

Head 186 — TRANSPORT DEPARTMENT

Controlling officer: the Commissioner for Transport will account for expenditure under this Head.

Estimate 2021–22	\$12,943.5m
Establishment ceiling 2021–22 (notional annual mid-point salary value) representing an estimated 1 895 non-directorate posts as at 31 March 2021 rising by one post to 1 896 posts as at 31 March 2022.....	\$1,077.5m
In addition, there will be an estimated 35 directorate posts as at 31 March 2021 and as at 31 March 2022.	
Commitment balance	\$11,601.3m

Controlling Officer’s Report

Programmes

Programme (1) Planning and Development	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing).
Programme (2) Licensing of Vehicles and Drivers	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing) and Policy Area 25: Revenue Collection and Financial Control (Secretary for Financial Services and the Treasury).
Programme (3) District Traffic and Transport Services	These programmes contribute to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing).
Programme (4) Management of Transport Services	
Programme (5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	This programme contributes to Policy Area 14: Social Welfare (Secretary for Labour and Welfare).
Programme (6) Public Transport Fare Subsidy Scheme	This programme contributes to Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing).

Detail

Programme (1): Planning and Development

	2019–20 (Actual)	2020–21 (Original)	2020–21 (Revised)	2021–22 (Estimate)
Financial provision (\$m)	627.5	1,039.3	741.8 (–28.6%)	2,242.4 (+202.3%)
				(or +115.8% on 2020–21 Original)

Aim

2 The aims are to assist in the formulation of transport policies and infrastructure development programmes for safe and efficient passenger, pedestrian and goods movements and to implement the Government’s policy on public transport development, franchising and regulation, all of which contribute towards the sustainable development of Hong Kong.

Brief Description

- 3 The work of the Department involves:
- conducting studies for transport planning for Hong Kong, which forms the basis for formulating transport policies and strategies and developing transport infrastructure, public transport development programmes and measures to deal with traffic congestion;
 - scrutinising traffic impact assessments for developments and advising on building development proposals and town planning matters;

Head 186 — TRANSPORT DEPARTMENT

- providing traffic and transport inputs for the planning and implementation of new railways and strategic highway projects;
- planning and developing franchised bus, non-franchised bus, tram, taxi, ferry and public light bus services, formulating regulatory measures for the services, and planning their related facilities;
- monitoring existing railway services, assessing the impact of new railways on other public transport modes and maintaining a co-ordinated network of public transport services along rail corridors;
- processing service planning programmes and applications for fare adjustment for different public transport modes; and
- monitoring the Franchised Bus Toll Exemption Funds established by the franchised bus companies for keeping savings arising from the toll exemption for franchised buses using government tolled tunnels and road.

4 In 2020, the Department handled fare increase applications from franchised bus, green minibus, taxi as well as franchised and licensed ferry operators. Upon the completion of the review on the most desirable long-term operation model for outlying island ferry services, the Department completed the tender exercise for granting new licences to the operators of the six major outlying island ferry routes with the continued provision of the Special Helping Measures (SHM) and the implementation of the Vessel Subsidy Scheme (VSS). The SHM have been extended to cover the other outlying island ferry routes on commencement of their respective new licence periods. In addition, the Department introduced the “Central–Hung Hom” ferry route and was working with the operator for launching a pilot “water taxi” service plying at Victoria Harbour. It monitored the commissioning of Tuen Ma Line Phase 1 and completed the study on public transport service re-organisation plans in association with the commissioning of the Shatin to Central Link. It worked with the franchised bus companies in pursuing route rationalisation proposals through the annual route planning programmes. The Department also completed the legislative amendment exercise on relaxing the vehicle length and weight restriction for light buses. It also continued the study on the hierarchy and level of tolls of government tolled tunnels and road, and continued to improve existing cycle tracks and associated facilities in nine new towns in the New Territories.

5 The key performance measures in respect of planning and development are:

Indicators

	2019 (Actual)	2020 (Actual)	2021 (Estimate)
public transport forward planning programmes processed	7	7	7
processing of bus service rationalisation packages	116#	59#	145#
new or extension of licences for ferry services granted	56^	49	30^
bus-bus interchange (BBI) schemes introduced	11¶	16¶	18
project definition statements/technical feasibility statements for inclusion of transport infrastructure projects in Public Works Programme processed	17	20	19

The number of bus service rationalisation packages processed in 2020 is lower than that in 2019 as the normal operations and patronage of franchised buses were affected by the COVID-19 pandemic and the various social distancing measures since early 2020. The Department will continue to take forward bus service rationalisation packages as appropriate, including those in association with the commissioning of Tuen Ma Line, in 2021.

^ These licences include licensed ferry service and kaito ferry service. A ferry licence may be extended for up to five years after the enactment of the legislative amendment in November 2018. Fewer ferry licences will be granted or extended in 2021 as some of the licences granted or extended in 2019 will expire beyond 2021.

¶ The number of new BBI schemes introduced in 2020 is higher than that in 2019 due to the introduction of new BBI schemes upon the commissioning of new infrastructures.

Matters Requiring Special Attention in 2021–22

6 During 2021–22, the Department will:

- continue to plan and formulate bus route rationalisation proposals in conjunction with franchised bus companies through the annual route planning programme exercise;
- closely monitor the changes in passenger demand and pattern of the affected public transport services in connection with the commissioning of Tuen Ma Line and implement service adjustments on road-based public transport services where appropriate;
- continue to review the operating conditions of public light buses;
- assist Transport and Housing Bureau (THB) in matters relating to the formulation of measures to enhance taxi service quality;

Head 186 — TRANSPORT DEPARTMENT

- continue to encourage franchised bus companies to deploy environment-friendly buses at busy corridors and support the Environmental Protection Department in carrying out the ongoing trial of electric buses and the trial on retrofitting enhanced selective catalytic reduction devices on Euro IV and V buses;
- provide timely traffic and transport inputs for the planning and implementation of new railways and strategic highways;
- continue to monitor the implementation of the Franchised Bus Toll Exemption Funds established by the franchised bus companies for keeping savings arising from the toll exemption for franchised buses using government tolled tunnels and road;
- establish a Franchised Bus Safety Team with dedicated staffing support, as recommended by the Independent Review Committee on Hong Kong's Franchised Bus Service, to strengthen the oversight and support in enhancing the safety of franchised buses;
- provide subsidy to the franchised bus companies and monitor their installation of appropriate safety devices on existing buses;
- commission a comprehensive traffic and transport strategy study in phases which includes planning territory-wide travel characteristics survey, updating and enhancing strategic transport model;
- commission the Strategic Study on Major Roads beyond 2030;
- continue to implement SHM for the six major outlying island ferry routes and extend SHM to cover other outlying island ferry routes on commencement of their respective new licence periods, and take forward the procurement of new vessels to gradually replace the whole fleet by new and greener vessels as well as to conduct a trial of hybrid vessels under the VSS for the six major outlying island ferry routes;
- continue to take forward the launch of a pilot "water taxi" service plying Kai Tak, Hung Hom, Tsim Sha Tsui East, West Kowloon and Central;
- continue with the study on the hierarchy and level of tolls of government tolled tunnels and road;
- continue to assist THB in fostering a pedestrian-friendly environment, promoting "Walk in HK", taking forward in phases the proposed works for enhancing the pedestrian connectivity on Hong Kong Island North from Wan Chai to Sheung Wan, implementing the pilot walkability enhancement measures in Central and Shum Shui Po, developing a legible and coherent pedestrian wayfinding signage system and finalising the new batch of hillside escalator links and elevator systems (HEL) proposals assessed under the revised assessment mechanism for priority implementation;
- continue to draw up the legislative amendment proposals to regulate the use of electric mobility devices (EMDs) with a view to providing a proper regulatory framework for EMDs;
- take forward the recommendations of the study on parking for commercial vehicles;
- continue to improve existing cycle tracks and associated facilities in nine new towns in the New Territories;
- continue to carry out pilot renovation projects to enhance the design and facilities of the Ma On Shan Town Centre Public Transport Terminus and the Yung Shue Wan Ferry Pier for providing passengers with a more comfortable waiting environment;
- develop a data acquisition and sharing system for real-time arrival information of green minibuses; and
- implement the Smart Traffic Fund to provide funding support for research in and application of vehicle-related innovation and technology.

Programme (2): Licensing of Vehicles and Drivers

	2019–20 (Actual)	2020–21 (Original)	2020–21 (Revised)	2021–22 (Estimate)
Financial provision (\$m)	471.5	561.7	550.2 (–2.0%)	604.1 (+9.8%)
				(or +7.5% on 2020–21 Original)

Aim

7 The aims are to operate an efficient vehicle and driver registration and licensing system, and to promote road safety through the efficient regulation of vehicles and drivers.

Head 186 — TRANSPORT DEPARTMENT

Brief Description

8 The work of the Department involves:

- handling the registration of vehicles, issue and renewal of vehicle and driving licences, transfer of vehicle ownership and issue and renewal of Closed Road Permits for cross-boundary vehicles;
- taking enforcement action on unauthorised operation of vehicles governed under the Passenger Service Licence (PSL) System;
- instituting prosecution action in relation to the Driving Offence Points (DOP) System, non-compliance cases of Mandatory Attendance of Driving Improvement Courses (MDIC), and traffic offences in the control areas of government tunnels and bridges;
- processing applications for PSLs and Hire Car Permits in respect of public service vehicles and other miscellaneous licences;
- inspecting the roadworthiness and emission condition of vehicles through government-operated vehicle examination centres;
- supervising the performance of the management contractor of the New Kowloon Bay Vehicle Examination Centre, regulating the operation of designated car testing centres, and monitoring the bus maintenance of franchised bus companies;
- promoting safer vehicles through reviewing and updating the relevant vehicle regulations and safety standards; and
- arranging written and road tests for drivers and driving instructors, monitoring the operation of designated driving schools, driving improvement schools and pre-service training schools, and promoting road safety through the driving improvement scheme and pre-service courses.

9 In 2020, the Department continued to handle the issue of vehicle and driving licences, Closed Road Permits for cross-boundary vehicles between Hong Kong/Guangdong and Hong Kong/Macao, and applications for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Macao Port Park-and-Ride Scheme. The Department also continued to provide support to the Environment Bureau in continuing the implementation of the Ex-gratia Payment Scheme for Phasing Out Pre-Euro IV Diesel Commercial Vehicles and the “One-for-One” Replacement Scheme for electric private cars and the promotion of the use of environment-friendly vehicles, and the implementation of the newly-launched Ex-gratia Payment Scheme for Phasing Out Euro IV Diesel Commercial Vehicles. The Department also implemented the new pre-service course requirement for prospective taxi and public bus drivers and introduced an enhanced written test for taxi driving licence applicants. It also completed a comprehensive review on the issue of private driving instructors’ licences.

10 The key performance measures in respect of licensing of vehicles and drivers are:

Targets

	Target	2019 (Actual)	2020 (Actual)	2021 (Plan)
conducting road test				
within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence (% of all cases)	95	100	80 ^a	95
conducting written test				
within 45 days upon application for learner driving licence (% of all cases)	98	100	11 ^ψ	98
within 60 days upon application for taxi driving licence (% of all cases)	98	100	43 ^ψ	98
announcing written test result within 15 minutes upon completion of the test (% of all cases)	98	100	100	98
providing driving licence renewal service over the counter within 70 minutes (% of all cases)	98	99	— ^λ	98
providing vehicle licence renewal service over the counter within 70 minutes (% of all cases)	95	96	— ^λ	98
providing non-counter licensing services within ten working days upon application (% of all cases)	95	100	89 [⊖]	100

Head 186 — TRANSPORT DEPARTMENT

	Target	2019 (Actual)	2020 (Actual)	2021 (Plan)
conducting annual examination of vehicles at government centres within ten working days upon application (% of all cases).....	100	100	75 ^ω	100
conducting recheck examination of vehicles at government centres within four working days upon application (% of all cases).....	100	100	100	100
<p>⊖ The actual number of road tests conducted in 2020 was lower than that in 2019 due to intermittent suspensions of road test services amid the COVID-19 pandemic.</p> <p>ψ Written test services for learner driving licence (Part A written test) and taxi driving licence (taxi written test) were suspended from 29 January to 25 May 2020, from 29 July to 13 September 2020 and from 2 December 2020 to 14 March 2021 amid the COVID-19 pandemic. Due to service suspension, it was only able to conduct Part A written test for 11 per cent of the candidates within 45 days upon their applications, whereas taxi written test could be conducted for 43 per cent of the candidates within 60 days upon their applications.</p> <p>λ Licensing Offices were unable to conduct waiting time surveys given the suspension of walk-in counter services from 2 February to 28 June 2020, from 20 July to 14 September 2020 and from 2 December 2020 to 17 February 2021 due to the COVID-19 pandemic, and therefore could not provide a figure for 2020.</p> <p>⊕ As compared with the previous years, there was a substantial change in the mode of operation of the Licensing Offices during the COVID-19 pandemic where walk-in counter services had been suspended for over six months. Non-counter licensing services became the major channel of application submission. Given the substantial increase in the number of applications received via drop-in box, by post and online, and that handling of such applications involved longer processing time (e.g. contacting applicants to seek clarification or request for additional documents), the percentage of applications with non-counter licensing services provided within ten working days upon application in 2020 was hence lower than that in 2019.</p> <p>ω Amid the COVID-19 pandemic, the daily quota of vehicle examinations was reduced owing to the implementation of social distancing measures at the vehicle examination centres.</p>				

Indicators

	2019 (Actual)	2020 (Actual)	2021 (Estimate)
written tests arranged for			
private car, motorcycle and light goods vehicle drivers.....	62 346	43 695 [‡]	62 300
taxi drivers.....	9 967	4 812 [‡]	10 000
road tests arranged for			
private car drivers.....	58 384	69 581 ^φ	58 400
motorcycle and light goods vehicle drivers.....	90 066	114 297 ^φ	90 100
other drivers.....	18 726	16 744	18 700
vehicle licence transactions.....	1 865 000	1 799 000	1 799 000
driving licence transactions.....	1 818 000 ^ρ	1 240 000 ^ρ	1 416 000^ρ
new DOP summonses issued.....	2 300	1 650 ^η	2 200
new MDIC summonses issued.....	980	940	950
summonses issued for traffic offences in control areas of			
government tunnels and bridges.....	5 150	5 000	5 150
inquiries on unauthorised operation by vehicles governed under the PSL System.....	16	—	—
surveys conducted on unauthorised operation by vehicles governed under the PSL System.....	—	860	900
vehicles inspected at government centres			
public service vehicles.....	47 000	46 000	47 000
light goods vehicles (exceeding 1.9 tonnes Gross Vehicle Weight (GVW)).....	72 500	78 000	79 000
medium and heavy goods vehicles.....	45 800	46 400	46 600

Head 186 — TRANSPORT DEPARTMENT

	2019 (Actual)	2020 (Actual)	2021 (Estimate)
private cars and light goods vehicles (not exceeding 1.9 tonnes GVW) inspected at designated centres	357 000	372 000	372 000
daily spot checks on franchised buses in service	14	12Ψ	14

- ‡ The actual number of written tests arranged in 2020 decreased due to the suspension of written test services from 29 January to 25 May 2020, from 29 July to 13 September 2020 and from 2 December 2020 to 14 March 2021 amid the COVID-19 pandemic.
- φ The actual number of road tests arranged in 2020 increased as the originally scheduled road tests were re-arranged due to the COVID-19 pandemic and additional road tests were arranged.
- ρ The number of driving licence transactions in 2020 decreased due to the COVID-19 pandemic and owing to the fact that the renewal cycle for full driving licence was approaching its end. The estimated number of applications for International Driving Permit in 2021 is expected to be lower due to worldwide travel restrictions under the COVID-19 pandemic.
- η Reduction in the number of new summonses issued in 2020 was due to the Judiciary’s special arrangement of Magistrates’ Courts to reduce the number of court cases to be listed at the summons plea court in response to the COVID-19 pandemic.
- τ This indicator is replaced by the new indicator “surveys conducted on unauthorised operation by vehicles governed under the PSL System” as from 2020.
- ε This new indicator replaces the indicator “inquiries on unauthorised operation by vehicles governed under the PSL System” as from 2020 to give a more objective and fairer assessment on the enforcement efforts made against such unauthorised operations.
- Ψ The conducting of daily spot checks on franchised buses in service was affected by the COVID-19 pandemic.

Matters Requiring Special Attention in 2021–22

11 During 2021–22, the Department will continue to:

- provide efficient and customer-oriented licensing services for the issue and renewal of licences and permits;
- conduct process re-engineering of licensing services to improve efficiency and customer service;
- consider legislative amendments to motor vehicle construction regulations;
- support the implementation of the Ex-gratia Payment Scheme for Phasing Out Euro IV Diesel Commercial Vehicles and the “One-for-One” Replacement Scheme for electric private cars and the promotion of the use of environment-friendly vehicles;
- assist THB in matters relating to the formulation of measures to combat the illegal carriage of passengers by motor vehicles for hire or reward;
- assist THB in the legislative amendment exercise on enhancing the licence issuing mechanism and quality of private driving instructors;
- consider legislative amendments to provide the legal basis for wider trial and use of autonomous vehicles;
- work with the industry and research and development institutions involved in automated driving systems to examine the feasibility of conducting joint trials of new autonomous vehicles and related technology on public roads;
- develop systems to facilitate self-drive visitors from Guangdong and Macao driving their cars via the HZMB to park at the proposed automated car parks to be developed by the Airport Authority Hong Kong on the Hong Kong Boundary Crossing Facilities Island of the HZMB; and
- develop systems to facilitate the implementation of the “Quota-free scheme for Hong Kong private cars travelling to Guangdong via the HZMB”.

Programme (3): District Traffic and Transport Services

	2019–20 (Actual)	2020–21 (Original)	2020–21 (Revised)	2021–22 (Estimate)
Financial provision (\$m)	666.7	682.4	693.7 (+1.7%)	716.3 (+3.3%)
				(or +5.0% on 2020–21 Original)

Head 186 — TRANSPORT DEPARTMENT

Aim

12 The aim is to enable safe and orderly pedestrians and vehicular traffic, and provision of efficient public transport services by implementing traffic management schemes, deploying intelligent transport systems, monitoring and regulating public transport operations, formulating and implementing road safety strategies and measures, and maintaining regular dialogue with District Councils and other public bodies.

Brief Description

13 The work of the Department involves:

- regulating and monitoring the operation of public transport services;
- maintaining close liaison with public transport operators and the related trades and associations including the goods vehicle and cross-boundary bus trades;
- providing professional transport advice to improve access to public transport and provision of transport facilities for persons with disabilities;
- maintaining close contact with public transport operators and disseminating timely traffic and transport information to the public in case of traffic incidents;
- planning and introducing new green minibus services;
- planning and implementing public transport services and facilities to tie in with the commissioning of new infrastructure projects, including new railways and land boundary control points;
- planning and implementing special traffic and transport arrangements to facilitate public events including international conventions and exhibitions, sports, cultural, festive and social events;
- designing and implementing 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;
- planning and implementing public transport services and related public transport facilities to tie in with housing and commercial developments; and
- promoting “Smart Mobility” and implementing intelligent transport systems including area traffic control (ATC) systems, traffic control and surveillance systems and traffic detectors on strategic routes and major roads, the traffic and incident management system, the transport information system, the journey time indication system (JTIS), speed map panels, the red light camera (RLC) system, the speed enforcement camera (SEC) system, and to maintain these systems for enhancing traffic management, efficient use of road space, timely dissemination of real-time traffic and transport information and road safety enforcement.

14 In 2020, the Department continued to regulate and monitor public transport services. It worked with franchised bus operators to implement bus route rationalisation plans. It continued to design and implement traffic management measures to improve traffic and enhance road safety. It also continued to regulate and monitor the operations of local and cross-boundary public transport services for the existing boundary control points to ensure that the transport needs of local residents and visitors are met. Separately, it also prepared for the implementation of the public transport plan to tie in with the commissioning of the Heung Yuen Wai Boundary Control Point.

15 The key performance measures in respect of district traffic and transport services are:

Targets

	Target	2019 (Actual)	2020 (Actual)	2021 (Plan)
maintaining serviceability of ATC systems				
central computer system (%).....	99.5	99.4‡	99.8	99.9
on-street signal controllers (%).....	99.5	99.3◇	99.9	99.9

‡ The decline in serviceability of ATC systems in 2019 was due to teething problem of the newly installed Tai Po and North ATC system and the newly relocated Central ATC system.

◇ The decline in serviceability of traffic signal equipment in 2019 was due to the vandalism during social unrest in the second half of 2019. Repair time took longer than normal, especially in the fourth quarter of 2019, due to the severity of the damage and the inaccessibility to the traffic signal equipment for repair during social unrest.

Head 186 — TRANSPORT DEPARTMENT

Indicators

	2019 (Actual)	2020 (Actual)	2021 (Estimate)
implementing route planning programme items for			
franchised buses.....	97	75 ^β	100
introducing new green minibus service routes.....	4	11	2
signalised road junctions (cumulative).....	1 916	1 957	1 987
junctions with RLC systems installed (cumulative).....	203	204	211
locations with SEC systems installed (cumulative).....	135	137	143
closed circuit television cameras (cumulative).....	808	810	814
average vehicular speed (km/hour) for ^φ			
Urban.....	21	21	21
New Territories.....	38	40	38
injury accidents involving motor vehicles per million			
vehicle-km.....	1.05 ^δ	1.02 [§]	1.02
locations with clusters of injury accidents investigated.....	100	100	100
area studies for enhancing road safety.....	2	2	2
road safety publicity projects initiated and participated.....	9	9	9
road safety enhancement measures planned (no. of			
locations).....	90	90	90
route modification and other improvement items including			
construction of shelters, provision/relocation of			
stops/stands, installation of display panels for real-time			
bus arrival information and provision of seats by			
franchised operators.....	1 797	1 981	1 662
non-franchised operators.....	1 233	974 ^θ	999
schemes co-ordinated to improve access to public transport			
for persons with disabilities.....	3	3	3

- ^β The decrease in the actual number of route planning programme items implemented in 2020 was mainly due to the COVID-19 pandemic, which resulted in less passenger demand for franchised bus services. The implementation of frequency improvement items would be deferred until the occupancy rate of franchised bus route can meet the guidelines for frequency improvement.
- ^φ The average vehicular speed is measured during the morning peak period from 08:00 to 09:30 from September to December along routes that are representative of the road network.
- ^δ Adjusted from the provisional actual figure shown in the 2020–21 Estimates.
- [§] Provisional actual subject to adjustment.
- ^θ The decrease in the actual number in 2020 was mainly due to the COVID-19 pandemic, which resulted in fewer activities and reduced-scale festive events, and hence fewer route modification and improvement items (e.g. replacement of vehicles, applications involving hotel buses and shuttle buses) by non-franchised operators.

Matters Requiring Special Attention in 2021–22

16 During 2021–22, the Department will continue to:

- closely monitor the traffic condition as well as provision of parking spaces on South Lantau and conduct preparatory work for implementing the second phase of the “Driving on Lantau Island” Scheme;
- provide covers for suitable walkways, in conjunction with the Highways Department (HyD) to provide a better walking environment for pedestrians;
- disseminate more real-time traffic information collected from traffic detectors installed along strategic routes and major roads through JTIS and speed map panels;
- rationalise and improve franchised bus services to enhance service quality and efficiency, and to help relieve congestion and reduce road-side emissions;
- facilitate the smooth operation of cross-boundary traffic and transport services and facilities at land boundary control points;
- monitor the traffic-related issues of pedestrian schemes and the impact of these schemes in the vicinity to improve the environment for pedestrians;
- collaborate with the HyD to take forward the proposed pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay;
- provide traffic and transport inputs and collaborate with the HyD in taking forward HEL projects;
- provide traffic and transport inputs for the retrofitting of barrier-free access facilities at existing footbridges, elevated walkways and subways under the Universal Accessibility Programme;

Head 186 — TRANSPORT DEPARTMENT

- examine and implement measures to enhance road safety through auditing, legislation, publicity and use of technology;
- examine the proposal to raise the mandatory requirement of using child restraint device in private cars;
- monitor franchised bus operators' provision of real-time bus arrival information and disburse government subsidies for the installation of display panels for such information;
- disburse government subsidies to franchised bus operators for provision of seats at bus stops and termini;
- develop the free-flow tolling system to enable motorists to pay tolls at government tolled tunnels and the Tsing Sha Control Area by remote means without stopping at toll booths; and
- conduct trials on real-time adaptive traffic signal systems at signalised road junctions with sensors to detect pedestrians and vehicles so as to optimise the green times allocated to vehicles and pedestrians.

Programme (4): Management of Transport Services

	2019–20 (Actual)	2020–21 (Original)	2020–21 (Revised)	2021–22 (Estimate)
Financial provision (\$m)	676.7	1,296.3	963.7 (–25.7%)	1,606.9 (+66.7%)
				(or +24.0% on 2020–21 Original)

Aim

17 The aims are to ensure the efficient management of transport infrastructure and services in respect of government and private tunnels, bridges, parking meters, government carparks, the Central to Mid-Levels Escalator System, the Austin Road Cross Boundary Coach Terminus, the Tsing Ma Control Area and the Tsing Sha Control Area and to ensure efficient handling of emergency traffic and transport incidents.

Brief Description

18 The work of the Department involves:

- handling the tendering of management contracts for the government transport infrastructure and services mentioned in paragraph 17;
- overseeing and monitoring the performance of the contractors that operate and maintain the above transport infrastructure and services;
- co-ordinating the maintenance and renovation of ferry piers;
- handling traffic and transport incidents in the territory and disseminating timely information on the traffic and transport situation to the public; and
- providing input on the legislative, management and operational aspects of planning of new strategic highways, bridges and tunnels to be constructed in the territory.

19 In 2020, the Department met the targets in respect of the management of transport infrastructure. It awarded the management contracts for the government carparks, the Aberdeen Tunnel, the Tuen Mun-Chek Lap Kok Tunnel, the provision of electronic payment system at government tolled tunnels and road and the new vehicle examination centre at Transport Department Vehicle Examination Complex. It started the tender procedures for the management contracts of the Tate's Cairn Tunnel and the Tseung Kwan O-Lam Tin Tunnel. It completed the development of the new generation of on-street parking meters for installation. It also implemented toll-free arrangement at the Lantau Link upon commissioning of the Tuen Mun-Chek Lap Kok Tunnel.

20 The key performance measures in respect of the management of transport services are:

Targets

	Target	2019 (Actual)	2020 (Actual)	2021 (Plan)
attending to traffic accidents and vehicle breakdown inside government tunnel areas in accordance with contract requirement (% of all cases)	97	100	99	99
carbon monoxide concentration inside government tunnels below 100 ppm at all times (% of all readings).....	100	100	100	100

Head 186 — TRANSPORT DEPARTMENT

	Target	2019 (Actual)	2020 (Actual)	2021 (Plan)
visibility inside government tunnels within the standard of Environmental Protection Department at all times (% of all readings).....	100	100	100	100
attending to traffic accidents and vehicle breakdown on the Lantau Link within five minutes (% of all cases).....	97	100	100	99

Indicators

	2019 (Actual)	2020 (Actual)	2021 (Estimate)
defective parking meters repaired within 60 minutes upon report (% of cases).....	96.7	66.4λ	99.9
incidents handled by Transport Incident Management Section	5 228	4 670#	5 000
awarding management contract for government carparks (cumulative % completed).....	70	100	—
awarding management contract for the Eastern Harbour Crossing (cumulative % completed).....	100	—	—
awarding contracts for the electronic payment system at manual toll booths of government tolled tunnels and road (cumulative % completed).....	70	100	—
awarding management contract for the Tate's Cairn Tunnel (cumulative % completed).....	—	30Φ	100
awarding management contract for the Tsing Sha Control Area (cumulative % completed).....	100	—	—
awarding management contract for the Tsing Ma Control Area (cumulative % completed).....	100	—	—
awarding management contract for the Aberdeen Tunnel (cumulative % completed).....	60	100	—
awarding procurement cum management, operation and maintenance contracts for the new parking meters (cumulative % completed).....	100	—	—
awarding contracts for the fee collection services in respect of the parking fees collected by the new parking meters (cumulative % completed).....	100	—	—
awarding management contract for the Tuen Mun-Chek Lap Kok Tunnel (cumulative % completed)	30	100	—
awarding contract for the toll service provider for toll collection at the government tolled tunnels and the Tsing Sha Control Area installed with free-flow tolling system (cumulative % completed).....	—	30	100
awarding management contract for the new vehicle examination centre at the Portion of Ground Floor of Transport Department Vehicle Examination Complex (cumulative % completed).....	—	100	—
awarding management contract for the Cross-Harbour Tunnel (cumulative % completed)□	—	—	30μ
awarding management contract for the Scenic Hill Tunnel and the Airport Tunnel (cumulative % completed)□	—	—	30μ

Head 186 — TRANSPORT DEPARTMENT

	2019 (Actual)	2020 (Actual)	2021 (Estimate)
awarding management contract for the Tseung Kwan O-Lam Tin Tunnel (cumulative % completed) [□]	—	—	100
awarding management contract for the Western Harbour Crossing (cumulative % completed) [□]	—	—	10

λ The actual number of fault cases in 2020 was higher than that in 2019 as the parking meters in use were going beyond their serviceable life. It follows that the turnaround time required for maintenance of the defective parking meters increased. As a result, there was a decrease in the percentage of defective parking meters repaired within 60 minutes upon report.

The decrease in the number of incidents handled was due to the reduced traffic under the COVID-19 pandemic.

Φ The current cycle for contract renewal started in 2020.

□ New indicator as from 2021.

μ The next cycle for contract renewal starts in 2021.

Matters Requiring Special Attention in 2021–22

21 During 2021–22, the Department will:

- prepare/conduct tendering exercises and/or award new management contracts for:
 - government carparks;
 - the Cross-Harbour Tunnel;
 - the Scenic Hill Tunnel and the Airport Tunnel;
 - the Tseung Kwan O-Lam Tin Tunnel;
 - the Western Harbour Crossing;
 - the Central-Wan Chai Bypass Tunnel;
 - the Austin Road Cross Boundary Coach Terminus; and
 - the Lung Shan Tunnel and the Cheung Shan Tunnel;
- prepare for the takeover of the Western Harbour Crossing upon expiry of its Build-Operate-Transfer franchise on 2 August 2023 which includes conducting a tendering exercise for awarding the management contract for the Crossing, and taking forward legislative amendments in order to subsume the Western Harbour Crossing under the legal framework of the Road Tunnels (Government) Ordinance (Cap. 368) and its subsidiary legislation for the future operation and management of the Crossing as a government tunnel;
- continue to take forward the installation programme of the new generation of parking meters;
- assist THB in the legislative exercise for the implementation of free-flow tolling system at government tolled tunnels and the Tsing Sha Control Area; and
- implement/prepare to implement toll-free arrangements at the Tseung Kwan O Tunnel upon commissioning of the Tseung Kwan O-Lam Tin Tunnel.

Programme (5): Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities

	2019–20 (Actual)	2020–21 (Original)	2020–21 (Revised)	2021–22 (Estimate)
Financial provision (\$m)	1,415.3	1,873.5	1,198.4 (–36.0%)	3,111.5 (+159.6%)

(or +66.1% on
2020–21 Original)

Aim

22 The aims are to ensure the efficient management and operation of the rehabus services to improve the mobility of persons with disabilities and to administer effectively the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme) to encourage the elderly and eligible persons with disabilities to participate more in community activities.

Head 186 — TRANSPORT DEPARTMENT

Brief Description

- 23** The work of the Department involves:
- handling and monitoring the efficient utilisation of subvention for the operators of rehabus services; and
 - administering the \$2 Scheme including reimbursing the participating public transport operators for the revenue forgone.
- 24** In 2020, the Department:
- arranged the purchase of 20 additional rehabuses to meet passenger demand; and
 - assisted the Labour and Welfare Bureau (LWB) in conducting the comprehensive review of the \$2 Scheme.
- 25** The key performance measures are:

Indicators

	2019 (Actual)	2020 (Actual)	2021 (Estimate)
vehicles for			
rehabus scheduled routes	109	109	130 ^v
rehabus full-day dial-a-ride services	46	46	49 ^v
rehabus feeder services	10	10	17 ^v
passenger trips for			
rehabus scheduled routes	439 000	153 400 [@]	397 400
rehabus dial-a-ride services	476 000	200 100 [@]	405 300
rehabus feeder services	45 600	25 200 [@]	42 000
no. of persons waiting for scheduled route services (SRS) (including carers)	30	77 [^]	30
average daily passenger trips taken under the \$2 Scheme			
elderly	1 256 000 ^δ	980 000 [§]	1 281 000
eligible persons with disabilities	168 000	129 000 [§]	166 000

^v Including the 20 additional rehabuses procured in 2020–21 and the 12 additional rehabuses to be procured in 2021–22.

[@] The actual patronage in 2020 was substantially decreased due to the suspension of school classes/rehabilitation centres and non-emergency services of public hospitals amid the COVID-19 pandemic.

[^] The delivery of additional vehicles is behind the original schedule and no additional SRS routes can be introduced for the passengers on the waiting list due to the COVID-19 pandemic.

^δ Adjusted from the provisional actual figure shown in the 2020–21 Estimates.

[§] Provisional actual subject to adjustment.

Matters Requiring Special Attention in 2021–22

- 26** During 2021–22, the Department will:
- replace 23 rehabuses and procure 12 additional rehabuses;
 - oversee the Hong Kong Society for Rehabilitation's replacement of the existing rebus operating system with a new integrated computerised system;
 - continue to monitor the operation of the \$2 Scheme; and
 - assist the LWB in following up the preparatory work for progressive implementation of anti-abuse and enhancement measures under the \$2 Scheme.

Programme (6): Public Transport Fare Subsidy Scheme

	2019–20 (Actual)	2020–21 (Original)	2020–21 (Revised)	2021–22 (Estimate)
Financial provision (\$m)	1,734.7	3,160.9	2,214.7 (–29.9%)	4,662.3 (+110.5%)
				(or +47.5% on 2020–21 Original)

Aim

27 The aim is to administer effectively the Public Transport Fare Subsidy Scheme (the Fare Subsidy Scheme) to relieve the fare burden of daily commuters travelling on local public transport services and whose public transport expenses are relatively high.

Head 186 — TRANSPORT DEPARTMENT

Brief Description

28 The work of the Department involves:

- administering the Fare Subsidy Scheme, including the provision of accurate amount of subsidy to individual commuters through their Octopus cards; and
- implementing monitoring measures, including conducting regular assurance exercises and field inspections on operators' systems of internal controls, and conducting transport surveys and analytical reviews of operating information provided by operators, to minimise risks of abuse under the Fare Subsidy Scheme.

29 In 2020, the Department enhanced the Fare Subsidy Scheme by increasing the fare subsidy rate from one-fourth to one-third and raising the monthly subsidy cap from \$300 to \$400 starting from 1 January 2020. With a view to further alleviating commuters' fare burden under the COVID-19 pandemic, the Department implemented a special measure to temporarily relax the monthly threshold of the Fare Subsidy Scheme from \$400 to \$200 since 1 July 2020. The Department also assisted THB in commencing a review of the Fare Subsidy Scheme.

30 The key performance measure is:

Indicator

	2019 (Actual)	2020 (Actual)	2021 (Estimate)
Average no. of beneficiaries per month (in terms of Octopus card holders)Ω	2 143 000	1 982 300	3 570 000

Ω Beneficiaries refer to commuters who are eligible to receive subsidy under the Fare Subsidy Scheme.

Matters Requiring Special Attention in 2021–22

31 During 2021–22, the Department will continue to:

- administer the Fare Subsidy Scheme;
- monitor the operation of the Fare Subsidy Scheme, including conducting regular transport surveys and vetting of operating reports of operators; and
- assist THB in conducting the review of the Fare Subsidy Scheme and follow up on relevant findings of the review.

Head 186 — TRANSPORT DEPARTMENT

ANALYSIS OF FINANCIAL PROVISION

Programme	2019–20 (Actual) (\$m)	2020–21 (Original) (\$m)	2020–21 (Revised) (\$m)	2021–22 (Estimate) (\$m)
(1) Planning and Development.....	627.5	1,039.3	741.8	2,242.4
(2) Licensing of Vehicles and Drivers	471.5	561.7	550.2	604.1
(3) District Traffic and Transport Services.....	666.7	682.4	693.7	716.3
(4) Management of Transport Services	676.7	1,296.3	963.7	1,606.9
(5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	1,415.3	1,873.5	1,198.4	3,111.5
(6) Public Transport Fare Subsidy Scheme.....	1,734.7	3,160.9	2,214.7	4,662.3
	5,592.4	8,614.1	6,362.5 (-26.1%)	12,943.5 (+103.4%)
				(or +50.3% on 2020–21 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2021–22 is \$1,500.6 million (202.3%) higher than the revised estimate for 2020–21. This is mainly due to the full-year effect of filling of vacancies in 2020–21, additional provision of SHM for outlying island ferry routes under the long-term operation model for outlying island ferry services, increased requirement in operating expenses, increase in non-recurrent expenditure and capital expenditure, partly offset by a net decrease of two posts in 2021–22.

Programme (2)

Provision for 2021–22 is \$53.9 million (9.8%) higher than the revised estimate for 2020–21. This is mainly due to the full-year effect of filling of vacancies in 2020–21 and increased requirement in operating expenses, partly offset by a net decrease of two posts in 2021–22 and decrease in capital expenditure.

Programme (3)

Provision for 2021–22 is \$22.6 million (3.3%) higher than the revised estimate for 2020–21. This is mainly due to the full-year effect of filling of vacancies in 2020–21, increased requirement in operating expenses and increase in capital expenditure, partly offset by a net decrease of four posts in 2021–22 and decrease in non-recurrent expenditure.

Programme (4)

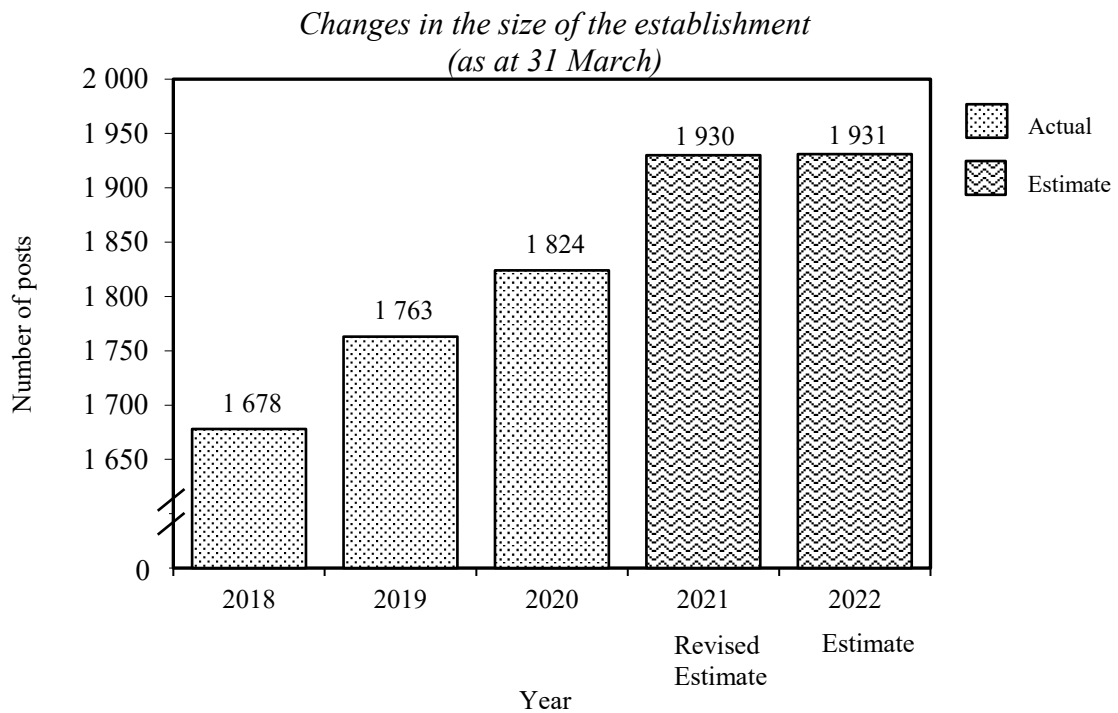
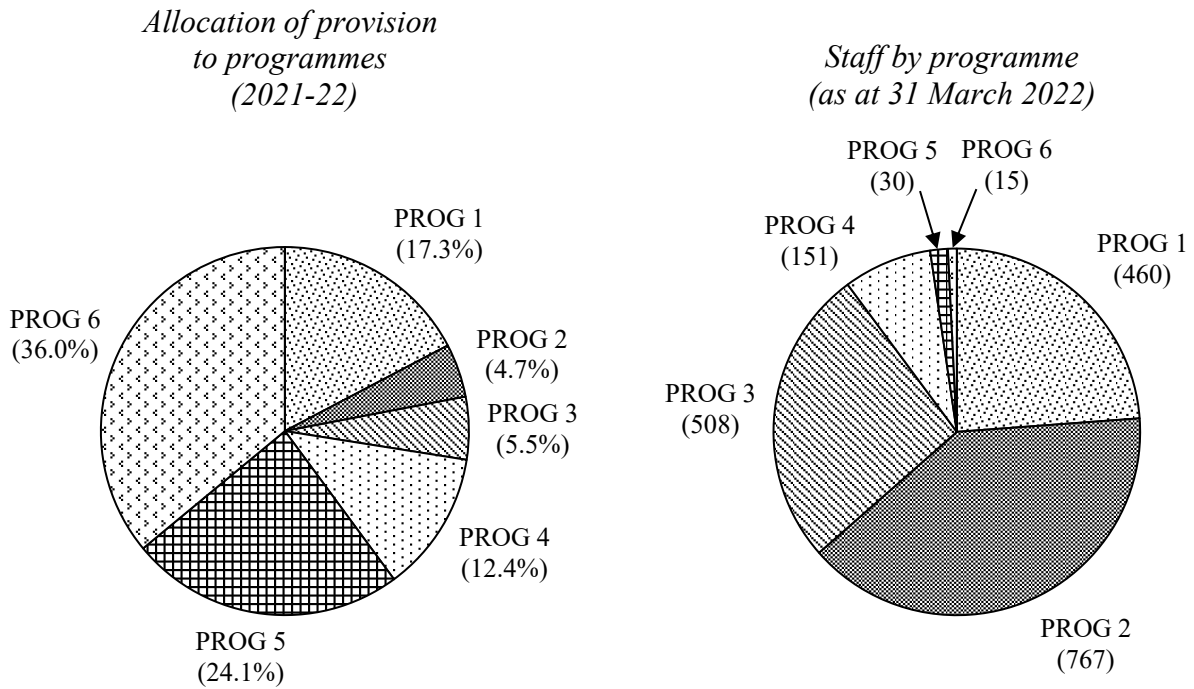
Provision for 2021–22 is \$643.2 million (66.7%) higher than the revised estimate for 2020–21. This is mainly due to the full-year effect of filling of vacancies in 2020–21, increased requirement in operating expenses and increase in capital expenditure.

Programme (5)

Provision for 2021–22 is \$1,913.1 million (159.6%) higher than the revised estimate for 2020–21. This is mainly due to a net increase of nine posts in 2021–22, additional provision for the \$2 Scheme including the amounts required for assisting the LWB in following up the preparatory work for progressive implementation of anti-abuse and enhancement measures under the \$2 Scheme, as well as increased requirement in operating expenses, increase in non-recurrent expenditure and increase in expenditure on procurement of rehabuses.

Programme (6)

Provision for 2021–22 is \$2,447.6 million (110.5%) higher than the revised estimate for 2020–21. This is mainly due to the additional provision for operating expenses and fare subsidy for public transport in 2021–22.



Head 186 — TRANSPORT DEPARTMENT

Sub-head (Code)	Actual expenditure 2019–20	Approved estimate 2020–21	Revised estimate 2020–21	Estimate 2021–22	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	2,354,464	2,829,146	2,659,224	3,522,739
166	Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities.....	1,274,988	1,669,865	1,029,125	2,743,689
256	Public Transport Fare Subsidy Scheme	1,689,452	3,100,000	2,171,400	4,600,000
260	Provision of Special Helping Measures for Outlying Island Ferry Routes	—	48,426	30,267	180,908
	Total, Recurrent.....	5,318,904	7,647,437	5,890,016	11,047,336
Non-Recurrent					
700	General non-recurrent	168,788	450,350	164,999	1,280,521
	Total, Non-Recurrent.....	168,788	450,350	164,999	1,280,521
	Total, Operating Account	5,487,692	8,097,787	6,055,015	12,327,857
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	39,158	214,756	121,878	329,422
661	Minor plant, vehicles and equipment (block vote).....	48,169	257,343	156,926	241,123
	Total, Plant, Equipment and Works.....	87,327	472,099	278,804	570,545
Subventions					
927	Rehabus services (block vote)	17,397	44,232	28,631	45,145
	Total, Subventions	17,397	44,232	28,631	45,145
	Total, Capital Account.....	104,724	516,331	307,435	615,690
	Total Expenditure	5,592,416	8,614,118	6,362,450	12,943,547

Head 186 — TRANSPORT DEPARTMENT

Details of Expenditure by Subhead

The estimate of the amount required in 2021–22 for the salaries and expenses of the Transport Department is \$12,943,547,000. This represents an increase of \$6,581,097,000 over the revised estimate for 2020–21 and \$7,351,131,000 over the actual expenditure in 2019–20.

Operating Account

Recurrent

2 Provision of \$3,522,739,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Transport Department. The increase of \$863,515,000 (32.5%) over the revised estimate for 2020–21 is mainly due to increased salary provision for a net increase of one post in 2021–22, the full-year effect of filling of vacancies in 2020–21 and the additional provision for the increase in contract maintenance and other operating expenses.

3 The establishment as at 31 March 2021 will be 1 930 posts, including three supernumerary posts. It is expected that there will be a net increase of one post in 2021–22. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2021–22, but the notional annual mid-point salary value of all such posts must not exceed \$1,077,497,000.

4 An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2019–20 (Actual) (\$'000)	2020–21 (Original) (\$'000)	2020–21 (Revised) (\$'000)	2021–22 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	991,188	1,075,867	1,052,485	1,112,021
- Allowances	34,469	35,423	40,077	34,586
- Job-related allowances.....	278	355	279	288
Personnel Related Expenses				
- Mandatory Provident Fund contribution	4,649	6,357	5,123	5,089
- Civil Service Provident Fund contribution	61,201	72,090	70,148	84,343
- Disturbance allowance.....	22	70	46	—
Departmental Expenses				
- Light and power.....	3,718	7,215	4,917	5,567
- Contract maintenance	512,130	790,815	680,787	977,984
- Workshop services	260,083	319,017	290,586	310,360
- General departmental expenses	387,220	411,366	401,066	867,152
Subventions				
- Special transport facilities for persons with disabilities	99,506	110,571	113,710	125,349
	2,354,464	2,829,146	2,659,224	3,522,739

5 Provision of \$2,743,689,000 under *Subhead 166 Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities* is for reimbursement of revenue forgone to the participating public transport operators under the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (the \$2 Scheme). The increase of \$1,714,564,000 (166.6%) over the revised estimate for 2020–21 is due to additional provision for reimbursing the revenue forgone to the participating public transport operators, including the amounts required for progressive implementation of enhancement measures under the \$2 Scheme.

6 Provision of \$4,600 million under *Subhead 256 Public Transport Fare Subsidy Scheme* is for the payment of public transport fare subsidy in 2021–22. The increase of \$2,428,600,000 (111.8%) over the revised estimate for 2020–21 is due to additional provision for the fare subsidy for public transport in 2021–22.

7 Provision of \$180,908,000 under *Subhead 260 Provision of Special Helping Measures for Outlying Island Ferry Routes* is for the provision of Special Helping Measures (SHM) to ferry operators in 2021–22. The increase of \$150,641,000 (497.7%) over the revised estimate for 2020–21 is due to additional provision for providing SHM for more ferry routes under the long-term operation model for outlying island ferry service.

Head 186 — TRANSPORT DEPARTMENT

Capital Account

Plant, Equipment and Works

8 Provision of \$241,123,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents an increase of \$84,197,000 (53.7%) over the revised estimate for 2020–21. This is mainly due to the increased requirement for new and replacement equipment and systems.

Subventions

9 Provision of \$45,145,000 under *Subhead 927 Rehabus services (block vote)* is for the procurement of rehabuses and the related systems and equipment, each costing above \$200,000 but not exceeding \$10 million. The increase of \$16,514,000 (57.7%) over the revised estimate for 2020–21 is mainly due to increase in expenditure on procurement of rehabuses and related equipment.

Head 186 — TRANSPORT DEPARTMENT

Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2020	Revised estimated expenditure for 2020–21	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Operating Account</i>						
700		<i>General non-recurrent</i>				
845		Setting up of a centralised settlement platform and related system enhancement for implementing the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with DisabilitiesΔ.....	225,197Δ	16,679	18	208,500
853		Relocation of Transport Department's operation centres to the West Kowloon Government Offices.....	56,049	38,513	12,422	5,114
855		Consultancy study on enhancing the walkability in Hong Kong	21,620	8,325	7,714	5,581
862		Strategic Study on Major Roads beyond 2030	27,500	—	1,770	25,730
890		Upgrading public transport ancillary facilities to benefit passengers through provision of one-off subsidy to franchised bus operators for installing seats and display panels for provision of real-time bus arrival information at bus stops/termini	88,270	8,696	6,013	73,561
892		Provision of subsidy to the franchised bus companies on the installation of appropriate safety devices on existing buses	500,000	—	39,000	461,000
897		Consultancy study on parking for commercial vehicles	9,900	5,232	1,392	3,276
89F		Provision of Special Helping Measures for the six major outlying island ferry routes during the extended licence period (2020–21)	102,084	—	31,667	70,417
89P		Set up a Smart Traffic Fund	1,150,000	—	2,300	1,147,700
89Q		Vessel Subsidy Scheme for outlying island ferry routes	6,897,070	—	653	6,896,417
			9,077,690	77,445	102,949	8,897,296

Capital Account

603		<i>Plant, vehicles and equipment</i>				
856		Replacement of high voltage and low voltage power supply system in the Tseung Kwan O Tunnel.....	70,560	9,000	13,500	48,060
857		Replacement of manual toll collection system and installation of e-payment system in Tate's Cairn Tunnel.....	27,050	1,000	2,250	23,800
858		Replacement of automatic fire alarm system in Cheung Tsing Tunnel	26,334	6,683	2,000	17,651

Head 186 — TRANSPORT DEPARTMENT

Commitments—Cont'd.

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2020	Revised estimated expenditure for 2020–21	Balance
			\$'000	\$'000	\$'000	\$'000
Capital Account—Cont'd.						
603	<i>Plant, vehicles and equipment—Cont'd.</i>					
859	Replacement of automatic fire alarm system in the Kai Tak Tunnel.....		22,680	1,500	1,200	19,980
860	Replacement of low voltage power supply system in the Kai Tak Tunnel.....		35,280	2,900	200	32,180
863	Replacement of fire service system at Tseung Kwan O Tunnel.....		13,507	1,400	—	12,107
866	Replacement of closed circuit television system in the Cross-Harbour Tunnel...		10,810	1,000	700	9,110
867	Replacement of high voltage power supply system in the Cheung Tsing Tunnel, Tsing Ma Control Area.....		50,400	2,500	—	47,900
870	Replacement of network for the central monitoring system in Tsing Sha Control Area		44,000	3,000	500	40,500
871	Replacement of high voltage power supply system in the Kai Tak Tunnel.....		33,900	1,700	200	32,000
872	Replacement of environmental monitoring system for Aberdeen Tunnel		12,600	800	7,319	4,481
873	Replacement of environmental monitoring system for Lion Rock Tunnel.....		12,600	800	8,500	3,300
882	Replacement of air-conditioning systems and equipment in the administration buildings in the Tsing Ma Control Area.....		14,520	550	1,000	12,970
883	Procurement of new generation of parking meter system and the associated equipment.....		304,000	19,402	38,808	245,790
894	Replacement of fire service system at the Cross-Harbour Tunnel		29,800	300	500	29,000
895	Replacement of central control and monitoring system in the Tate's Cairn Tunnel.....		29,610	1,150	7,700	20,760
89A	Replacement of tunnel ventilation system at the Aberdeen Tunnel.....		70,810	200	2,000	68,610
89B	Replacement of tunnel ventilation system at the Kai Tak Tunnel		169,000	1,000	1,000	167,000
89C	Implementation of free-flow tolling system at government tolled tunnels and the Tsing Sha Control Area.....		945,980	2,752	16,033	927,195
89D	Provision of real-time arrival information for green minibus		31,000	—	4,510	26,490

Head 186 — TRANSPORT DEPARTMENT

Commitments—Cont'd.

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2020	Revised estimated expenditure for 2020–21	Balance
			\$'000	\$'000	\$'000	\$'000
Capital Account—Cont'd.						
603	<i>Plant, vehicles and equipment—Cont'd.</i>					
89E	Replacement of public address systems at the Kai Tak Tunnel, Lion Rock Tunnel, Shing Mun Tunnels, Cross-Harbour Tunnel, Tseung Kwan O Tunnel and Eastern Harbour Crossing.....		10,960	160	1,610	9,190
89G	Replacement of tunnel ventilation system at the Tseung Kwan O Tunnel.....		46,000	—	460	45,540
89H	Replacement of central control and monitoring system in the Tseung Kwan O Tunnel.....		24,570	—	500	24,070
89J	Replacement of red light camera system and associated backend system.....		224,650	—	3,808	220,842
89K	Replacement of high voltage and low voltage power supply system in the Tate's Cairn Tunnel.....		113,400	—	500	112,900
89L	Replacement of fire service system at the Shing Mun Tunnels.....		54,180	—	1,000	53,180
89M	Replacement of closed circuit television system for Hong Kong Island.....		14,400	—	1,936	12,464
89N	Replacement of environmental monitoring system for the Tseung Kwan O Tunnel.....		11,340	—	3,994	7,346
89S	Replacement of fire service system at the Tate's Cairn Tunnel.....		79,040p	—	—	79,040
89T	Replacement of high voltage & low voltage electrical supply & distribution system and generator system at the Shing Mun Tunnels.....		132,380p	—	—	132,380
89U	Replacement of tunnel lighting system at the Eastern Harbour Crossing.....		125,410p	—	—	125,410
89V	Replacement of interconnection cable for high voltage system at the Aberdeen Tunnel.....		13,923p	—	—	13,923
89W	Replacement of integrated management system at Lantau Link and Ting Kau Bridge in Tsing Ma Control Area.....		29,610p	—	—	29,610

Head 186 — TRANSPORT DEPARTMENT

Commitments—Cont'd.

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2020	Revised estimated expenditure for 2020–21	Balance
			\$'000	\$'000	\$'000	\$'000
Capital Account—Cont'd.						
603		<i>Plant, vehicles and equipment—Cont'd.</i>				
	89X	Replacement of high mast lighting system at the Eastern Harbour Crossingp	11,510p	—	—	11,510
	89Y	Replacement of closed circuit television field equipment in Tsing Sha Control Areap	37,760p	—	—	37,760
			<u>2,883,574</u>	<u>57,797</u>	<u>121,728</u>	<u>2,704,049</u>
		Total	<u>11,961,264</u>	<u>135,242</u>	<u>224,677</u>	<u>11,601,345</u>

Δ The approved commitment for the item was \$17,197,000. An increase in commitment of \$208 million is sought in the context of the Appropriation Bill 2021.

p This is a new item, funding for which is sought in the context of the Appropriation Bill 2021.