	Proportion (%)	3.2	0.1	2.0
	Occupancy	10.9	1.0	34.0
1700 - 1800	Proportion (%)	3.1	0.1	2.0
	Occupancy	9.8	1.0	47.6
1800 - 1900	Proportion (%)	3.0	0	1.9
	Occupancy	18.5	0	71.5
<b>6. Cross-Harbour Tunnel (Toll Plaza to South Portal)</b>				
0700 - 0800	Proportion (%)	2.8	0	5.2
	Occupancy	10.1	0	61.6
0800 - 0900	Proportion (%)	2.7	0	6.2
	Occupancy	14.0	0	70.0
0900 - 1000	Proportion (%)	3.1	0	6.7
	Occupancy	9.3	0	38.0
1600 - 1700	Proportion (%)	3.2	0	5.2
	Occupancy	5.7	0	46.7
1700 - 1800	Proportion (%)	6.0	0	5.9
	Occupancy	20.2	0	58.5
1800 - 1900	Proportion (%)	4.7	0	5.7
	Occupancy	16.7	0	85.8

Time/Road		Bus		
		Non-franchised Bus	Franchised Bus <sup>Note 1</sup>	
			S.D.	D.D.
<b>7. Chatham Road North (Wuhu Street to Hong Chong Road)</b>				
0700 - 0800	Proportion (%)	4.8	0	7.0
	Occupancy	13.8	0	45.3
0800 - 0900	Proportion (%)	2.5	0.1	6.0
	Occupancy	14.6	1.0	52.2
0900 - 1000	Proportion (%)	3.0	0.1	6.0
	Occupancy	9.1	1.0	30.7
1600 - 1700	Proportion (%)	3.9	0	5.8
	Occupancy	10.2	0	35.9
1700 - 1800	Proportion (%)	5.0	0	5.4
	Occupancy	14.4	0	46.4
1800 - 1900	Proportion (%)	4.7	0	6.5
	Occupancy	23.0	0	59.7
<b>8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)</b>				
0700 - 0800	Proportion (%)	4.7	0.1	3.9
	Occupancy	11.9	1.0	59.7
0800 - 0900	Proportion (%)	3.0	0	2.9
	Occupancy	16.9	0	67.1
0900 - 1000	Proportion (%)	1.0	0	3.5
	Occupancy	5.8	0	32.5
1600 - 1700	Proportion (%)	2.2	0	3.4
	Occupancy	6.9	0	41.4
1700 - 1800	Proportion (%)	2.7	0.1	3.6
	Occupancy	12.5	1.0	54.6
1800 - 1900	Proportion (%)	2.1	0	3.3
	Occupancy	11.4	0	72.8
<b>9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)</b>				
0700 - 0800	Proportion (%)	6.1	0.1	1.3
	Occupancy	9.6	28.5	25.2
0800 - 0900	Proportion (%)	3.6	0.1	0.8
	Occupancy	14.6	26.0	30.0
0900 - 1000	Proportion (%)	3.2	0.1	1.3
	Occupancy	14.7	21.5	15.1
1600 - 1700	Proportion (%)	3.7	0.1	1.2
	Occupancy	17.3	32.0	29.7
1700 - 1800	Proportion (%)	3.1	0.1	1.3
	Occupancy	17.3	29.1	27.0
1800 - 1900	Proportion (%)	3.0	0.1	1.0
	Occupancy	12.5	36.0	32.7



Time/Road		Bus		
		Non-franchised Bus	Franchised Bus <sup>Note 1</sup>	
			S.D.	D.D.
10. Tsing Long Highway - Ting Kau Bridge (from Tsing Yi North West Interchange to Tuen Mun Road)				
0700 - 0800	Proportion (%)	2.9	0	4.5
	Occupancy	23.3	0	69.8
0800 - 0900	Proportion (%)	3.8	0	4.1
	Occupancy	24.4	0	75.3
0900 - 1000	Proportion (%)	2.0	0	4.2
	Occupancy	13.5	0	43.4
1600 - 1700	Proportion (%)	2.9	0	3.8
	Occupancy	14.9	0	39.1
1700 - 1800	Proportion (%)	2.6	0	4.0
	Occupancy	13.2	0	56.6
1800 - 1900	Proportion (%)	3.4	0	4.3
	Occupancy	24.9	0	70.3

Note 1: S.D. - single-decked; D.D. - double-decked.

Note 2: The proportion refers to the percentage of buses among the total number of vehicles.

Note 3: The average occupancy of buses (in terms of number of persons) includes both driver and passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)361**

**(Question Serial No. 5171)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

In accordance with the Annual Traffic Census, please tabulate by hours the occupancy rate of and proportion of road space occupied by private cars on major roads across the survey cordons.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 626)

Reply:

Given that there are over 100 counting stations on major roads across survey cordons and enormous quantities of data are involved, information of the ten counting stations with the highest traffic volume recorded among survey cordons in 2018 Annual Traffic Census is presented in this reply. The average occupancy of private cars and the percentage of private cars among the total number of vehicles recorded from these counting stations during morning peak hours (7:00am – 10:00am) and evening peak hours (4:00pm – 7:00pm) are at Annex.

<b>Time/Road</b>		<b>Private Car</b>
<b>1. Kwun Tong Road (Ping Shek Estate Eastern End to Wai Yip Street Flyover)</b>		
0700 - 0800	Proportion <sup>Note 1</sup> (%)	34.8
	Occupancy <sup>Note 2</sup>	1.4
0800 - 0900	Proportion (%)	39.1
	Occupancy	1.4
0900 - 1000	Proportion (%)	35.0
	Occupancy	1.3
1600 - 1700	Proportion (%)	38.3
	Occupancy	1.4
1700 - 1800	Proportion (%)	42.8
	Occupancy	1.3
1800 - 1900	Proportion (%)	52.8
	Occupancy	1.3
<b>2. Victoria Park Road (Gloucester Road to Island Eastern Corridor)</b>		
0700 - 0800	Proportion (%)	35.9
	Occupancy	1.3
0800 - 0900	Proportion (%)	44.5
	Occupancy	1.3
0900 - 1000	Proportion (%)	44.6
	Occupancy	1.4
1600 - 1700	Proportion (%)	48.7
	Occupancy	1.5
1700 - 1800	Proportion (%)	47.6
	Occupancy	1.4
1800 - 1900	Proportion (%)	51.6
	Occupancy	1.3
<b>3. Harcourt Road (Tamar Street to Arsenal Street)</b>		
0700 - 0800	Proportion (%)	33.1
	Occupancy	1.4
0800 - 0900	Proportion (%)	45.8
	Occupancy	1.3
0900 - 1000	Proportion (%)	41.5
	Occupancy	1.4
1600 - 1700	Proportion (%)	45.7
	Occupancy	1.4
1700 - 1800	Proportion (%)	49.1
	Occupancy	1.6
1800 - 1900	Proportion (%)	55.9
	Occupancy	1.2

<b>Time/Road</b>		<b>Private Car</b>
<b>4. Tuen Mun Road (Sham Tseng to Tsing Long Highway - Ting Kau Bridge)</b>		
0700 - 0800	Proportion (%)	50.9
	Occupancy	1.5
0800 - 0900	Proportion (%)	49.7
	Occupancy	1.3
0900 - 1000	Proportion (%)	36.2
	Occupancy	1.3
1600 - 1700	Proportion (%)	38.4
	Occupancy	1.3
1700 - 1800	Proportion (%)	45.2
	Occupancy	1.2
1800 - 1900	Proportion (%)	59.0
	Occupancy	1.3
<b>5. Tolo Highway (North of Ma Liu Shui Interchange to Yuen Shin Road Interchange)</b>		
0700 - 0800	Proportion (%)	58.7
	Occupancy	1.2
0800 - 0900	Proportion (%)	61.0
	Occupancy	1.3
0900 - 1000	Proportion (%)	47.9
	Occupancy	1.2
1600 - 1700	Proportion (%)	45.9
	Occupancy	1.3
1700 - 1800	Proportion (%)	53.3
	Occupancy	1.2
1800 - 1900	Proportion (%)	66.9
	Occupancy	1.3
<b>6. Cross-Harbour Tunnel (Toll Plaza to South Portal)</b>		
0700 - 0800	Proportion (%)	44.8
	Occupancy	1.3
0800 - 0900	Proportion (%)	51.6
	Occupancy	1.3
0900 - 1000	Proportion (%)	35.1
	Occupancy	1.3
1600 - 1700	Proportion (%)	39.5
	Occupancy	1.4
1700 - 1800	Proportion (%)	52.0
	Occupancy	1.3
1800 - 1900	Proportion (%)	52.9
	Occupancy	1.4

<b>Time/Road</b>		<b>Private Car</b>
<b>7. Chatham Road North (Wuhu Street to Hong Chong Road)</b>		
0700 - 0800	Proportion (%)	33.8
	Occupancy	1.3
0800 - 0900	Proportion (%)	49.4
	Occupancy	1.3
0900 - 1000	Proportion (%)	38.0
	Occupancy	1.2
1600 - 1700	Proportion (%)	37.4
	Occupancy	1.4
1700 - 1800	Proportion (%)	39.1
	Occupancy	1.5
1800 - 1900	Proportion (%)	44.1
	Occupancy	1.4
<b>8. Kwai Chung Road (Kwai Chung Interchange to Tsuen Wan Road)</b>		
0700 - 0800	Proportion (%)	30.0
	Occupancy	1.1
0800 - 0900	Proportion (%)	41.0
	Occupancy	1.2
0900 - 1000	Proportion (%)	32.6
	Occupancy	1.3
1600 - 1700	Proportion (%)	35.6
	Occupancy	1.2
1700 - 1800	Proportion (%)	37.6
	Occupancy	1.3
1800 - 1900	Proportion (%)	48.5
	Occupancy	1.2
<b>9. Yuen Long Highway (Tin Shui Wai Interchange to Lam Tei Interchange)</b>		
0700 - 0800	Proportion (%)	38.1
	Occupancy	1.2
0800 - 0900	Proportion (%)	47.4
	Occupancy	1.3
0900 - 1000	Proportion (%)	36.6
	Occupancy	1.3
1600 - 1700	Proportion (%)	36.5
	Occupancy	1.5
1700 - 1800	Proportion (%)	40.7
	Occupancy	1.4
1800 - 1900	Proportion (%)	56.2
	Occupancy	1.4

<b>Time/Road</b>		<b>Private Car</b>
10. Tsing Long Highway - Ting Kau Bridge (from Tsing Yi North West Interchange to Tuen Mun Road)		
0700 - 0800	Proportion (%)	48.9
	Occupancy	1.4
0800 - 0900	Proportion (%)	49.7
	Occupancy	1.3
0900 - 1000	Proportion (%)	38.7
	Occupancy	1.4
1600 - 1700	Proportion (%)	42.1
	Occupancy	1.4
1700 - 1800	Proportion (%)	42.8
	Occupancy	1.5
1800 - 1900	Proportion (%)	55.5
	Occupancy	1.3

Note 1: The proportion refers to the percentage of private cars among the total number of vehicles.

Note 2: The average occupancy of private cars (in terms of number of persons) includes both driver and passengers.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)362**

**(Question Serial No. 5172)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

At present, the franchised bus companies have set up their own "Franchised Bus Toll Exemption Fund" (the Fund) for keeping the toll exempted from using government tunnels and roads.

Please list out the latest surplus of the Fund of each franchised bus company.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 627)

Reply:

Under the arrangement of the Fund, all franchised buses have been exempted from paying tolls for government tunnels and roads since 17 February 2019. Each franchised bus operator has set up its own dedicated fund account for keeping the toll saved. The balance in the Fund is reserved for relieving fare increase pressure of the corresponding franchised bus operator. When the franchised bus operator applies for fare increase and the Chief Executive-in-Council considers that there is a justifiable need to increase the fare, the franchised bus operator will be required to offset the increase by first using the balance of the Fund such that the magnitude of the fare increase shouldered by the passengers will be lowered. On the other hand, if the toll savings of franchised bus operators exceed the respective caps set by the Government, the saving would be distributed to their passengers through fare concessions.

With the mitigating effect from the Fund, the overall weighted average fare increase that shouldered by the passengers of Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) [CTB(F1)] and New World First Bus Services Limited (NWFB), implemented on 20 January 2019, was reduced from 9.9% to 7% and 5.6% respectively. Since the implementation of the Fund till 31 January 2020, CTB(F1) and NWFB have withdrawn a total of \$33,210,000 and \$42,770,000 respectively from the Fund to mitigate the magnitude of the abovementioned fare increases.

As at 31 January 2020, the balance of the Fund of each franchised bus company is tabulated below:

<b>Bus company</b>	<b>Balance (\$'000)</b>
The Kowloon Motor Bus Company (1933) Limited	186,976
New World First Bus Services Limited	1,744
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)	2,559
Citybus Limited (Franchise for Airport and North Lantau bus network)	19,951
Long Win Bus Company Limited	28,402
New Lantao Bus Company (1973) Limited	10

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**CONTROLLING OFFICER'S REPLY****THB(T)363****(Question Serial No. 5173)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

For Programme (1), the provision for 2020-21 is about 60% higher than the revised estimate for 2019-20. What are the reasons for the increase?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 628)

Reply:

The increase in provision for 2020-21 over the revised estimate for 2019-20 under Programme (1) is mainly due to the additional provisions for the following items:

<b>Items</b>	<b>(\$ million)</b>
Additional provision for (i) a net creation of 38 posts to undertake new initiatives relating to safety of franchised buses, various parking projects, Walk in HK, Special Helping Measures (SHM) and Vessel Subsidy Scheme for ferry services, Free-Flow Tolling System, Smart Traffic Fund as well as enhancement of public transport planning; and (ii) the full-year effect of filling of vacancies in 2019-20	44.3
Additional provision for (i) the expansion of the SHM from six to other outlying island ferry routes; and (ii) the administrative costs for fuel subsidy or one-off subsidy for the transport trades	58.3
Additional provision for (i) the subsidy to the franchised bus companies on the installation of appropriate safety devices on existing buses; (ii) the setting up of a Smart Traffic Fund; and (iii) continuing to provide SHM for the six major outlying island ferry routes during the extended licence period (2020-21)	288.4
Additional provision for (i) the provision of real-time arrival information for green minibuses; and (ii) the electronic passenger information system at Ma On Shan Town Centre Public Transport Terminus	7.0
<b>Total</b>	<b>398.0</b>

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**CONTROLLING OFFICER'S REPLY**

**THB(T)364**

**(Question Serial No. 5174)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Ms Mable CHAN)  
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Programme (1) that subject to the funding approval of the Legislative Council (LegCo), the Transport Department (TD) will commission the Strategic Study on Major Roads beyond 2030. Please provide the details of the study, including the scope, expenditure and timetable for consulting the LegCo.

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 629)

Reply:

The Transport Department (TD) plans to take forward the “Strategic Study on Major Roads beyond 2030” (the Study) on the basis of the conceptual spatial requirements to be firmed up under the “Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030” (Hong Kong 2030+) planning study, which is being conducted by the Development Bureau and the Planning Department. Based on the latest planning information, TD will examine the demand for and supply of major roads in Hong Kong from 2031 to 2041 or later. Based on the final development strategy of the Hong Kong 2030+ planning study, TD will conduct strategic studies in order to ensure that the planning of major roads can meet the needs for the overall long-term developments of Hong Kong. TD will also examine the impact of the proposed transport infrastructure on the existing transport network in order to formulate the corresponding strategies.

Since the Hong Kong 2030+ planning study has not been completed, TD will seek funding approval for the Study in due course, and commence the Study as soon as funding is secured. The Study will take about 27 months to complete.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)365****(Question Serial No. 5175)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Ms Mable CHAN)

Director of Bureau: Secretary for Transport and Housing

Question:

For Programme (4), the provision for 2020-21 is 91% higher than the revised estimate for 2019-20. What are the reasons for the increase?

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 630)

Reply:

The increase in provision for 2020-21 over the revised estimate for 2019-20 under Programme (4) is mainly due to the additional provisions for the following items:

<b>Items</b>	<b>(\$ million)</b>
Additional provision for (i) the new management, operation and maintenance (MOM) contract for the newly commissioned Lung Shan Tunnel and Cheung Shan Tunnel; (ii) the increase in the MOM contract fee for the Tsing Sha Control Area (TSCA) upon renewal of contract; (iii) the increase in the MOM contract fee for the Tsing Ma Control Area with the proposed toll waiver arrangement for the Lantau Link; and (iv) the recurrent operating expenses arising from the anticipated commissioning of the Tuen Mun-Chek Lap Kok Tunnel (TM-CLKT) in 2020-21	253.6
Additional provision for the replacement and/or procurement of equipment and vehicles for government tunnels and bridges, procurement of the new generation of parking meter system, and development of free-flow tolling system (FFTS) at government tolled tunnels and TSCA	346.3
Additional provision for (i) a net creation of 15 posts to develop FFTS and to undertake new initiatives relating to Smart Mobility and preparatory work for the anticipated commissioning of TM-CLKT in 2020-21; and (ii) the full-year effect of filling of vacancies in 2019-20	16.2
<b>Total</b>	<b>616.1</b>

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**CONTROLLING OFFICER'S REPLY**

**THB(T)366**

**(Question Serial No. 5176)**

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:

Under Programme 6, the estimated provision for the next financial year is 73.2% higher. What are the reasons?

Asked by: Hon TAM Man-ho (LegCo internal reference no.: 631)

Reply:

The increase in estimated expenditure for 2020-21 is mainly due to the enhancement of the Public Transport Fare Subsidy Scheme since 1 January 2020, where the fare subsidy rate was increased from one-fourth to one-third of the monthly public transport expenses in excess of \$400 and the subsidy cap was raised from \$300 to \$400 per month per Octopus. In compiling the estimated subsidy for 2020-21, we have not taken into account the decrease in passenger trips, and hence less public transport expenses, due to the public order events in the latter half of 2019 and the spread of COVID-19 since late January 2020, the exact impact of which cannot be ascertained at this stage.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)367**

**(Question Serial No. 5177)**

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:

At present, vehicles outside Hong Kong, including those of the Mainland government, can apply for the international circulation permits (ICPs) (known as FV/FU licences) for use in Hong Kong without the need of registration and licencing in Hong Kong. Please advise this Committee:

(a) The application details of ICPs in the past five years:

Year	No. of applications received	No. of applications approved	No. of applications rejected	No. of applications in progress as at year end	No. of valid permits as at year end
2015					
2016					
2017					
2018					
2019					

(b)(i) At present, which countries/regions' applicants may apply for the ICPs? Please list out the eligible countries/regions and the numbers of applications in the past five years:

Countries/ regions	No. of applications approved				
	2015	2016	2017	2018	2019
e.g.: the Mainland China					

(ii) What are the application criteria?

(c) Please provide the names and the numbers of vehicles of which the Mainland government, departments directly under the Mainland authorities or enterprise units issued with ICPs in the past five years.

Name of the Mainland governments, departments directly under the Mainland authorities or enterprise units	Numbers of vehicles				
	2015	2016	2017	2018	2019

Asked by: Hon TAM Man-ho, Jeremy (LegCo internal reference no.: 632)

Reply:

- (a) The Transport Department (TD) only maintains statistics on the applications received and approved for ICPs, as well as the number of valid ICPs issued. Such information in the past five years is as follows:

Year	No. of applications received and approved during the year	No. of valid permits (as at year end)
2015	3 317	2 842
2016	3 742	3 146
2017	4 151	3 396
2018	5 752	4 817
2019	7 266	5 487

Note: The number of applications received and approved during a year is greater than the number of permits issued as at the end of the same year. This is because some permit holders have applied for the change of vehicles within the same year in which the ICPs are granted and, in such cases, new ICPs will be required and the original ICPs will become invalid.

- (b)(i) Under existing legislation, there is no restriction on the countries/regions of the applicants who may apply for ICPs. The numbers of ICP applications approved in the past five years, with breakdown by countries/ regions of applicants, are as follows:

Countries/ regions	No. of applications approved				
	2015	2016	2017	2018	2019
Canada	0	1	1	0	2
Germany	0	0	1	0	0
Macao	0	0	0	471	1 043
Mainland China	3 314	3 740	4 147	5 273	6 216
Malaysia	0	0	0	4	0
New Zealand	0	0	0	2	5
Singapore	3	0	0	1	0
Sweden	0	0	2	0	0
Switzerland	0	1	0	0	0
United Kingdom	0	0	0	1	0

- (b)(ii) According to Regulation 31 of the Road Traffic (Registration and Licensing of Vehicles) Regulations (Cap. 374E), an applicant may apply for an ICP for motor vehicle brought into Hong Kong for a short stay of not more than 12 months. When processing the applications of ICPs, TD will vet the relevant vehicle details, including the information on vehicle owner, vehicle type and nature of use.
- (c) The numbers of vehicles, under the categories of Mainland Official Vehicles and Mainland Enterprise Vehicles, with valid ICPs in the past five years are as follows:

Category	No. of vehicles with valid ICPs (as at year end)				
	2015	2016	2017	2018	2019
Mainland Official Vehicles	1 107	1 080	1 071	1 101	1 119
Mainland Enterprise Vehicles	1 735	2 066	2 325	3 258	3 717

Note: TD cannot provide the names of individual Mainland government departments or enterprise units issued with ICPs because personal information relating to the applicants of ICPs can only be used for the purpose of processing and issuing of the ICPs. Such information cannot be used for other purposes or released to the third party without the expressed consent of the applicants as governed by the Personal Data (Privacy) Ordinance (Cap. 486).

- End -