

**Replies to initial written questions raised by Finance Committee Members in  
examining the Estimates of Expenditure 2009-10**

**Director of Bureau : Secretary for Transport and Housing  
Session No. : 14**

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**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)002**

Question Serial No.

0264

Head: 28 – Civil Aviation Department      Subhead (No. & title):

Programme:                      (3) Air Traffic Management

Controlling Officer:      Director-General of Civil Aviation

Director of Bureau:      Secretary for Transport and Housing

Question:

In paragraph 16 of Detail, it is mentioned under Matters Requiring Special Attention in 2009-10 that the Department will “recruit and train up more air traffic control staff to meet air traffic services demand”. Please provide the specific details of the number of staff to be recruited and the training involved.

Asked by: Hon. HO Chung-tai, Raymond

Reply:

In 2009-10, the Civil Aviation Department plans to recruit 24 Student Air Traffic Control Officers (SATCO) and six Air Traffic Flight Services Officers III (ATFSO III). All SATCO and ATFSO III will be given similar courses on elementary aviation training followed by professional air traffic control training. SATCO will have to undergo a much longer training process, including basic flying training, specialised air traffic control courses plus on-the-job training, and have to pass the required examinations in order to be qualified as fully-fledged air traffic control officers. The entire process takes about five to six years on average.

Signature \_\_\_\_\_

Name in block letters      NORMAN LO

Post Title      Director-General of Civil Aviation

Date      16.3.2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)003**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0486

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department mentions that during 2009-10, it will monitor airfield enhancement works at the Hong Kong International Airport, including the north satellite concourse and the additional terminal concourse, parking stands and associated taxiway system in the mid-field of the Airport to ensure that these new facilities meet aerodrome licensing standards. Please advise this Committee of:

- (a) the schedule of the enhancement works, including the commencement and completion dates of the works;
- (b) the expenditure involved for the works; and
- (c) any possible increase or decrease in the works expenditure as a result of the financial tsunami.

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

The Hong Kong International Airport (HKIA) is operated by the Airport Authority (AA) under an aerodrome licence issued by the Civil Aviation Department (CAD). The CAD is responsible for monitoring the airfield enhancement works at the HKIA to ensure that these new facilities meet aerodrome licensing standards.

According to the AA, construction of the north satellite concourse started in March 2007 and is scheduled for completion by December 2009. Development of the mid-field area will be undertaken in phases, with phase one (which includes the conceptual design for a passenger concourse and the construction of eight operational remote stands) starting in early 2010 and ending by the second quarter of 2011. Other phases of the mid-field development are still being studied by the AA. These works are funded by the AA and no resources are earmarked under Head 28.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NORMAN LO \_\_\_\_\_

Post Title \_\_\_\_\_ Director-General of Civil Aviation \_\_\_\_\_

Date \_\_\_\_\_ 16.3.2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)004**

Question Serial No.

0487

Head: 28 – Civil Aviation Department      Subhead (No. & title):

Programme:                    (3) Air Traffic Management

Controlling Officer:      Director-General of Civil Aviation

Director of Bureau:      Secretary for Transport and Housing

Question:

It is stated that during 2009-10, the Civil Aviation Department (CAD) will continue to co-ordinate with neighbouring Area Control Centres (ACCs) to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region. Please advise:

- (a) What kind of work is involved in the co-ordination?
- (b) What is the progress of the co-ordination? In particular, is there a division of labour already? Has it enhanced the aircraft movements in the region?
- (c) Will any expenses be incurred?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) The co-ordination of CAD with the neighbouring ACCs mainly involves:
  - (i) the study and implementation of short-term measures to improve air traffic control (ATC) within the area; and
  - (ii) the development of a medium to long-term plan to optimise the airspace and air traffic management in the region.
- (b) The co-ordination has made steady progress. Through the joint efforts of the relevant ATC units, improvements were made on flight level allocation and flight delays were reduced last year. As regards the medium to long-term airspace and air traffic management planning, the ACCs concerned have established a special working group to further develop and follow up the long-term airspace enhancement measures. Currently, the civil aviation authorities concerned are continuing to be responsible for handling air traffic within their respective airspace. In future, air traffic in the PRD region will be managed under the principles of joint airspace planning, use of common standards and harmonized flight procedure design in accordance with the long-term airspace plan. At present, our target remains to be to gradually increase the capacity of the existing runways to 68 aircraft movements per hour by 2015. We stand ready to consider if the target can be further increased when our ongoing liaison with the civil aviation authorities of the Mainland and Macao results in further improvement in the use of airspace and the co-ordination of air traffic management in the PRD region.

- (c) The above co-ordination work is undertaken by CAD's existing staff as part of their normal duties under Programme (3) and there is no separate breakdown on the expenses involved.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 16.3.2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)005**

Question Serial No.

Head: 28 – Civil Aviation Department      Subhead (No. & title):

0488

Programme:                      (3) Air Traffic Management

Controlling Officer:    Director-General of Civil Aviation

Director of Bureau:    Secretary for Transport and Housing

Question:

It is stated that during 2009-10, the Civil Aviation Department will recruit and train up more air traffic control staff to meet air traffic services demand. Please advise:

- (a) How many air traffic control staff will be recruited during 2009-10?
- (b) What is the wastage of air traffic control staff in the past 3 years (i.e. 2006-07, 2007-08 and 2008-09)?
- (c) What are the expenses involved in recruiting these air traffic control staff?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) In 2009-10, the Civil Aviation Department plans to recruit 30 air traffic control staff.
- (b) For the past three years, the numbers of air traffic control staff resigning or retiring from the civil service are as follows –

	<u>2006-07</u>	<u>2007-08</u>	<u>2008-09</u>	Total
Number	9	15	16	40

- (c) The annual staff cost of the 30 air traffic control staff in terms of notional annual mid-point salary value is \$9.42 million.

Signature \_\_\_\_\_

Name in block letters                      NORMAN LO

Post Title                      Director-General of Civil Aviation

Date                                      16.3.2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)006**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

2226

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The target processing time for applications for carriage of dangerous goods and munitions by air is set at 14 working days per application. What is the estimated expenditure on processing applications for carriage of dangerous goods and munitions by air in 2009? How many applications are expected to be received? Is there any plan to streamline the application procedure to shorten the processing time of 14 days?

Asked by: Hon. LAU Kin-yee, Miriam

Reply:

Based on the number of permissions granted in past years, it is estimated that there will be about 45 and 80 applications from airlines for carriage of dangerous goods and munitions of war respectively in 2009. Based on past experience, about 14 working days are required to process an application which involves the collection and examination of the required documentation from the applicant. To fulfill the relevant legal requirements and ensure flight safety, we do not see that there is scope to shorten the processing time at this stage. However, we will review the processing of these applications from time to time with a view to further streamlining the procedures where possible.

The resources needed for processing the applications are primarily staff costs and have been included in the overall provisions under Programme (2). There is no separate breakdown on the expenditure involved.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ NORMAN LO \_\_\_\_\_

Post Title \_\_\_\_\_ Director-General of Civil Aviation \_\_\_\_\_

Date \_\_\_\_\_ 16.3.2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)007**

Head: 28 – Civil Aviation Department      Subhead (No. & title):

Question Serial No.

2228

Programme:                      (3) Air Traffic Management

Controlling Officer:      Director-General of Civil Aviation

Director of Bureau:      Secretary for Transport and Housing

Question:

With regard to improving the efficiency of air traffic management in order to further enhance the runway capacity, what are the relevant work plan and targets for 2009-10?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

Enhancement of the runway capacity at the Hong Kong International Airport requires the support of various stakeholders. In 2009-10, the Civil Aviation Department (CAD) will continue to work hand in hand with air operators to enhance the air traffic management and flight procedures. CAD will also work with the Airport Authority to improve the airfield infrastructure. Furthermore, CAD will continue to liaise with the civil aviation authorities of the Mainland and Macao to improve the use of airspace and co-ordination of air traffic management in the Pearl River Delta region. It is our plan to increase the runway capacity from the existing 56 movements per hour to 58 movements per hour by the end of 2009.

Signature \_\_\_\_\_

Name in block letters      NORMAN LO

Post Title      Director-General of Civil Aviation

Date      16.3.2009













**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Head: 42 – Electrical and Mechanical Services      Subhead:  
Department

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the indicators on mechanical installation inspections and incident investigation related to the transport sector, please provide the following information:

For those incidents investigated in 2008, please provide the details of every incident involving tramway and peak tramway. Is there any prosecution action taken? If so, what are the details?

Asked by: Hon. LI Wah-ming, Fred

Reply:

In 2008, we conducted 12 incident investigations, out of which 11 were on tramway and one was on peak tramway. No prosecution action was taken for all the cases.

For tramway, seven cases were traffic accidents related to tram drivers, road vehicle drivers and pedestrians. Three cases were due to power supply equipment breakdown causing service disruption. The faulty equipment was immediately replaced. One case was the power collection component losing contact with the overhead line due to the tram driver not controlling speed properly. The Hong Kong Tramways Limited had enhanced its training for the drivers.

For peak tramway, there was one case of electronic component breakdown causing service disruption. Replacement was done immediately.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **HO KWONG WAI** \_\_\_\_\_

Post Title \_\_\_\_\_ **Director of Electrical and Mechanical Services** \_\_\_\_\_

Date \_\_\_\_\_ **18 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)015**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

2414

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The Highways Department has indicated that it will pursue the authorisation of the Central-Wan Chai Bypass and Island Eastern Corridor Link. Please advise on the details and the estimated expenditure for 2009-2010.

Asked by: Hon. CHAN Tanya

Reply:

The implementation of the Central-Wan Chai Bypass and Island Eastern Corridor Link will complete the strategic highway network on the northern shore of Hong Kong Island, and will be of paramount importance in alleviating the serious congestion along the Connaught Road Central / Harcourt Road / Gloucester Road corridor. Subsequent to further public engagement exercise in 2008, the amendment road scheme was gazetted on 5 December 2008. The Highways Department is handling the objections to the amendment road scheme. Subject to the timely resolution of the objections, the authorization of the road scheme and the approval of funding by the Finance Committee of the Legislative Council, we plan to commence the construction works in end 2009 for completion in 2017. The estimated expenditure for the project in 2009-2010 is \$49.92 million.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)016**

Head: 60 - Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

2415

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The Highways Department has indicated that it will complete the road works related to the 2009 East Asian Games. Please advise the details, the timetable and the estimated expenditure for 2009-2010 of the road works.

Asked by: Hon. CHAN Tanya

Reply:

The Administration will carry out traffic management-related roadworks, such as erection of road signs, amendments to road markings and modifications of street furniture for the 2009 East Asian Games. The Transport Department (TD) is currently examining the traffic impact assessments submitted by the 2009 East Asian Games (HK) Limited. After the traffic impact has been considered, TD and the Highways Department will work out the detailed scope and the cost estimate of the roadworks, as well as the implementation programme to ensure that the works will be completed before the 2009 East Asian Games start.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)017**

Question Serial No.

Head: 60 – Highways Department

Subhead  
(No. & title):

000 Operating  
expenses

0047

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Concerning the widening and reconstruction of Tuen Mun Road, please advise the Council of:

1. the latest progress and completion date of the widening works at Tsing Tin Interchange and the reconstruction and improvement works for Tuen Mun Road (Expressway Section) - Eastern Section;
2. the impact on the traffic condition in the vicinity upon commencement of the works at Tsing Tin Interchange, and whether traffic congestion at nearby roads has intensified;
3. the estimated final expenditure for completing the above works;
4. the time table, estimated expenditure and completion date for the reconstruction and improvement works for the remaining sections of Tuen Mun Road (Expressway Section) and the improvement works for the Tuen Mun Road Town Centre Section.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

1. The works for the widening of Tuen Mun Road at Tsing Tin Interchange commenced in June 2008 for completion by end 2009. The works for the reconstruction and improvement of Tuen Mun Road (Expressway Section) - Eastern Section commenced in October 2008 for completion by end 2014.
2. We have implemented appropriate temporary traffic arrangements for the widening of Tuen Mun Road at Tsing Tin Interchange. We have not observed any adverse impacts on the roads nearby since the commencement of the widening works.
3. The estimated costs for the above works are as follows:

Project / Part of Project	Estimated Cost (in money-of-the day (MOD) prices) (\$ million)
Widening of Tuen Mun Road at Tsing Tin Interchange	60.6

Project / Part of Project	Estimated Cost (in money-of-the day (MOD) prices) (\$ million)
Reconstruction and Improvement of Tuen Mun Road (Expressway Section) - Eastern Section	3,354.7 <sup>1</sup>

4. The timetables of construction and the estimated costs for improving the remaining sections of Tuen Mun Road (Expressway Section) and Tuen Mun Road Town Centre Section are as follows:

Project / Part of Project	Start	Target Completion	Estimated Cost (in MOD prices) (\$ million)
Remaining sections of Reconstruction and Improvement of Tuen Mun Road (Expressway Section) (in stages)	Feb 2009 – mid-2009	End 2014	3,449.6 <sup>2</sup>
Traffic Improvements to Tuen Mun Road Town Centre Section	End 2009	End 2013	1,809.3

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 19 March 2009

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<sup>1</sup> and <sup>2</sup> The estimated cost for the reconstruction and improvement of Tuen Mun Road (Expressway Section) – Eastern Section (i.e. \$3,354.7 million) and that for the remaining sections of reconstruction and improvement of Tuen Mun Road (Expressway Section) (in stages) (i.e. \$3,449.6 million) add up to the revised total estimate for 6746TH – Reconstruction and Improvement of Tuen Mun Road. The Administration intends to seek the funding approval of the Finance Committee of the Legislative Council (LegCo) in April 2009 to increase the approved project estimate for 6746TH from \$4,620.5 million by \$2,183.8 million to \$6,804.3 million (in MOD prices). The LegCo Transport Panel discussed this proposal to increase the APE at its meeting on 27 February 2009.

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)018**

Head: 60 - Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

0049

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide details about the preparatory work for the following pedestrian facilities construction works, including the estimated expenditure, works commencement date and works programme:

- a. enhancement of the footbridges in Tsim Sha Tsui East;
- b. Centre Street escalator link (Stage 1).

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

- a. The project "Enhancement of Footbridges in Tsim Sha Tsui East" (PWP Item No. 153TB) has been upgraded to Category A at an estimated cost of \$59.6 million in money-of-the-day prices. Tenders for the construction works are now being assessed. Construction is anticipated to commence in the third quarter of 2009 for completion by mid-2011.
- b. We are finalizing the detailed design for the Centre Street Escalator Link (Stage 1), the cost estimate of which is \$53.3 million in September 2008 prices. We plan to consult the Panel on Transport of the Legislative Council (LegCo) on the funding application for the project in April 2009. Subject to funding approval by the Finance Committee of the LegCo, construction is anticipated to commence in late 2009 for completion in 2012.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 19 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)019**

Question Serial No.

0050

Head: 60 – Highways Department                      Subhead                      000 Operational  
(No. & title):                      expenses

Programme:                      (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Provision for 2009-2010 under this programme is \$51.8 million higher than the revised estimate for 2008-2009. Please set out the increased provision for and provide details about the proposed additional maintenance works, the vacancies filled in 2008-2009 and the creation of four posts in 2009-2010.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

The increase in the provision under Programme (2) District and Maintenance is made up as follows –

- (a) increased provision of \$29.0 million for meeting the higher prices of maintenance works ordered under the new term contracts for the New Territories West and Kowloon regions which will be in effect starting from 1 April 2009 ;
- (b) increased provision of \$10.0 million for the maintenance of additional electrical and mechanical structures (e.g. lifts, escalators, pump rooms, etc.);
- (c) filling of 33 vacancies in 2008-2009 for the maintenance of new roads taken over and for the administration and operation of excavation and road works permits with additional salary provision of \$4.0 million in 2009-2010;
- (d) provision of \$1.4 million for creation of four posts (1 Electrical and Mechanical Engineer/ Assistant Electrical and Mechanical Engineer, 1 Assistant Inspector of Works, 1 Technical Officer/Technical Officer Trainee (Civil) and 1 Works Supervisor I) in 2009-2010 for the maintenance of the Shenzhen section of the Shenzhen Bay Bridge (formerly known as the Hong Kong-Shenzhen Western Corridor); and
- (e) the remaining \$7.4 million of the increase in provision is to meet salary increments, additional energy consumption and other operating expenses of the Highways Department.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 19 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)020**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

0051

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the assessment of proposals on the Northern Link, please give reasons for the slow progress since the beginning of such work. Is the Government considering the abandonment of the Northern Link project? If not, please provide details about the latest progress in respect of the most up-to-date alignment, construction costs, commencement date and expected completion date at this stage.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

The current proposal of the Northern Link (NOL) is a railway line connecting the existing Kam Sheung Road Station of the West Rail Line to the Lok Ma Chau Station at the boundary, with a station at Chau Tau for interchanging with the Spur Line. It will therefore link the West Rail Line and the East Rail Line in the north of the New Territories, and will provide cross boundary rail service for the Northwest New Territories.

The planning of the NOL needs to take into account the planning parameters for the New Territories New Development Areas. It is anticipated that preliminary study results regarding the land use and population/employment data will be available in early 2010. We will then review the NOL project regarding its proposed alignment, the locations of the railway stations and the implementation timetable.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)021**

Head: 60 – Highways Department      Subhead      000 Operational  
(No. & title):      expenses

Question Serial No.

0052

Programme:      (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the key performance measures under this programme, the target cumulative progress for the item “formulating, negotiating and agreeing on detailed implementation plans for the Shatin to Central Link” for 2009-10 is only 5% higher than that of the previous year. What is the reason for setting the target like this? Please provide details about the latest progress in respect of the most up-to-date route, construction cost, commencement date and expected completion date at this stage.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

The cumulative percentage completion up to 2008 for the formulating, negotiating and agreeing on detailed implementation plans for the Shatin to Central Link (SCL) was 90%. We are now planning to finalise the SCL scheme for gazettal in late 2009. Base on the work involved, the cumulative percentage completion in 2009 is targeted at 95%. The authorisation of the SCL scheme and the commencement of construction are scheduled for 2010.

There are two sections in the SCL - Tai Wai to Hung Hom section and the cross harbour section. The Tai Wai to Hung Hom section is an extension of the Ma On Shan Line from Tai Wai, via Diamond Hill, Kai Tak, To Kwa Wan, Ma Tau Wai, Ho Man Tin to Hung Hom. We are also working towards including a station at Hin Keng in Shatin in the forthcoming gazettal. The cross harbour section will extend the existing East Rail Line from Hung Hom to Admiralty with an intermediate station at the Hong Kong Convention and Exhibition Centre.

The estimated cost for the SCL is \$37.4 billion (in 2007 prices).

Subject to the approval of the Finance Committee, the current target is to commence construction of the SCL in 2010. The Tai Wai to Hung Hom section will be completed in 2015, while the cross harbour section is expected to be completed around 2019 due to the complex programme interfaces with the Wan Chai Development Phase II reclamation and the Central-Wan Chai Bypass.

Signature \_\_\_\_\_

Name in block letters      WAI CHI SING

Post Title      Director of Highways

Date      18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)022**

Head: 60 - Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

0053

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The Highways Department has planned to complete the road works related to the 2009 East Asian Games. Please advise –

- (a) Which are the roads involved?
- (b) What is the expenditure involved?
- (c) Will there be any changes in land use for the sites occupied by the roads concerned after the conclusion of the East Asian Games? If yes, what will these sites be used for?

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

(a) and (b)

The Administration will carry out traffic management-related roadworks, such as erection of road signs, amendments to road markings and modifications of street furniture, for the 2009 East Asian Games. The Transport Department (TD) is currently examining the traffic impact assessments submitted by the 2009 East Asian Games (HK) Limited. After the traffic impact has been considered, TD and the Highways Department will work out the detailed scope and the cost estimate of the roadworks, as well as the implementation programme to ensure that the works will be completed before the 2009 East Asian Games start.

- (c) It is anticipated that there will not be changes in the land use for the sites occupied by the roads concerned after the completion of the 2009 East Asian Games.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)023**

Question Serial  
No.

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

0171

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the key performance measures under this programme, please provide details about the item “formulating, negotiating and agreeing on detailed implementation plans for the Kwun Tong Line Extension”.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

The MTR Corporation Limited started the preliminary design of the Kwun Tong Line Extension in mid-2008, which is expected to complete in the third quarter of 2009 to enable the gazetting of the railway scheme. Subject to the authorisation of the railway scheme, we aim to commence the construction of the Extension in 2010 for completion in 2015.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 17 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)024**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

0392

Programme: (4) Technical Services

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “improved streetscape, more greening, better lighting fixtures and appropriate landscaping works” mentioned under this programme, please advise –

- (a) the number and details of the works scheduled for 2009-10 and the provision involved; and
- (b) the energy efficiency and savings in energy to be achieved by using new lighting fixtures.

Asked by: Hon CHENG Kar-foo, Andrew

Reply:

- (a) The number, details and estimated expenditures of the works scheduled for 2009-10 are as follows –

Works	Number of Works	Estimated expenditure in 2009-10 (\$ million)
(i) Resurfacing of footpaths with slabs	36 Works	34.5
(ii) Greening of slopes	10 Works	0.5
(iii) Implementation of decorative lighting schemes	8 Schemes	5.0
(iv) Installation of Cosmopolis lights	500 Lights	2.2
(v) Installation of T5 lamps	13 Systems	5.4
(vi) Installation of dimmable electronic ballasts	3 000 Ballasts	1.8
(vii) Installation of dimmers	10 Systems	0.6
	Total	50.0

- (b) Items (a)(iv) to (a)(vii) above are works which involve the use of new lighting fixtures. Of these, items (a)(iv) and (a)(v) are schemes mainly for the replacement of aging lighting fixtures with new ones with energy saving effects, whilst items (a)(vi) and (a)(vii) are energy saving initiatives. It is estimated that these works will altogether result in an annual saving of about \$0.57 million in electricity expenditure.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 20 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)025**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

0393

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the planning and construction of the South Island Line (East), please inform this Committee of the following-

1. the latest construction cost, commencement date and expected completion date for the South Island Line (East) at this stage;
2. whether the Government will conduct planning for the construction of the South Island Line (West), and if yes, the details about the expenditure and the project.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

1. We plan to start the construction of the South Island Line (East) in 2011 for commissioning no later than 2015. The estimated project cost of the South Island Line (East) exceeds \$7 billion (in 2007 prices). The project cost will be examined further as the design work progresses. We are consulting the public on this project and hope to gazette the railway scheme in mid-2009 to take forward the project further.
2. The South Island Line (West) will serve Aberdeen, Wah Fu Estate and Pok Fu Lam. Serious congestion does not frequently occur along Pokfulam Road and Victoria Road. The implementation of the West Island Line and South Island Line (East) will maintain the traffic situation along these two roads at acceptable level. We will continue to monitor the traffic demand for the Southern District and keep the South Island Line (West) under review.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)026**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

0394

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the studies on the proposal of establishing a direct rail link between the Hong Kong International Airport and the Shenzhen International Airport, please advise this Committee of the details about the tasks to be performed in 2009-2010, the estimated expenditure and the completion time for the studies.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

The joint preliminary study commissioned by the HKSAR Government and the Shenzhen Municipal Government has concluded that it is technically feasible to construct the Hong Kong-Shenzhen Airport Rail Link (ARL). The Airport Authority Hong Kong (AAHK) is conducting further studies on how airlines and the two airports could work seamlessly in relation to the proposed ARL project. These further studies are funded by AAHK, and are expected to complete in mid-2009.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 17 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)027**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

1419

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

It was mentioned under this programme that the Government would continue to implement pedestrian schemes. Please provide details about the pedestrian schemes that are being implemented and those scheduled to commence in 2009 in the 18 districts, including their completion timetable and expenditure involved.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

(a) The details of pedestrian schemes that are being implemented are tabulated below-

District	Location	Target Completion Date	Project Estimate (\$ million)	Estimated Expenditure in 2009-10 (\$ million)
Wan Chai	Lockhart Road (between Cannon Street and East Point Road)	Early 2010	1.6	1.0
Yau Tsim Mong	Bowring Street (between Nathan Road and Parkes Street)	Mid 2009	4.0	0.9
	Saigon Street (between Nathan Road and Shanghai Street)	End 2009		
	Woosung Street (between Jordan Road and Kansu Street)	End 2010		
Sham Shui Po	Yu Chau Street (between Yen Chow Street and Nam Cheong Street)	End 2009	1.5	0.2

(b) The details of pedestrian schemes that are scheduled to start in 2009 are tabulated below-

District	Location	Target Completion Date	Project Estimate (\$ million)	Estimated Expenditure in 2009-10 (\$ million)
Central	Queen's Road Central (between Pedder Street and Pottinger Street)	Early 2011	5.7	1.0

District	Location	Target Completion Date	Project Estimate (\$ million)	Estimated Expenditure in 2009-10 (\$ million)
Yau Tsim Mong	Parkes Street (between Jordan Road and Saigon Street)	Mid 2010	2.4	0.4
	Ning Po Street (between Nathan Road and Shanghai Street)	Early 2010		
	Pak Hoi Street (between Nathan Road and Shanghai Street)	End 2009		
	Peking Road (between Nathan Road and Hankow Road)	Early 2010	0.7	0.7
	Prat Avenue (between Hart Avenue and Chatham Road South)	Early 2010	0.7	0.7
Sham Shui Po	Kweilin Street (between Yu Chau Street and Un Chow Street)	Mid 2010	0.75	0.1

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 19 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)028**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

0005

Programme: (1) Capital Projects and (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide details about the planning, latest progress and the timetable for completing the works for the following new railways and major highway projects:

- (a) Tseung Kwan O Extension (Phase II) ; and
- (b) Central-Wan Chai Bypass and Island Eastern Corridor Link

Asked by: Hon. CHEUNG Hok-ming

Reply:

- (a) The construction works of the Tseung Kwan O South Station commenced in June 2006 and are scheduled for completion in May 2009. The testing and commissioning of the railway system associated with the Station have just been completed. The Station will be open in the second quarter of this year.
- (b) The implementation of the Central-Wan Chai Bypass and Island Eastern Corridor Link will complete the strategic highway network on the northern shore of Hong Kong Island, and will be of paramount importance in alleviating the serious congestion along the Connaught Road Central / Harcourt Road / Gloucester Road corridor. Subsequent to further public engagement exercise in 2008, the amendment road scheme was gazetted on 5 December 2008. The Highways Department is handling the objections to the amendment road scheme. Subject to the timely resolution of the objections, the authorization of the road scheme and the approval of funding by the Finance Committee of the Legislative Council, we plan to commence the construction works in end 2009 for completion in 2017.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)029**

Head: 60 – Highways Department                      Subhead        000 Operational  
(No. & title): expenses

Question Serial No.

0008

Programme:                      (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to improving the environment for pedestrians:

1. what is the latest progress of the implementation of pedestrian schemes in various districts?
2. what is the expenditure involved in 2006-07, 2007-08 and 2008-09?
3. did the Administration conduct any review or take follow-up action upon completion of these schemes? If yes, please provide details.

Asked by: Hon. CHEUNG Hok-ming

Reply:

1. Since March 2000, we have implemented seven sections of full-time pedestrian streets, 30 sections of part-time pedestrian streets and 40 sections of traffic calming streets in Central, Wan Chai, Causeway Bay, North Point, Stanley, Tsim Sha Tsui, Jordan, Mong Kok, Sham Shui Po, Yuen Long and Sheung Shui. We plan to implement more traffic calming streets in Wan Chai, Yau Tsim Mong and Sham Shui Po.
2. The expenditure involved in 2006-07, 2007-08 and 2008-09 is as follows :

District	Location	Expenditure (\$ million)		
		2006-07	2007-08	2008-09 (Revised estimate)
Wan Chai	Yun Ping Road (between Kai Chiu Road and Leighton Road) Lee Garden Road Paterson Street (between Great George Street and Kingston Street) Great George Street (between Paterson Street and Gloucester Road) Lockhart Road (between Cannon Street and East Point Road) Yiu Wah Street	0.1	0.6	0.3

District	Location	Expenditure (\$ million)		
		2006-07	2007-08	2008-09 (Revised estimate)
Yau Tsim Mong	Nanking Street (between Nathan Road and Shanghai Street) Pilkem Street (between Jordan Road and Austin Road) Temple Street (between Jordan Road and Kansu Street) Woosung Street (between Jordan Road and Kansu Street) Parkes Street (between Jordan Road and Saigon Street) Bowring Street (between Nathan Road and Parkes Street) Ning Po Street (between Nathan Road and Shanghai Street) Saigon Street (between Parkes Street and Shanghai Street) Pak Hoi Street (between Nathan Road and Shanghai Street) Shanghai Street (between Jordan Road and Kansu Street)	1.5	1.8	1.0
Sham Shui Po	Fuk Wa Street (between Yen Chow Street and Nam Cheong Street) Pei Ho Street (between Yu Chau Street and Un Chau Street) Fuk Wing Street (between Yen Chow Street and Nam Cheong Street) Kweilin Street (between Yu Chau Street and Un Chau Street) Yu Chau Street (between Yen Chow Street and Nam Cheong Street) Nam Cheong Street (between Un Chau Street and Yu Chau Street) Apliu Street (between Yen Chow Street and Nam Cheong Street)	1.2	1.9	1.2
	Total expenditure	2.8	4.3	2.5

3. We monitor the effectiveness of the implemented pedestrian schemes on an on-going basis. The schemes are effective in improving pedestrian circulation, and in eliminating pedestrian/vehicle conflict. However, certain street management issues have arisen. Street performances, fund raising, commercial promotion activities etc occupy some road space causing nuisances and arousing public concerns. All the concerned departments have been taking follow up actions to rectify the problem and the situation has now generally improved. They will continue to monitor the situation and strengthen the enforcement action as necessary. In the Yau Tsim Mong District, for example, the District Council has set up an inter-departmental working group on pedestrianisation in Mong Kok including the Transport Department, Hong Kong Police

Force, Home Affairs Department, Food and Environmental Hygiene Department and Lands Department, to enhance the coordination in dealing with the street management issues.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 19 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)030**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

0013

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the planning and latest progress of the Shatin to Central Link, please inform this Committee:

1. whether the construction of Hin Keng Station has been confirmed, and the reason for the decision;
2. whether the above decision affects the cost and completion date of the Shatin to Central Link. If yes, please provide details about the impact.

Asked by: Hon. CHEUNG Hok-ming

Reply:

We have included the Hin Keng Station in our planning of the Shatin to Central Link (SCL), which will be included in the railway scheme to be gazetted under the Railways Ordinance. An additional Hin Keng Station would facilitate the residents in the vicinity to gain access to the SCL without having to go to Tai Wai Station, thus relieving the congestion at that interchange station. Moreover, there are a number of community facilities near Hin Keng Estate, such as the Hin Tin Swimming Pool and the adjacent soccer pitches which have attracted a lot of users from outside Hin Keng district.

The inclusion of the Hin Keng Station will add to the project cost but the construction of this station at the same time with the SCL project will be more cost effective and will avoid possible disruption to the SCL operation and inconvenience to the passengers. The overall completion date of the SCL will not be affected by the construction of the Hin Keng Station.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)031**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

0791

Programme: (4) Technical Services

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The number of road lighting points completed by the Administration in 2007 and 2008 are 6 450 and 6 536 respectively. How many of the lighting points were installed in rural areas? Please provide a list of these lighting points by district and village.

Asked by: Hon. CHEUNG Hok-ming

Reply:

A total number of 307 and 881 new lighting points were completed in village areas in 2007 and 2008 respectively. A breakdown of the number of completed lighting points in these two years is as follows –

District	Village	Completed Lighting Point(s) in 2007
Central & Western	Po Fu Lam Village	1
Islands	Ha Tsuen Long Luk Tei Tong	1
Islands	Ham Tin Village	1
Islands	Ho King Toi	1
Islands	Lo So Shing	2
Islands	Lo Tik Wan	2
Islands	Lo Uk	1
Islands	Lutheran Village	1
Islands	Ngong Ping Village	3
Islands	Pak Kok Tsuen	1
Islands	Pak Mong	2
Islands	Pak Mong Village	1
Islands	Po Wah Yuen	1
Islands	Pui O Lo Wai Tsuen	1
Islands	San Shek Wan	2
Islands	Sha Tsui Tau	2
Islands	Shek Mun Kap	2
Islands	Tai O	1
Islands	Tai Yuen New Village	1
Islands	Tai Yuen San Tsuen	2
Islands	Tai Yuen Village	2
Islands	Yuen Ling Tsai	1

District	Village	Completed Lighting Point(s) in 2007
Islands	Yung Shuen Wan	4
Kwai Tsing	Lower Shing Mun Village	1
Kwun Tong	Cha Kwo Ling	9
North	Ap Chau Village	11
North	Chow Tin Tsuen	2
North	Fu Tei Au Village	1
North	Fung Kong	3
North	Ho Sheung Heung Village	1
North	Hung Lung Hang	3
North	Kam Tsin Village	4
North	Kat Tin Tsuen	1
North	Kwan Tei North Village	1
North	Kwan Tei Village	2
North	Ling Shan Tsuen	1
North	Lui Pok Village	1
North	On Po Village	1
North	Ping Yeung Village	2
North	San Wai	6
North	Shek Wu San Tsuen	1
North	Sheung Shui Wa Shan	1
North	Siu Hang San Tsuen	1
North	Siu Hang Tsuen	1
North	Ta Kwu Ling Village	1
North	Tai Lung Village	1
North	Tak Yuet Lau Village	1
North	Tong Hang Village	1
North	Tong Kung Leng Village	2
North	Tsiu Keng	1
North	Tsz Tong Tsuen	1
North	Wing Ning Tsuen	1
Sai Kung	Hang Hau	3
Sai Kung	Hing Keng Shek Village	6
Sai Kung	Ho Chung New Village	1
Sai Kung	Kap Bin Long Village	2
Sai Kung	Kau Sai San Tsuen	4
Sai Kung	Long Keng Village	4
Sai Kung	Mang Kung Uk Village	1
Sai Kung	Mang Kung Wo	11
Sai Kung	O Tau Village	4
Sai Kung	Pak Sha Wan Village	4
Sai Kung	Pak Shek Wo New Village	1
Sai Kung	Pan Long Wan	2
Sai Kung	Pak Wai	4
Sai Kung	Sha Kok Mei Village	3
Sai Kung	Sheung Sze Wan Village	1
Sai Kung	Tai Mong Tsai Village	4
Sai Kung	Tai Po Tsai Village	2
Sai Kung	Tan Cheung	1

District	Village	Completed Lighting Point(s) in 2007
Sai Kung	Tseng Lan Shue Village	5
Sai Kung	Tui Min Hoi Village	1
Sai Kung	Wong Chuk Wan Village	1
Sha Tin	Kau To Village	2
Sha Tin	Yau Oi Tsuen	5
Southern	San Wai Village	1
Tai Po	A Shan	2
Tai Po	Cheung Muk Tau Village	1
Tai Po	Ha Hang Village	1
Tai Po	Kam Shan Village	6
Tai Po	Sai O Village	6
Tai Po	San Uk Tsai Village	1
Tai Po	Shan Tong New Village	4
Tai Po	She Shan Village	1
Tai Po	Shuen Wan Chan Uk Village	1
Tai Po	Tai Hang Village	3
Tai Po	Tai Po Mei Village	3
Tai Po	Tai Po Tau	4
Tai Po	Tai Wo Tsuen	2
Tai Po	Tin Liu Village	1
Tai Po	Wong Chuk Tsuen	3
Tai Po	Wong Yi Au Village	1
Tai Po	Ying Pun Ha	3
Tai Po	Yuen Leng Village	1
Tsuen Wan	Ha Fa Shan	3
Tsuen Wan	Sham Tseng Village	3
Tuen Mun	Kar Wo Lei	1
Tuen Mun	Sun Fung Wai Village	1
Tuen Mun	Tsing Chuen Wai Village	1
Tuen Mun	Yick Yuen Tsuen	3
Yuen Long	Fan Tin Tsuen	2
Yuen Long	Ha Pak Nai	10
Yuen Long	Hang Mei Tsuen	1
Yuen Long	Ho Pui Tsuen	1
Yuen Long	Lau Fau Shan	1
Yuen Long	Lui Kung Tin Tsuen	1
Yuen Long	Ma Tin Tsuen	1
Yuen Long	Mai Po	3
Yuen Long	Mai Po Tsuen	5
Yuen Long	Nam Hang Pai	5
Yuen Long	Nam Hang Tsuen	1
Yuen Long	Pak Sha Tsuen	2
Yuen Long	San Lung Tsuen	1
Yuen Long	San Sang Tsuen	1
Yuen Long	San Wai Village	1
Yuen Long	Sha Kiu Tsuen	1
Yuen Long	Sham Chung Tsuen	2
Yuen Long	Shan Pui Hung Tin Tsuen	1

District	Village	Completed Lighting Point(s) in 2007
Yuen Long	Shek Wu Tong	2
Yuen Long	Sheung Che Tsuen	2
Yuen Long	Shung Ching San Tsuen	1
Yuen Long	South of Ko Po San Tsuen	6
Yuen Long	Tai Tong Tsuen	2
Yuen Long	To Uk Tsuen	9
Yuen Long	Tsat Sing Kong Tsuen	1
Yuen Long	Tung Shing Lei	5
Yuen Long	Wang Toi Shan	1
Yuen Long	Wang Toi Shan Ho Lik Pui Tsuen	1
Yuen Long	Wang Toi Shan San Tsuen	1
Yuen Long	Wang Toi Shan Wing Ning Lei Tsuen	2
Yuen Long	Wing Lung Wai Village	1
Yuen Long	Wing Ning San Tsuen	1
Yuen Long	Wong Nai Tun	1
Yuen Long	Yau Uk Tsuen	1
Yuen Long	Yuen Kong San Tsuen	1
Yuen Long	Yuen Kong Tsuen	1
	Total	307

District	Village	Completed Lighting Point(s) in 2008
Islands	Chek Lap Kok Village	3
Islands	Cheung Chau	1
Islands	Cheung Sha Lan	2
Islands	Cheung Sha Sheung Tsuen	1
Islands	Chung Tsai Tsuen	1
Islands	Fan Lau Village	2
Islands	Kat Hing Back Street	3
Islands	Keung Shan Upper and Luk Wu	1
Islands	Ko Long Village	1
Islands	Ko Shan Tsuen	1
Islands	Lo Tik Wan	4
Islands	Lo Uk South Lantau	1
Islands	Mui Wo Kau Tsuen	2
Islands	Nam Tam	2
Islands	Ngau Au Village	2
Islands	Ngong Ping Village	2
Islands	Pak Kok Tsuen	2
Islands	Peng Chau	1
Islands	Round Table Village	1
Islands	San Shek Wan	1
Islands	San Tau	1
Islands	Self Help Care Village	2
Islands	Sha Po Old Village	1
Islands	Sham Shek Village	1

District	Village	Completed Lighting Point(s) in 2008
Islands	Shek Lau Po Village	1
Islands	Shek Tsai Po Village	2
Islands	Sheung Ling Pei Village	1
Islands	Sun Kei Pan	1
Islands	Tai Long Village	2
Islands	Tai Lung Tsuen	1
Islands	Tai O	2
Islands	Tai Tei Tong	4
Islands	Tai Wo	1
Islands	Tai Yuen Village	1
Islands	Tong Fuk	2
Islands	Wan Tsai	1
Islands	Wang Hang	1
Islands	Wo Tin	1
Islands	Wo Tin Village	7
Islands	Ying Sin Leung Care Village	7
Islands	Yuen Ling Tsai	1
Islands	Yung Shue Wan	1
Kwai Tsing	Cheung Po Tsuen	1
Kwai Tsing	Lutheran Village	2
Kwun Tong	Cha Kwo Ling	4
North	Fan Yuen	5
North	Fanling Lau Village	2
North	Fanling Wai	1
North	Fung Kong	6
North	Ha Shan Kai Wat Village	4
North	Hang Tau Tsuen	12
North	Ho Sheung Heung Village	1
North	Hung Lung Hang	2
North	Kai Leng	7
North	Kai Leng Village	2
North	Kan Kung Wai Village	1
North	Kuk Po Village	1
North	Kwan Tei North Village	5
North	Kwan Tei Village	11
North	Kwu Tung (North)	11
North	Lei Uk Tsuen	1
North	Leng Tsai Village	3
North	Liu Pok Village	9
North	Loi Tung Village	5
North	Ma Liu Shui San Tsuen	1
North	Ma Mei Ha Village	2
North	Ma Tseuk Leng Ha Village	5
North	Ma Wat Wai Village	2
North	Muk Min Tau	6
North	On Po Village	11
North	Pak Tin New Village	5
North	Ping Che Kat Tin	2

District	Village	Completed Lighting Point(s) in 2008
North	Ping Kong Village	3
North	Ping Yeung	1
North	Ping Yeung San Tsuen	1
North	Po Sheung Tsuen	2
North	Shek Wu San Tsuen	1
North	Sheung Him Tong Village	1
North	Sing Ping Village	1
North	Siu Hang San Tsuen	3
North	Tai Po Tin Village	5
North	Tai Tong Wu Village	3
North	Tam Shui Hang Village	7
North	Tin Ping Shan	8
North	Tong Hang Village	4
North	Tong Kung Leng Village	1
North	Tong To Village	4
North	Tsiu Keng Lo Wai	3
North	Tsung Pak Long Village	1
North	Tung Kok Wai Village	1
North	Wang Leng	4
North	Wang Shan Keuk Village	1
North	Wo Hop Shek Village	2
North	Ying Pun Village	8
Sai Kung	Denon Terrace	1
Sai Kung	Hing Keng Shek Village	1
Sai Kung	Ho Chung New Village	1
Sai Kung	Kau Sai San Tsuen	5
Sai Kung	Lung Wo	2
Sai Kung	Mang Kung Wo	1
Sai Kung	Mok Tse Che	2
Sai Kung	Pak Kong Au New Village	5
Sai Kung	Pak Kong Village	13
Sai Kung	Pak Shek Wo	3
Sai Kung	Pak Shek Wo New Village	4
Sai Kung	Pak Tam Village	3
Sai Kung	Sam Long	4
Sai Kung	Shui Bin Village	2
Sai Kung	Tai Chung Hau	1
Sai Kung	Tai Chung Hau Village	1
Sai Kung	Tai Hang Hau	1
Sai Kung	Tai Lam Wu Village	9
Sai Kung	Tan Cheung	5
Sai Kung	Tsam Chuk Wan Village	4
Sai Kung	Tseng Lan Shue Village	11
Sai Kung	Tso Wo Hang Village	2
Sha Tin	A Kung Kok Village	4
Sha Tin	Fa Sam Hang Village	2
Sha Tin	Ha Keng Hau Village	1
Sha Tin	Ha Wo Che Village	12

District	Village	Completed Lighting Point(s) in 2008
Sha Tin	Kak Tin Village	1
Sha Tin	Kau To Village	3
Sha Tin	Kwei Tei Village	2
Sha Tin	Kwun Yam Shan Village	5
Sha Tin	Ngau Pei Sha Village	1
Sha Tin	Pai Tau Village	5
Sha Tin	Pak Tin Area 5	3
Sha Tin	Sha Tin Wai Village	4
Sha Tin	Shek Kwu Lung Village	1
Sha Tin	Siu Lek Yuen Village	2
Sha Tin	Tai Shui Hang Village	4
Sha Tin	Tai Wai New Village	4
Sha Tin	Tung Lo Wan Village	1
Sha Tin	Wong Nai Tau Village	1
Tai Po	Care Village	3
Tai Po	Chai Kek Village	6
Tai Po	Che Ha Village	4
Tai Po	Cheung Muk Tau	8
Tai Po	Cheung Uk Tei Village	1
Tai Po	Ha Wai	1
Tai Po	Ha Wong Yi Au	12
Tai Po	Hang Ha Po	1
Tai Po	Kam Shan	3
Tai Po	Kau Lung Hang	4
Tai Po	Ko Tong	1
Tai Po	Lo Tsz Tin	5
Tai Po	Lung Mei Village	11
Tai Po	Ma Kwu Lam Village	9
Tai Po	Nam Wah Po	2
Tai Po	Ng Tung Chai	1
Tai Po	Nga Yiu Tau	5
Tai Po	Pak Ngau Shek Village	8
Tai Po	Pan Chung	9
Tai Po	Pun Shan Chau Village	8
Tai Po	Sai O	1
Tai Po	San Tau Kok	1
Tai Po	San Uk Tsai	10
Tai Po	Shui Wo	12
Tai Po	Tai Mong Che	3
Tai Po	Tai Om	1
Tai Po	Tai Tan	2
Tai Po	Tai Tung	12
Tai Po	Tai Wo	30
Tai Po	Tai Wo Tsuen	1
Tai Po	Tap Mun	4
Tai Po	Ting Kok	1
Tai Po	Tong Min Tsuen	1
Tai Po	Tong Sheung Tsuen	2

District	Village	Completed Lighting Point(s) in 2008
Tai Po	Tung Tsz	3
Tai Po	Yuen Leng	1
Tsuen Wan	Chuen Lung	1
Tsuen Wan	Ha Fa Shan	1
Tsuen Wan	Hon Man Ha Tsuen	1
Tsuen Wan	Lo Wai Village	1
Tsuen Wan	Pai Min Kok Village	1
Tsuen Wan	Sam Tung Uk	1
Tsuen Wan	San Tsuen	1
Tsuen Wan	Tsing Fai Tong Village	1
Tsuen Wan	Tsing Lung Tau Tsuen	2
Tsuen Wan	Yau Kom Tau Village	1
Tuen Mun	Fuk Hang Tsuen	1
Tuen Mun	Kwong Shan Tsuen	3
Tuen Mun	Nai Wai	1
Tuen Mun	Sha Po Kong	1
Tuen Mun	Siu Lam Village	2
Tuen Mun	So Kwun Wat Village	1
Tuen Mun	Tseng Tau Tsuen (Middle and Lower)	1
Tuen Mun	Tsing Chuen Wai Village	6
Tuen Mun	Tuen Tsz Wai Village	2
Yuen Long	Chau Tau Tsuen	1
Yuen Long	Chuk Hang Tsuen	1
Yuen Long	Chuk San Tsuen	1
Yuen Long	Chuk Yuen Tsuen	2
Yuen Long	Fan Tin Tsuen	2
Yuen Long	Fuk Hing Lei	1
Yuen Long	Fuk Hing Tsuen	1
Yuen Long	Fung Chi Tsuen	1
Yuen Long	Ha Che Tsuen	1
Yuen Long	Ha Pak Nai	2
Yuen Long	Ha Tsuen Shi Village	1
Yuen Long	Ha Yau Tin Tsuen	1
Yuen Long	Kam Hing Wai Village	1
Yuen Long	Lung Tin Tsuen	4
Yuen Long	Ma On Kong Tsuen	1
Yuen Long	Mong Tseng Tsuen	1
Yuen Long	Muk Kiu Tau Tsuen	1
Yuen Long	Nam Bin Wai Village	1
Yuen Long	Nam Hang Tsuen	7
Yuen Long	Ng Ka Tsuen	1
Yuen Long	Ngau Hom Tsuen	1
Yuen Long	Ngau Keng Tsuen	16
Yuen Long	Ngau Tam Mei	10
Yuen Long	Pak Nai Tsuen	5
Yuen Long	Pak Sha	2
Yuen Long	Ping Shan	1
Yuen Long	Pok Wai Village	1

District	Village	Completed Lighting Point(s) in 2008
Yuen Long	Pun Uk Tsuen	6
Yuen Long	Sai Bin Wai Village	6
Yuen Long	Sai Shan Ha Tsuen	10
Yuen Long	San Hing Tsuen	1
Yuen Long	San Lee Uk Tsuen	3
Yuen Long	San Lung Tsuen	4
Yuen Long	San Lung Wai	1
Yuen Long	Sha Kiu Tsuen	8
Yuen Long	Sham Chung Tsuen	7
Yuen Long	Shan Ha Tsuen	1
Yuen Long	Shan Pui Hung Tin Tsuen	3
Yuen Long	Shap Pat Heung	2
Yuen Long	Shek Wu Tong	1
Yuen Long	Sheung Che Tsuen	1
Yuen Long	Sheung Tsuen	4
Yuen Long	Sheung Yau Tin Tsuen	2
Yuen Long	Shui Chiu Lo Wai Village	2
Yuen Long	Shui Chiu San Tsuen	9
Yuen Long	Shui Lau Tin Tsuen	2
Yuen Long	Shung Ching San Tsuen	6
Yuen Long	Siu Hom Tsuen	2
Yuen Long	Ta Shek Wu Tsuen	1
Yuen Long	Tai Kei Leng Village	10
Yuen Long	Tai To Tsuen	1
Yuen Long	Tan Kwai Tsuen	4
Yuen Long	Tin Liu Tsuen	2
Yuen Long	Tin Sam Tsuen Ha Tsuen	12
Yuen Long	To Uk Tsuen	5
Yuen Long	Tong Yan San Tsuen	1
Yuen Long	Tsang Uk Tsuen	2
Yuen Long	Tsat Sing Kong Tsuen	1
Yuen Long	Tseung Kong Wai Village	1
Yuen Long	Tung Chan Wai	1
Yuen Long	Tung Shing Lei	3
Yuen Long	Wang Toi Shan San Tsuen	2
Yuen Long	Wang Toi Shan Wing Ning Lei Tsuen	1
Yuen Long	Wing Lung Wai Village	1
Yuen Long	Wing Ning Tsuen	1
Yuen Long	Wong Nai Tun	9
Yuen Long	Yau Cha Po Tsuen	1
Yuen Long	Yau Tam Mei Village	13
Yuen Long	Yau Uk Tsuen	1
Yuen Long	Yeung Uk Tsuen	14
Yuen Long	Yuen Kong San Tsuen	11
Yuen Long	Yuen Kong Tsuen	10
	Total	881

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)032**

Head: 60 – Highways Department

Subhead  
(No. & title):

000 Operational  
expenses

Question Serial No.

1204

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

What is the completion date of the Stonecutters Bridge of Route 8 between Tsing Yi and Cheung Sha Wan? Will this project be completed later than the original anticipated completion date? What is the reason for the delay? What is the additional cost arising from the delay in the completion of the project?

Asked by: Hon. CHEUNG Hok-ming

Reply:

During the construction of the west bridge tower foundation of the Stonecutters Bridge, we encountered unforeseeable geological conditions which necessitated the amendment of the design of the tower foundation. In addition, we also encountered inclement weather conditions in the past few years. As such, after a series of reviews, including the latest one conducted after the summer of 2008, we revised the completion date of the Stonecutters Bridge from June 2008 to the third quarter of 2009.

The additional cost arising from the delay is around \$60 million and is covered by the contingency provision for the project.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 20 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)033**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

1205

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The Government announced at the end of last year that the maintenance works for the Lion Rock Tunnel would commence in two years. Please advise -

- (1) The Highways Department's expenditure on consultant's fee may cover the cost of commissioning a consultancy firm to re-compile the design data of the Lion Rock Tunnel as the department concerned may have lost the original layout plan of the Tunnel. If this is the case, what is the expenditure involved?
- (2) Apart from keeping the original layout plans of major projects in the departments concerned, will the Government consider forwarding a copy to the Government Records Service for retention?
- (3) When will the study on the maintenance works of the Lion Rock Tunnel commence and when will it be completed?
- (4) Regarding the traffic congestion problem to be caused by the partial closure of the Lion Rock Tunnel during maintenance, is there any assessment conducted on the problem in conjunction with relevant departments?

Asked by: Hon. CHEUNG Hok-ming

Reply:

- (1) The Lion Rock Tunnel (LRT) was constructed more than 30 years ago. The maintenance work for the tunnel as a result of "wear and tear" is becoming more and more demanding. The Highways Department (HyD) therefore employed a consultant to formulate a set of rehabilitation and improvement works for the tunnel. The consultancy is a lump sum package of about \$1.5 million. Although some of the original design calculations are not available, we are in possession of the engineering drawings. Under the consultancy, we will conduct a review of the existing conditions of the tunnel against today's prevailing standards, and if necessary, carry out improvements to meet these standards as far as practicable. There is no need to re-compile the original design.
- (2) The records of major projects can be broadly classified as non-engineering and engineering. Non-engineering records, such as general correspondence and payment accounts are kept in

HyD and destroyed 13 years after completion of the project, unless there are special reasons for keeping them longer. Engineering records, such as drawings and design calculations, are kept in HyD permanently. As drawing records are now digitalised and managed by a sophisticated computer system maintained by HyD, it is considered not warranted to duplicate the records and store them in the Government Records Service.

- (3) The consultancy started in November 2007. Construction is expected to commence in mid-2010 for completion in mid-2013.
- (4) The LRT forms part of a major strategic route with heavy traffic flow. We will endeavour to minimise the traffic impacts during maintenance. At present, we only envisage partial closure of the LRT during night time. HyD, as supported by the consultant, will coordinate with concerned departments to carry out measures to further minimise the impacts as and when necessary.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)034**

Head: 60 - Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

1206

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The East Asian Games will be held this year. Will the road works related to the Games be completed on schedule? If not, are there any contingency measures?

Asked by: Hon. CHEUNG Hok-ming

Reply:

The Administration will carry out traffic management-related roadworks, such as erection of road signs, amendments to road markings and modifications of street furniture, for the 2009 East Asian Games. The Transport Department (TD) is currently examining the traffic impact assessments submitted by the 2009 East Asian Games (HK) Limited. After the traffic impact has been considered, TD and the Highways Department will work out the detailed scope and the cost estimate of the roadworks, as well as the implementation programme to ensure that the works will be completed before the 2009 East Asian Games start.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)035**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

1399

Programme: (4) Technical Services

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

What projects did the Government carry out to save energy in respect of road lighting? How effective are these projects? What is the saving in electricity expenditure?

Asked by: Hon. CHEUNG Hok-ming

Reply:

The Highways Department implemented the following initiatives on energy saving in relation to road lighting from 2006 to 2008 –

- (a) installation of dimmable electronic ballasts ;
- (b) installation of energy efficient lanterns and T5 lamps ; and
- (c) replacement of illuminated subway signs by non-illuminated ones.

It is estimated that the above initiatives have achieved a total annual saving of about \$2 million in electricity expenditure.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)036**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

1400

Programme: (4) Technical Services

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please advise the number and distribution of complaints the Administration received in 2008-09 about nuisance caused by street lighting.
2. What improvement plans will the Administration implement to abate the above nuisance and what is the expenditure involved?

Asked by: Hon. CHEUNG Hok-ming

Reply:

1. From April 2008 to February 2009, we received 60 complaints on nuisance in relation to street lighting. The geographic distribution of the complaints is as follows -

	District	Number of Complaints
HK	Central and Western	9
	Eastern	4
	Southern	1
	Wan Chai	6
Kowloon	Kowloon City	6
	Kwun Tong	1
	Sham Shui Po	8
	Wong Tai Sin	1
	Yau Tsim Mong	1
New Territories	Islands	6
	North	1
	Sai Kung	2
	Sha Tin	3
	Tai Po	4
	Tsuen Wan	1
	Kwai Tsing	0
	Tuen Mun	1
	Yuen Long	5
	Total	60

2. Depending on the individual situations, different improvement measures would be carried out, including installation of cut-off lanterns or light shields and relocation of the lights concerned. The estimated total cost of the improvement works for the above cases is \$0.26 million.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)037**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

1401

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide details on the number and length of footpath improvement works completed in various districts (by District Council) in 2008-09.

Asked by: Hon. CHEUNG Hok-ming

Reply:

The number and length of major footpath improvement works completed in various districts in 2008-09 are as follows –

Districts	No. of Works Items Completed	Total Length of Improved Footpaths (in metres)
Eastern	2	740
Kowloon City	1	100
Kwun Tong	2	1 100
North	5	1 900
Sai Kung	1	1 000
Sham Shui Po	5	1 300
Shatin	2	2 050
Tai Po	1	1 200
Tsuen Wan	3	1 100
Wan Chai	2	1 100
Wong Tai Sin	3	1 100
Yau Tsim Mong	6	1 750

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 19 March 2009

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)038**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

1402

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide a list of footpath improvement works in various districts (by District Council) scheduled for 2009-10 and the number of such works.

Asked by: Hon. CHEUNG Hok-ming

Reply:

The list and number of major footpath improvement works in various districts scheduled for 2009-10 are as follows –

Districts	Locations of Works Scheduled	Number of Works Items Scheduled
Central and Western	Connaught Road Central Fung Mat Road Queen's Road West	3
Eastern	Shing Tai Road Model Lane	2
Kowloon City	Fat Kwong Street Maidstone Road Prince Edward Road West Tak Man Street	4
Kwai Tsing	Tsing King Road Tsing Yi Road	2
Kwun Tong	Kai Fuk Road Lam Hing Street Lee On Street Po Lam Road Wang Chiu Road Wo Hong Path	6
North	Chi Fuk Circuit Ching Hui Road Lung Sum Avenue Ma Sik Road San Fun Avenue	5

Districts	Locations of Works Scheduled	Number of Works Items Scheduled
Sai Kung	Areas around Pui Shing Road, Chung Wa Road and Sheung Ning Road Areas around Tong Ming Street, Tong Chun Street and Tong Tak Street Po Fung Road	3
Sham Shui Po	Areas around Berwick Street, Pak Tin Street and Nam Cheong Street Areas around Tung Chau Street, Hing Wah Street and Lai Hong Street Cheung Sha Wan Path Sham Mong Road Tai Po Road	5
Southern	Aberdeen Praya Road Beach Road Tin Wan Street Wong Chuk Hang Road	4
Tai Po	Ting Kok Road	1
Tsuen Wan	Castle Peak Road	1
Wan Chai	Leighton Road	1
Wong Tai Sin	King Tung Road Wong Tai Sin Road	2
Yau Tsim Mong	Dundas Street Lai Chi Kok Road Mody Road Princess Margaret Road Shanghai Street	5

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 19 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)039**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

1403

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Did the Government allocate resources to investigate the number of dangerous road surface resulting from damage and improper design and instruction in 2008-2009? If yes, please provide details about the number of such roads and their distribution. If not, please provide reasons.

Asked by: Hon. CHEUNG Hok-ming

Reply:

As an established practice, all public roads are inspected and confirmed to be up to the design and construction standards before they are open for public use. Thereafter, the Highways Department carries out regular inspections on them to ensure road safety. Repairing works will be carried out once any defect is identified during the inspections.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 17 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)040**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

1404

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Did the Government take any measure to alleviate the problem of dangerous road surface in 2008-09?  
If yes, please provide details.

Asked by: Hon. CHEUNG Hok-ming

Reply:

The Highways Department carried out safety inspections for all public roads in 2008-09 according to the following schedule -

- (a) once every two days for expressways;
- (b) once every week for trunk roads;
- (c) once every month for primary distributors; and
- (d) for other public roads, the frequency of inspections was determined on individual basis taking into account their particular situation. In any case, inspections were conducted at least once every six months.

Repairing works were carried out once any defect was identified during the inspections.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 17 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)041**

Head: 60 – Highways Department

Subhead  
(No. & title):

000 Operational  
expenses

Question Serial No.

0478

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The Highways Department stated that it would continue with the preliminary design and commence the statutory procedures for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road and the HZMB Hong Kong Boundary Crossing Facilities. What is the timetable for these tasks? What is the expenditure involved?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

We are conducting the Investigation and Preliminary Design (I&PD) studies for the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road (HKLR) and the Hong Kong Boundary Crossing Facilities (HKBCF) projects. We are also completing public consultation and various assessments for finalising the HKLR alignment and the HKBCF site location. Our target is to complete the preliminary design and the environmental impact assessment for the two projects with a view to starting their statutory procedures in the second half of 2009. The estimated cost of the I&PD studies for the HKLR and HKBCF projects are \$58.9 million and \$86.9 million respectively.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)042**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

0479

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The Highways Department stated that it would use low-noise thermal heating method for minor repair of pavement. Please advise –

- (a) how is this method different from the one currently used?
- (b) how much noise can be reduced by using this method as compared to the one currently used?
- (c) what is the cost difference between this method and the one currently used?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) The traditional pavement repairing method makes use of pneumatic tools which create noise nuisance when breaking up the defective pavement for removal. Under the new thermal heating method, the defective pavement is heated and softened for removal by hand tools, thus avoiding the use of pneumatic tools and reducing the noise level.
- (b) The estimated noise reduction is about 5 decibels at a distance of 10 meters from the works location.
- (c) The thermal heating method is newly implemented and its cost difference comparing with the traditional method has to be further reviewed. According to the current analysis, the difference in costs is insignificant.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 17 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)043**

Head: 60 – Highways Department      Subhead      000 Operational  
(No. & title):      expenses

Question Serial No.

2244

Programme:      (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the implementation of the pedestrian schemes, what are the plans for 2009-2010 and the estimated expenditure involved?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

(a) The details of pedestrian schemes that are being implemented are tabulated below-

District	Location	Target Completion Date	Project Estimate (\$ million)	Estimated Expenditure in 2009-10 (\$ million)
Wan Chai	Lockhart Road (between Cannon Street and East Point Road)	Early 2010	1.6	1.0
Yau Tsim Mong	Bowring Street (between Nathan Road and Parkes Street)	Mid 2009	4.0	0.9
	Saigon Street (between Nathan Road and Shanghai Street)	End 2009		
	Woosung Street (between Jordan Road and Kansu Street)	End 2010		
Sham Shui Po	Yu Chau Street (between Yen Chow Street and Nam Cheong Street)	End 2009	1.5	0.2

(b) The details of pedestrian schemes that are scheduled to start in 2009 are tabulated below-

District	Location	Target Completion Date	Project Estimate (\$ million)	Estimated Expenditure in 2009-10 (\$ million)
Central	Queen's Road Central (between Pedder Street and Pottinger Street)	Early 2011	5.7	1.0

District	Location	Target Completion Date	Project Estimate (\$ million)	Estimated Expenditure in 2009-10 (\$ million)
Yau Tsim Mong	Parkes Street (between Jordan Road and Saigon Street)	Mid 2010	2.4	0.4
	Ning Po Street (between Nathan Road and Shanghai Street)	Early 2010		
	Pak Hoi Street (between Nathan Road and Shanghai Street)	End 2009		
	Peking Road (between Nathan Road and Hankow Road)	Early 2010	0.7	0.7
	Prat Avenue (between Hart Avenue and Chatham Road South)	Early 2010	0.7	0.7
Sham Shui Po	Kweilin Street (between Yu Chau Street and Un Chow Street)	Mid 2010	0.75	0.1

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 19 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)044**

Head: Head 60 – Highways Department      Subhead      000 Operational  
(No. & title):      expenses

Question Serial No.

2911

Programme:            (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Budget that we need to foster Hong Kong-Guangdong-Macao co-operation. As a financial, trading and services center for the region, Hong Kong must strengthen infrastructural link with the Mainland. Therefore, various infrastructure projects are being implemented, including the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). What is the estimated overall provision for the XRL project? How much of this amount will be spent on land acquisition? What is the estimated increase in job opportunities for labour in the local construction sector?

Asked by: Hon. LEUNG Kwok-hung

Reply:

The design and construction of Hong Kong Section of the Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL) was estimated in mid-2007 to cost about \$39.5 billion. We are now working on the design of the railway and will update the project cost estimate as the design work progresses. In this connection, the cost for making the land available for the project has yet to be ascertained. About 5 500 jobs will be created during the construction of the project. During the operation stage, about 10 000 jobs will be created.

Signature \_\_\_\_\_

Name in block letters      WAI CHI SING

Post Title      Director of Highways

Date      20 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)045**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

2913

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

It is the responsibility of the Government to carry out more district-based works projects to promote employment. Please advise the amount of provision for repairing road surface and construction of noise barriers in 2009-2010, and whether the affected residents have been consulted prior to the implementation of all these works projects.

Asked by: Hon. LEUNG Kwok-hung

Reply:

In 2009-10, the Highways Department plans to spend about \$725 million on road maintenance works and seek approval for funding from the Finance Committee of the Legislative Council for five highway projects which involve the construction of noise barriers/enclosures. The estimated construction cost of noise barriers/enclosures of these projects is about \$2,610 million in September 2008 prices. The public, including the affected residents, have been or will be consulted on these projects in accordance with the established procedures prior to the commencement of the works.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 20 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)046**

Head: Head 60 – Highways Department

Subhead (No. 000 Operational  
& title): expenses

Question Serial No.

2914

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Amidst the economic downturn in Hong Kong, what is the amount of the provision earmarked by the Government for the construction of the Hong Kong-Zhuhai-Macao Bridge (HZMB) in the 2009-2010 financial year? Will the Government consider reducing the amount of the provision so that more resources can be used to enhance efforts to protect the livelihood of the grassroots?

Asked by: Hon. LEUNG Kwok-hung

Reply:

In 2009-10, about \$164.5 million has been earmarked for carrying out pre-construction works including technical studies, investigation and preliminary design of the Hong Kong-Zhuhai-Macao Bridge, the Hong Kong Link Road (HKLR) and the Hong Kong Boundary Crossing Facilities (HKBCF).

We aim at completing these major infrastructure projects as soon as possible to connect Hong Kong with the national road network of the Pearl River Delta. The works mentioned above are essential to the implementation of these projects, which will enhance Hong Kong's competitive edge as a transportation hub, and will sustain our long-term economic growth. The construction of the HKBCF and HKLR will also create about 11 000 job opportunities in Hong Kong.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009



**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)048**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

1919

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

What is the progress of the preparatory work for the improvement to the Tuen Mun Road Town Centre Section? Will the improvement works be carried out on schedule?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The road scheme on the traffic improvements to the Tuen Mun Road Town Centre Section was gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 18 April 2008. The procedures for resolving objections to the road scheme have been completed. Subject to the authorisation by the Chief Executive in Council, we will seek funding approval from the Finance Committee of the Legislative Council for the construction of the project for commencement in end 2009 and completion by end 2013.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 19 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)049**

Head: 60 – Highways Department

Subhead

000 Operational

(No. & title): expenses

Question Serial No.

2137

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the target for repairing road surface within 24 hours, the planned target for 2009 (90%) is lower than that of the actual percentage of 2008 (94%) and 2007 (95.7%). Please explain in detail the reasons for setting a lower target for 2009.

Asked by: Hon SHEK Lai-him, Abraham

Reply:

The Highways Department achieved 88.5%, 95.7% and 94.0% compliance with respect to the performance target of “repairing road surfaces within 24 hours” set at 70%, 80% and 90% in 2006, 2007 and 2008 respectively. In view of factors such as extreme weather and heavy traffic conditions of the works locations which affect our compliance of this target, it is considered appropriate to maintain the target of 2009 at 90%. Nevertheless, we will continue to closely monitor our performance and review our performance targets from time to time.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **WAI CHI SING** \_\_\_\_\_

Post Title \_\_\_\_\_ **Director of Highways** \_\_\_\_\_

Date \_\_\_\_\_ **17 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)050**

Head: 60 – Highways Department

Subhead 000 Operational  
(No. & title): expenses

Question Serial No.

2511

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2009-2010, the Government has indicated that it will oversee the further planning, including the examination of project estimates, of the Shatin to Central Link (SCL).

Regarding the SCL project, as many residents of Tsz Wan Shan and Diamond Hill are concerned about the alignment and the impact of the SCL, will the Government listen to their views and revise the alignment accordingly when it carries out further planning for the project in 2009-2010? If yes, please advise the timetable and the estimated expenditure for the planning and construction of the project.

Asked by: Hon. WONG Kwok-kin

Reply:

The preliminary design for the SCL is now in full swing. We have been consulting the concerned District Councils and local residents, including those of the Tsz Wan Shan and Diamond Hill areas, on the railway scheme and the associated infrastructure such as pedestrian links to improve the connectivity with the railway. Our current plan is to conduct further public consultation in mid 2009 with a view to finalising the SCL scheme for gazetting in late 2009. Subject to the approval of the Finance Committee, the construction is planned to commence in 2010.

The estimated expenditure for the design work and associated site investigation of the SCL in 2009-2010 is about \$554 million.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)051**

Head: 100 – Marine Department      Subhead:

Question Serial No.

0907

Programme:                      (4) Services to Ships

Controlling Officer:      Director of Marine

Director of Bureau:      Secretary for Transport and Housing

Question:

Please provide figures for the number of examinations conducted for seafarers and the number of certificates issued to seafarers in the past three years (i.e. 2006-2007 to 2008-2009).

Asked by: Hon. IP Wai-ming

Reply:

The Marine Department provides examinations for “Sea-going” and “River-trade” Deck and Engineer Officers Certificate of Competency (CoC) for seafarers serving on sea-going ships and river-trade vessels. Written examinations for different classes (Class 3, 2 and 1) of “Sea-going” and “River-trade” CoC are held three times a year while oral examinations are available once a month. In the past 3 years (2006-2007 to 2008-2009), a total of 496 CoC were issued to seafarers to serve on sea-going ships and river-trade vessels.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ROGER TUPPER**

Post Title \_\_\_\_\_ **Director of Marine**

Date \_\_\_\_\_ **13 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)052**

Head: 100 – Marine Department      Subhead:

Question Serial No.

0908

Programme:                      (4) Services to Ships

Controlling Officer:      Director of Marine

Director of Bureau:      Secretary for Transport and Housing

Question:

Please provide figures for the number of authorised surveyors who conducted outsourced surveys of locally licensed vessels. What are the figures for the number of vessels surveyed and the number of certificates of surveys issued by each surveyor in 2008?

Asked by: Hon. IP Wai-ming

Reply:

To date, a total of 13 authorised surveyors have been appointed for carrying out survey of locally licensed vessels. In 2008, these authorised surveyors together conducted 346 surveys, with an average of 26 surveys per authorised surveyor. Upon satisfactory completion of each survey, a certificate would be issued.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ROGER TUPPER** \_\_\_\_\_

Post Title \_\_\_\_\_ **Director of Marine** \_\_\_\_\_

Date \_\_\_\_\_ **13 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)053**

Head: 100 – Marine Department      Subhead:

Question Serial No.

2949

Programme:                    (1) Infrastructure

Controlling Officer:    Director of Marine

Director of Bureau:    Secretary for Transport and Housing

Question:

Regarding the continued effort to develop measures to make the Hong Kong Shipping Register more efficient, user-friendly and attractive, please advise this Committee on the scope and progress of the measures being developed, and whether new measures will be announced in 2009-2010.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

To make the Hong Kong Shipping Register more efficient, user-friendly and attractive, the costs and the procedures for the registration of a ship have been reviewed. Fee reduction proposals to improve attractiveness of the Register and to minimise administrative work are expected to become effective in 2009. To improve efficiency, the ship registration computer system was upgraded in 2008-09 to enable sharing of information between different branches in the Marine Department involved in handling the ship registration application matters. Services like ownership search are now available 24 hours a day through the Internet. In 2009-10, the ship registration computer system will be further enhanced to enable more e-services, including registration status enquiry and submission of crew agreements.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ROGER TUPPER**

Post Title \_\_\_\_\_ **Director of Marine**

Date \_\_\_\_\_ **13 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Head: 100 – Marine Department      Subhead:

Programme:                    (1) Infrastructure

Controlling Officer:    Director of Marine

Director of Bureau:    Secretary for Transport and Housing

Question:

In the face of the once-in-a-century financial tsunami that is sweeping across Hong Kong and the shrinking world economy, the Administration merely reduces the estimated container throughput for 2009 by 8.3% as compared with 2008. Is the estimate too conservative? Please provide details about the data on which the Administration's estimate is based.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

Indeed, with the severe global economic downturn the outlook is still bleak and uncertain. The container throughput of 22 million twenty-foot equivalent units for 2009 is an estimated figure, and has been arrived at after due consideration of various factors, including the year-on-year percentage change of the following:

	Port Container <u>Throughput</u>	Port Cargo <u>Throughput</u>	<u>Vessel Arrivals</u>	Merchandise <u>Trade</u>
November 2008	-9.4%	-3.1%	-6.7%	-6.6%
December 2008	-16.2%	-18.4%	-11.3%	-13.9%

The effect of the financial tsunami on container trade became apparent in November 2008, and the above figures show different degree of decline.

The 2009 container throughput estimate has been made noting that various measures are being taken in the Mainland and the western countries to revive the economy. The measures are expected to have some positive effects on mitigating the rapidly declining trend of the throughput figures recorded in the last two months in 2008. Besides, the base of comparison for the latter part of 2009 will be lowered due to the declines recorded for late 2008.

Comparing with the global economic downturn in 2001 when the container throughput figure fell by 3.9%, the effect of the prevailing financial tsunami seems more severe. Thus a projected decline of a much higher percentage of 8.3% is applied for the 2009 estimate.

Signature \_\_\_\_\_

Name in block letters ROGER TUPPER

Post Title Director of Marine

Date 16 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)055**

Head: 100 – Marine Department      Subhead:

Question Serial No.

2951

Programme:                    (2) Port Services

Controlling Officer:    Director of Marine

Director of Bureau:    Secretary for Transport and Housing

Question:

Regarding the continued effort to improve the general environment of the China Ferry Terminal and the Macau Ferry Terminal, please advise on the improvement works and the estimated expenditure for 2009-2010.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

As part of the programme to maintain and improve facilities at the China Ferry Terminal (CFT) and the Macau Ferry Terminal (MFT), the following works will be carried out in 2009-10 –

- (a) refurbishment of 4 hydrofoil platforms at MFT;
- (b) refurbishment of 3 boarding ramps at CFT;
- (c) replacement of 1 luggage hoisting crane at CFT;
- (d) replacement of 20 sets sewage pumps at MFT;
- (e) replacement of 2 tow tractors at CFT;
- (f) replacement of 6 sump pumps at CFT; and
- (g) replacement of Private Automatic Branch Exchange for telephone system at CFT.

The estimated provision in 2009-10 for the above items is \$12.5 million. In addition, the on-going project of replacing the sailing information display systems at the two terminals will involve estimated expenditure of about \$7 million in 2009-10.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ROGER TUPPER**

Post Title \_\_\_\_\_ **Director of Marine**

Date \_\_\_\_\_ **16 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)056**

Head: 100 – Marine Department      Subhead:

Question Serial No.

2952

Programme:                    (3) Local Services

Controlling Officer:    Director of Marine

Director of Bureau:    Secretary for Transport and Housing

Question:

It is estimated that the cargo throughput of the Public Cargo Working Areas (PCWAs) in 2009 (8.5 million tonnes) will decrease by 27% and 15% as compared with 2007 and 2008 respectively. What are the reasons for such drastic decrease? Will the Administration consider introducing concessionary measures or reducing the fees charged for PCWAs to attract more ocean-going cargo vessels to the PCWAs so as to increase their utilisation?

Asked by: Hon. LAU Kin-yee, Miriam

Reply:

The estimated decrease in the cargo throughput of PCWAs to 8.5 million tonnes in 2009 is based on the past trend, taking into account the poor economic outlook for the year. The throughput in the last quarter of 2008 fell by 17.9% on a year-on-year basis. The decrease could be put down to the competition among different modes of transport and cargo handling facilities in Hong Kong and the region aggravated by the economic downturn brought about by the financial tsunami.

To attract more ocean-going vessels to come to Hong Kong, we lowered the anchorage dues and reduced the port facilities and light dues for ocean-going vessels in 2006.

To attract more river trade vessels to come to Hong Kong, we introduced the multiple entry permit system and reduced the permit cost in 2007. We also reduced the licence fee for local vessels in the same year with a view to lowering their operating cost.

For the interests of the community as a whole, the Administration has decided, among other things, to introduce a rental concession of 20% for three months for most government properties, including the berths of PCWAs. The Administration will closely monitor the situation.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ROGER TUPPER** \_\_\_\_\_

Post Title \_\_\_\_\_ Director of Marine \_\_\_\_\_

Date \_\_\_\_\_ 16 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)057**

Head: 100 – Marine Department      Subhead:

Question Serial No.

1912

Programme:                    (4) Services to Ships

Controlling Officer:    Director of Marine

Director of Bureau:    Secretary for Transport and Housing

Question:

Please provide details about the Annual Tonnage Charge Reduction Scheme. What is the purpose of granting charge reduction?

Asked by: Hon. WONG Kwok-kin

Reply:

The Annual Tonnage Charge (ATC) Reduction Scheme was first introduced in 2005 and was implemented in 2006. Under the scheme, a ship that has been registered in the Hong Kong Shipping Register (HKSR) for a two-year period, and has not been detained by Port State Control (PSC) Inspection regimes world-wide during this period, will have its ATC reduced by 50% in the third year. This two-year cycle will continue such that if a Hong Kong registered ship maintains its quality and performance in PSC inspections without any detention, on average it will be entitled to a 25% ATC reduction per year.

The main purpose of the scheme is to provide an incentive to shipowners to upkeep the quality of their ships and maintain their continual registration with the HKSR, thereby promoting the HKSR as a quality register.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ROGER TUPPER** \_\_\_\_\_

Post Title \_\_\_\_\_ **Director of Marine** \_\_\_\_\_

Date \_\_\_\_\_ **13 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)058**

Head: 100 – Marine Department      Subhead: 000 Operational expenses

Question Serial No.

1913

Programme:                    (4) Services to Ships

Controlling Officer:    Director of Marine

Director of Bureau:    Secretary for Transport and Housing

Question:

The provision under Programme (4) Services to Ships for 2009-10 is \$4.8 million higher than the revised estimate for 2008-09, and the provision includes that for the filling of vacancies. What are these vacancies?

Asked by: Hon. WONG Kwok-kin

Reply:

These vacancies are three Surveyor of Ships posts which have been filled in the last quarter of 2008-09 and one Assistant Shipping Master post to be filled in 2009-10.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ROGER TUPPER** \_\_\_\_\_

Post Title \_\_\_\_\_ **Director of Marine** \_\_\_\_\_

Date \_\_\_\_\_ **16 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)059**

Question Serial No.

Head : 158 – Government Secretariat :                      Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

2027

Programme :     (2) Land and Waterborne Transport

Controlling Officer :     Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau :     Secretary for Transport and Housing

Question :

As regards working jointly with franchised bus companies on the deployment of environmentally friendly buses along busy corridors in 2008-09, please provide the proportion of environmentally friendly buses to the franchised bus fleet along the busy corridors.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

The Administration has been working with franchised bus operators to promote the deployment of more environmentally friendly buses on busy corridors. By December 2008, all the franchised buses running on Yee Wo Street; over 90% on Hennessy Road and Nathan Road; and over 80% on Queensway and Des Voeux Road Central are already of Euro II or above emission standards.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ Permanent Secretary for  
\_\_\_\_\_ Transport and Housing (Transport) (ag.) \_\_\_\_\_

Date \_\_\_\_\_ 18 March 2009 \_\_\_\_\_

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)060**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

2028

Head : 158 – Government Secretariat :                      Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme :        (2) Land and Waterborne Transport

Controlling Officer :        Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau :        Secretary for Transport and Housing

Question :

Regarding new measures to enhance road safety, please advise on :

- (a) the work to be done in 2009 to enhance safe vehicle reversing and the estimated expenditure; and
- (b) details of the arrangements for the enforcement of the revised legislation on drink driving and the work to crack down on drink driving in 2009.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

(a) Enhance Safe Vehicle Reversing

Promotion of proper driving behaviour and attitude through education and publicity plays a very important part in enhancing safe vehicle reversing. In 2009, we will continue our efforts in this respect. The Transport Department will also continue to encourage installation of reversing video devices (RVD) on goods vehicles and provide technical advice as necessary.

We have been studying the legislative amendments required for mandatory installation of RVD. According to our findings, installation of RVD on goods vehicles is not a compulsory requirement in overseas countries and no international standards on such installation are available so far. We would be careful in proposing any legislative amendments, so that they would be technically feasible, effective and acceptable to the transport trade.

Work related to enhancing safe vehicle reversing is ongoing and is mainly carried out by the Transport and Housing Bureau and the Transport Department as part of their normal duties. There is no separate breakdown on the expenditure for the work concerned.

(b) Combat Drink Driving

We take a three-pronged approach, including tightening of legislation, strengthening of enforcement and enhancing education and publicity to combat drink driving.

In 2009, we will explore the feasibility of introducing a scale of penalties according to different levels of blood alcohol concentration; a new offence of dangerous driving causing serious bodily harm; as well as bringing in “aggravating factors” such as drink driving to all dangerous driving offences.

The Police will sustain their efforts in enforcing the Random Breath Tests to deter drink driving. We will closely monitor the effectiveness of the measure, so that any legislative amendments to be proposed would be reasonable, proportionate, and effective.

The Road Safety Council will formulate new strategies to enhance the impact of publicity on drink driving and to instill a proper attitude in the next generation at early age.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)061**

Question Serial No.

2978

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme : (2) Land and Waterborne Transport

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the review of the bus fare adjustment arrangement, will the Administration consider how to enable the future fare adjustment arrangement is more readily acceptable to all parties concerned? If it will, what are the details?

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

The review of the bus fare adjustment arrangement is being conducted to consider, in the light of the experience obtained in implementing the arrangement since January 2006 and the prevailing circumstances, whether any improvements can be made to the arrangement. The review would cover the parameters in the fare adjustment formula and other relevant issues relating to the bus fare adjustment arrangement. The views of all relevant stakeholders will be taken into account.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 18 March 2009

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)062**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

0006

Head : 158 – Government Secretariat :                      Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme :     (2) Land and Waterborne Transport

Controlling Officer :     Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau :     Secretary for Transport and Housing

Question :

What are the outcomes of the formula for each year since the introduction of the bus fare adjustment formula in 2006? Will the Administration conduct a review on the formula?

Asked by : Hon. CHEUNG Hok-ming

Reply :

The Government monitors the supportable fare adjustment rate of franchised buses by applying the fare adjustment formula on a quarterly basis. The formula takes into account the wage index and composite consumer price index (CCPI), which are data published by the Census and Statistics Department on a quarterly and monthly basis respectively.

In May 2008 when the Chief Executive-in-Council considered the fare increase applications of the franchised bus companies, the outcome of the formula was +4.67%. The latest formula outcome this year will be available after the wage index of the fourth quarter of 2008 is published in the latter part of March 2009.

When the fare adjustment arrangement was introduced in 2006, the Administration undertook to review the arrangement in three years' time. The review is being conducted.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ Permanent Secretary for  
Transport and Housing (Transport) (ag.) \_\_\_\_\_

Date \_\_\_\_\_ 18 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme : (2) Land and Waterborne Transport

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the quota arrangements for cross-boundary vehicles, please inform me of:

- (1) the current average time required for processing the applications; and
- (2) the distribution of quotas among various land boundary crossings of Hong Kong, the number of applications received and the number of successful applications in 2006-07, 2007-08 and 2008-09 respectively.

Asked by : Hon. CHEUNG Hok-ming

Reply:

- (1) The quota system for cross-boundary private cars is jointly administered by the Hong Kong Special Administrative Region Government and the Guangdong (GD) authorities. Upon obtaining the approval document issued by GD, the quota holder is required to apply for a closed road permit (CRP) from the Transport Department (TD) for entering the boundary control points. It normally takes five working days to obtain the CRP for new applications, and same day issue may be possible for renewal cases subject to the presentation of all necessary supporting documents.
- (2) The number of cross-boundary private car CRP applications received and the number of new CRPs issued in the past three financial years are as follows –

Financial Year	Total number of CRP applications received by TD for cross-boundary private cars	Total number of CRPs issued by TD for cross-boundary private cars
2006-07	1 125	1 086
2007-08	5 230	5 221
2008-09 (up to end February 2009)	3 795	3 337

As at end February 2009, the total number of cross-boundary private car quotas issued for all land boundary crossings is as follows –

Crossing	Total number of quotas issued for cross-boundary private car
Lok Ma Chau	11 780
Sha Tau Kok	2 447
Man Kam To	588
Shenzhen Bay	11 300
Total	26 115

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 18 March 2009

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)064**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

0014

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme : (2) Land and Waterborne Transport

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

As regards enhancement of road safety, please provide:

(1) The number of prosecutions of the following traffic offences and the number of accidents :

<b>Drink Driving</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Number of Prosecutions by the Police				
Number of Accidents				

<b>Speeding</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Number of Prosecutions by the Police				
Number of Accidents				

<b>Failing to Comply with Traffic Signals</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Number of Prosecutions by the Police				
Number of Accidents				

(2) What are the respective manpower and expenditures on enforcement and education for enhancement of road safety?

Asked by : Hon. CHEUNG Hok-ming

Reply :

(1) The number of prosecutions instituted against drink driving, speeding and failing to comply with traffic signals and the corresponding number of traffic accidents for the past four years are as follows –

<b>Drink Driving</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Number of Prosecutions by the Police	1 335	1 341	1 417	1 490
Number of Accidents	89	99	104	85

<b>Speeding</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Number of Prosecutions by the Police	227 308	216 198	216 945	192 636
Number of Accidents	419	358	383	246

<b>Failing to Comply with Traffic Signals</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Number of Prosecutions by the Police	41 743	42 916	71 643	54 598
Number of Accidents	331	256	298	274

- (2) We have been using existing staff resources in overseeing measures to enhance road safety by means of legislation, enforcement and education. On education and publicity, about \$3.2 million will be allocated to the Road Safety Council in 2009-10 to conduct campaigns and publicity activities. On the other hand, enforcement of road traffic legislation and education and publicity to promote road safety are mainly carried out by the Hong Kong Police Force and the Transport Department as part of their normal duties. There is no separate breakdown on the manpower and expenditure involved for these duties.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 18 March 2009

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)065**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

0016

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme : (2) Land and Waterborne Transport

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

Please provide the average traffic speeds during the morning peak hours at the following major roads and tunnels:

<b>Road</b>	<b>Average Speed at AM peak hours (km/hr)</b>				
	2009	2008	2007	2006	2005
Gloucester Road (Central bound)					
Harcourt Road (Central bound)					
Hennessy Road (Central bound)					
Queens Road Central (Central bound)					
Princess Margaret Road (Tsim Sha Tsui and Cross Harbour Tunnel bound)					

<b>Tunnel</b>	2009	2008	2007	2006	2005
Cross Harbour Tunnel					
Eastern Harbour Tunnel					
Western Harbour Tunnel					
Lion Rock Tunnel					
Tate Cairn Tunnel					
Route 8 (section between Cheung Sha Wan and Sha Tin)					

Asked by : Hon. CHEUNG Hok-ming

Reply :

The average traffic speed during the morning peak hours at the following major roads and tunnels are:

<b>Road</b>	<b>Average Speed at AM peak hours (km/hr)</b>		
	2007	2006	2005
Gloucester Road (Central bound)	26.2	24.5	17.9
Harcourt Road (Central bound)	22.3	34.7	31.8
Hennessy Road (Central bound)	18.3	15.7	14.9
Queens Road Central (Central bound)	14.0	14.6	19.8
Princess Margaret Road (Tsim Sha Tsui and Cross Harbour Tunnel bound)	13.7	8.9	19.9

<b>Tunnel</b>	2007	2006	2005
Cross Harbour Tunnel	34.0	35.9	38.0
Eastern Harbour Tunnel	43.8	44.7	47.9
Western Harbour Tunnel	47.7	55.6	58.4
Lion Rock Tunnel	36.4	32.9	33.0
Tate Cairn Tunnel	39.8	37.7	40.1

The figures for 2008 will only be available by end March 2009 as the data collected in late 2008 are still being checked and analysed while the figures for 2009 will be collected in late 2009.

There is no figure available for Route 8 (section between Cheung Sha Wan and Sha Tin) which was only opened in March 2008.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 18 March 2009



Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)067**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

0018

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

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

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the cross-boundary freight flow handled by the Hong Kong International Airport (HKIA), please advise on:

- (a) the volume of cross-boundary freight from all major areas of Guangdong Province to the HKIA for the period from 2006-07 to 2008-09; and
- (b) whether the Administration has explored ways to vigorously promote and develop the cross-boundary freight industry of Hong Kong? If it has, what are the details?

Asked by : Hon. CHEUNG Hok-ming

Reply :

- (a) We do not have the information requested as the air freight data collected by the Airport Authority did not identify whether the cargo originated from Guangdong Province or had a final destination in Guangdong.
- (b) The HKSAR Government has been actively promoting the development of the cross-boundary freight trade. We will continue to press ahead with infrastructure projects such as the Hong Kong-Zhuhai-Macao Bridge; encourage the logistics sector to make use of information technology and enhance their professionalism; as well as introduce various publicity and promotional measures etc. These efforts will help strengthen Hong Kong's connectivity with the Mainland and other parts of the world, expand Hong Kong's cargo sources and increase the competitiveness of the logistics sector. Furthermore, the Government will continue to explore with the relevant Mainland authorities measures conducive to lowering the operating costs of cross-boundary freight activities, facilitating customs clearance and increasing the efficiency of logistics processes.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ Permanent Secretary for  
\_\_\_\_\_ Transport and Housing (Transport) (ag.) \_\_\_\_\_

Date \_\_\_\_\_ 20 March 2009 \_\_\_\_\_

Reply Serial No.

**THB(T)068**

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

0019

Head : 158 – Government Secretariat :                      Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

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

Controlling Officer :        Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau :        Secretary for Transport and Housing

Question :

Please advise on the current estimated expenditure on and the way forward for the Lantau Logistics Park under the Concept Plan for Lantau. At what stage is the feasibility study? In addition, will the Administration confirm whether the development of the Container Terminal 10 will continue? If yes, is there a timetable?

Asked by : Hon. CHEUNG Hok-ming

Reply :

The feasibility study on the Lantau Logistics Park (LLP) is almost completed. At this stage, the Government is considering the draft report prepared by the Consultant. In view of the uncertain global economic situation, the Government has to take into account Hong Kong's and the global economic trend and outlook in deciding on the way forward of the LLP including the scale and timing of the proposed development. This is to make sure that public resources are used in a cost-effective way in the development of the logistics sector. At this stage, the Government does not have the estimated expenditure for the development of the LLP.

As for the development of the Container Terminal 10 (CT10), according to the Study on Hong Kong Port Cargo Forecasts 2005-06 completed in April 2008, despite competition from South China port, there would be modest and steady growth in our container throughput. On this basis, new container berths would be required by as early as 2015. Given the long lead time required for advance works and compliance with the relevant statutory procedures in the development of a new container terminal, the Government has already expedited the studies on the suitable site for the CT10.

The concerned preliminary feasibility study and environmental impact assessment will commence shortly and is due for completion in early 2011. Based on the findings and recommendations of the study, the Government will conduct consultation on the development programme and site selection. During the study, the Government will continue to closely monitor changes in our container throughput so as to work out the suitable timing for the provision of new container berths.

Reply Serial No.

**THB(T)068**

Question Serial No.

0019

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Permanent Secretary for  
Transport and Housing (Transport) (ag.)** \_\_\_\_\_

Date \_\_\_\_\_ **20 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)069**

Question Serial No.

1513

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme : (2) Land and Waterborne Transport

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

Under *Matters Requiring Special Attention in 2009-10*, it was mentioned that the Transport Branch will review the fare adjustment arrangement for franchised bus service. What are the contents and direction of the review? Will provision of additional concessions, such as fare concessions for long-haul routes, in times of economic recession be included in the review?

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply :

The direction of the review of the bus fare adjustment arrangement is to consider, in the light of the experience obtained in implementing the arrangement since January 2006 and the prevailing circumstances, whether any improvements can be made to the arrangement. The review would cover the parameters in the fare adjustment formula and other relevant issues relating to the bus fare adjustment arrangement.

As regards fare concessions, a comprehensive mechanism has already been in place to regulate the level of franchised bus basic fares. At present, there is an arrangement whereby 50% of any return achieved by a bus operator over the reasonable rate of return (9.7% rate of return on average net fixed asset) would go to the Passenger Reward Balance for the purpose of providing fare concessions and relieving pressure for future fare increase. The Government will continue to encourage public transport operators to introduce fare concession as far as possible to help reduce passengers' travelling expenses, taking into account the operators' respective operating conditions and the overall economic environment.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)070**

Question Serial No.

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

2675

Programme : (2) Land and Waterborne Transport

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

- (a) Under *Matters Requiring Special Attention in 2009-10*, the Administration has mentioned that it will oversee the further planning, including the examination of project estimates, of the Shatin to Central Link, the South Island Line (East), the Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Kwun Tong Line Extension. However, it has not mentioned the Northern Link in the New Territories in the work for 2009-10. What are the reasons for that?
- (b) Please advise on the current progress, implementation timetable and estimate for 2009-10 in respect of the Northern Link project.

Asked by : Hon. IP Wai-ming

Reply :

The current proposal of the Northern Link (NOL) is a railway line connecting the existing Kam Sheung Road Station of the West Rail Line to the Lok Ma Chau Station at the boundary, with a station at Chau Tau for interchanging with the Spur Line. It will therefore link the West Rail Line and the East Rail Line in the north of the New Territories, and will provide cross boundary rail service for the Northwest New Territories.

The planning of the NOL needs to take into account the planning parameters for the New Territories New Development Areas. It is anticipated that preliminary study results regarding the land use and population/employment data will be available in early 2010. We will then review the NOL project regarding its proposed alignment, the locations of the railway stations and the implementation timetable.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 19 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

THB(T)071

Question Serial No.

2676

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme : (2) Land and Waterborne Transport

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

As regards overseeing the introduction of new measures by means of legislation, enforcement and education to enhance road safety under *Matters Requiring Special Attention in 2009-10*, will the Administration advise on the details of the new measures and penalties and whether there are measures targeting road safety issues such as speeding, drink driving and not wearing safety belts? If yes, whether there will be any measures in 2009-10 to alleviate the problems and what are the relevant estimated expenditures?

Asked by : Hon. IP Wai-ming

Reply :

The new measures introduced in connection with the implementation of Road Traffic Legislation (Amendment) Ordinance 2008 and came into effect in February 2009 include, among others:

- raising penalties on drink driving offences by disqualifying the offenders from driving for not less than three months on first conviction and requiring them to attend Driving Improvement Courses on a mandatory basis;
- providing the Police with the power to conduct screening breath tests at random, and introducing a pre-screening device to facilitate the Police to conduct such screening breath tests;
- imposing mandatory requirement for repeat traffic offenders who have accumulated ten or more driving offence points to attend Driving Improvement Courses and increasing existing and introducing new penalties for non-compliance with such a requirement; and
- introducing the Probationary Driving Licence scheme to novice drivers of private cars and light goods vehicles.

The series of measures should help deter drivers from committing different traffic offences, including speeding and drink driving. In 2009-10, we will focus on the implementation of the measures and will monitor the effect of the measures closely.

In 2009-10, to further combat drink driving, we will explore the feasibility of introducing a scale of penalties according to different levels of blood alcohol concentration, a new offence of dangerous driving causing serious bodily harm, as well as bringing in “aggravating factors” such as drink driving to all dangerous driving offences. The Police will also sustain their enforcement efforts in Random Breath Test to deter drink driving. We will closely monitor the effectiveness of such a measure so that any legislative amendments to be proposed would be reasonable, proportionate, and effective.

We have been using existing resources in overseeing and developing measures to enhance road safety. Enforcement of road traffic legislation and education and publicity to promote road safety are mainly carried out by the Police and the Transport Department as part of their normal duties. There is no separate breakdown on the expenditure involved in 2009-10.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 18 March 2009



Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Permanent Secretary for  
Transport and Housing (Transport) (ag.)** \_\_\_\_\_

Date \_\_\_\_\_ **20 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme : (2) Land and Waterborne Transport

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

The Transport Branch has mentioned that it will oversee the commissioning of the Kowloon Southern Link and the Tseung Kwan O Extension (Phase II) during 2009-10. Please advise on:

- (a) the tentative commissioning dates of these two extensions;
- (b) their tentative fares;
- (c) the anticipated daily patronage;
- (d) whether other transport modes, such as buses and public light buses, will have to scale down their services; and
- (e) the transport re-organisation arrangements to tie in with their commissioning as well as the expenditures involved.

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- (a) The Kowloon Southern Link (KSL) is expected to be opened to the public in the third quarter of this year; and the Tseung Kwan O South Station of the Tseung Kwan O Extension (Phase II) in mid-2009.
- (b) As both the Tseung Kwan O Extension (Phase II) and the KSL are extensions of the MTR system, their fares will follow the existing fare structure. The MTR Corporation Limited briefed the Legislative Council Panel on Transport about the proposed fares for the Tseung Kwan O Extension (Phase II) on 20 March 2009, and will brief the said Panel on the proposed fares for the KSL prior to its commissioning date.
- (c) Passengers on the KSL will mainly be those continuing their journeys along the West Rail Line from the Mei Foo and Nam Cheong Stations. Currently, the daily patronage at these two West Rail stations is around 133 000. The patronage of the KSL will increase gradually as more passengers get accustomed to the new transport mode.

The residential development above the Tseung Kwan O South Station will be occupied when the Station is open to the public. The daily passenger volume of the Station will be around 1 000 during the initial stage of its opening.

- (d) Transport Department will map out the service adjustment plans for the existing public transport services affected by the two new extensions in consultation with relevant District Councils. The plans are intended to accomplish a co-ordinated service network, enhance network efficiency and meeting passenger demand. For the KSL, the public transport service adjustments will include new feeder services to better feed passengers to the railway stations, and route modification/cancellation or frequency adjustments for overlapping services or to help improve operational efficiency and utilisation. The public transport service plan will be implemented in a progressive manner. For the Tseung Kwan O Extension (Phase II), there will not be any service reduction for other public transport modes in the vicinity.
- (e) To cater for the commissioning of the KSL, improvement works are being carried out to the roads and footpaths in the vicinity of the future Austin Station. These works cost about \$7.5 million, and include the widening and provision of a temporary cover for the footpath along Canton Road between Austin Station and China Hong Kong City, widening of Austin Road West, and erection of directional signage.

To facilitate the access to the Tseung Kwan O South Station, a new road has been constructed to connect Wan Po Road with a new temporary public transport interchange near the Station. This new road and the associated works cost about \$120.8 million.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 20 March 2009







Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)077**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

2232

Head : 158 – Government Secretariat :                      Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

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

Controlling Officer :        Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau :        Secretary for Transport and Housing

Question :

Under *Matters Requiring Special Attention in 2009-10*, the Administration has mentioned that it will continue to work with the Airport Authority on initiatives that will ensure adequate airport capacity, further improve airport services and enhance the airport's connectivity and competitiveness. In this connection, please advise on the details of the initiatives, whether there will be any new initiatives and the resources involved.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

The initiatives in question are ongoing. Specifically, the Airport Authority (AA) is carrying out improvement works to enhance the capacity of the existing passenger buildings. It will also implement the airport mid-field expansion project to provide additional parking stands and passenger concourse facilities. The Airport Master Plan 2030 Study is underway, which includes consideration of the feasibility of building a third runway to meet the future demand. As the works and studies are funded by the AA, no resources would need to be earmarked for such purposes under Head 158.

The Administration will also continue to negotiate new air services agreements and review existing arrangements to expand the air services network of Hong Kong.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ Permanent Secretary for  
Transport and Housing (Transport) (ag.) \_\_\_\_\_

Date \_\_\_\_\_ 18 March 2009 \_\_\_\_\_

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)078**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

2233

Head : 158 – Government Secretariat :                      Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

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

Controlling Officer :     Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau :     Secretary for Transport and Housing

Question :

Under *Matters Requiring Special Attention in 2009-10*, it was mentioned that the Administration will continue to maintain policy overview regarding the development of the Lantau Logistics Park. In this connection, please advise on:

- (a) the considerations of the Administration at this stage;
- (b) whether there is a timetable for considering the matter and when will the final decision be made; and
- (c) the estimated amount of resources involved.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

In view of the uncertain global economic situation, the Government will decide on the way forward of the Lantau Logistics Park (LLP) including the scale and timing of the proposed development, when the economic trend and outlook for Hong Kong and the world becomes clearer. This is to make sure that public resources are used in a cost-effective way in the development of the logistics sector. At this stage, the Government does not have an estimated expenditure for the development of the LLP.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ Permanent Secretary for  
Transport and Housing (Transport) (ag.) \_\_\_\_\_

Date \_\_\_\_\_ 20 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)079**

Question Serial No.

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

2234

Programme : (3) Air and Sea Communications and Logistics Developme...

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

Please advise on the measures to ensure the smooth implementation of the pilot project on an On-Board Trucker Information System and the resources involved.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

With the endorsement of the Hong Kong Logistics Development Council (LOGSCOUNCIL), the Government provided a sponsorship to the Hong Kong Productivity Council (HKPC) for the implementation of the pilot project on the On-Board Trucker Information System (OBTIS). To ensure smooth implementation, the LOGSCOUNCIL has set up a Steering Committee to guide the development and implementation of the project. As the project manager, HKPC is responsible for monitoring the overall development of the pilot project and ensuring that the service provider implements the project according to the contract it signed with the Government and HKPC. HKPC is also required to report to the Steering Committee and the Government on a regular basis.

On the resources involved, a sponsorship of \$7 million was provided to HKPC for the OBTIS pilot project. HKPC has incurred about \$2.5 million as at end February 2009.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 18 March 2009

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)080**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

2867

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme : (2) Land and Waterborne Transport

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

Last year (i.e. 2008), the Financial Secretary mentioned that the Administration would study any options that could rationalise the traffic flow of the three road harbour crossings, including whether the supporting infrastructure of Eastern Harbour Crossing and Western Harbour Crossing have sufficient capacity to absorb the traffic flow diverted. In this connection, will the Administration provide details about the content, methodology, timetable and results of the study conducted in 2008?

Asked by : Hon. LEUNG Yiu-chung

Reply :

In November 2008, we commissioned a 12-month consultancy study to identify the optimum level of traffic for the three road harbour crossings (RHCs), taking into account their geographic locations and capacity of the connecting road networks, and recommend feasible options that cover the necessary financial, organisational and legal mechanisms to achieve the optimum traffic result. The study is expected to be completed in November 2009. The content and methodology of the study include the following -

- to carry out traffic surveys at the three RHCs, their adjacent roads and connecting road networks, and to conduct traffic forecast and analysis under different toll levels and toll adjustment mechanisms, taking into account any new transport infrastructure (such as Central-Wan Chai Bypass and Sha Tin to Central Link), by way of transport modelling;
- to study various options, including buying out Eastern Harbour Crossing (EHC) / Western Harbour Crossing (WHC), common ownership and franchise extension etc;
- to advise on the preferred toll regime for each of the options, taking into account, among other things, the capacity of connecting road networks;

- to advise on the timing for implementation of the preferred toll regime to ensure that the financial and traffic benefits to the public are maximised while also making commercial sense to the franchisees of EHC and WHC. The preferred toll regime should comprise an adjustment mechanism specifying the magnitude and timing for toll variations that may be required to cater for the changing traffic needs;
- to evaluate the financial implications of the options by way of financial modelling, including their implications on the securitisation of the government tolled tunnels and bridge revenue;
- to value the three RHCs as separate entities under different scenarios and circumstances;
- to advise on the preferred management and organisational structure of any new entity that may need to be set up;
- to identify the legal constraints on / obstacles to the implementation of the relevant measures; and
- to research into relevant international experiences.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 18 March 2009

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)081**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

2881

Head : 158 – Government Secretariat : Subhead (No. & title) : 000 Operational  
Transport and Housing Bureau Expenses  
(Transport Branch)

Programme : (1) Director of Bureau's Office

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

What are the respective provisions for the positions of Secretary for Transport and Housing, Under Secretary and Political Assistant in the revised estimate for 2008-09 and the estimate for 2009-10?

Asked by : Hon. LEUNG Yiu-chung

Reply :

The provisions earmarked for the salary provision for the Secretary for Transport and Housing, the Under Secretary and the Political Assistant in the 2008-09 Revised Estimates and the 2009-10 Estimates under Head 158 are as follows :

	<u>2008-09 FY</u> <u>Revised Estimates</u> ( \$ million )	<u>2009-10 FY</u> <u>Estimates</u> ( \$ million )
Secretary for Transport and Housing	3.58	3.58
Under Secretary for Transport and Housing	1.57	2.50
Political Assistant to Secretary for Transport and Housing	0	1.97

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)082**

Question Serial No.

2882

Head : 158 – Government Secretariat : Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme : (1) Director of Bureau's Office

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

What are the specific duties and achievements of the Under Secretary in 2008-09? How to evaluate whether the creation of the position was in line with the value for money principle?

Asked by : Hon. LEUNG Yiu-chung

Reply :

The Under Secretary for Transport and Housing is responsible principally for assisting the Secretary for Transport and Housing in undertaking the full range of political work, including the handling of Legislative Council (LegCo) business, and deputising for the Secretary during the latter's temporary absence. For instance, with effect from the 2008-09 legislative session, the Secretary for Transport and Housing or the Under Secretary for Transport and Housing will normally attend regular meetings of the Panel on Transport and the LegCo Panel on Housing. These are important forums for the Government to explain its policies and to secure support for its initiatives. As part of his role in reaching out to the community, the Under Secretary for Transport and Housing chaired a number of district forums on the 2008-09 Policy Address.

The appointment of the Under Secretary for Transport and Housing has strengthened the support to the Secretary in undertaking political work, communicating with the LegCo and other stakeholders, such as District Councils, political parties/ groups, non-government organisations, district personalities as well as business, professional and other bodies, and explaining Government policies to the media and the public at large.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ Permanent Secretary for  
\_\_\_\_\_ Transport and Housing (Transport) (ag.) \_\_\_\_\_

Date \_\_\_\_\_ 18 March 2009 \_\_\_\_\_

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)083**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

1006

Head : 158 – Government Secretariat : Subhead (No. & title) : 000 Operational  
Transport and Housing Bureau Expenses  
(Transport Branch)

Programme : (1) Director of Bureau's Office

Controlling Officer : Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau : Secretary for Transport and Housing

Question :

The Administration has earmarked \$2.8 million in 2009-10 for the provision for the position of Under Secretary. Please provide a brief description of his functions and the performance indicators.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

The provision for 2009-10 is \$2.8 million (29.2%) higher than the revised estimate for 2008-09. This is mainly due to the full-year provision for the position of Under Secretary for Transport and Housing filled in 2008-09, and the provision required for filling the position of Political Assistant.

The Under Secretary for Transport and Housing is responsible principally for assisting the Secretary for Transport and Housing in undertaking the full range of political work, including the handling of Legislative Council (LegCo) business, and deputising for the Secretary during the latter's temporary absence. For the detailed job description, please refer to Chapter 4 of the Report on Further Development of the Political Appointment System issued by the Government in October 2007, or Enclosure 1 to LegCo Establishment Subcommittee paper EC(2007-08)11.

Since it is generally difficult to measure, by means of some simple quantitative indicators, the effectiveness of the political work undertaken by the Under Secretary for Transport and Housing, we consider it inappropriate to devise such indicators.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 18 March 2009



Reply Serial No.

**THB(T)084**

Question Serial No.

2056

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Permanent Secretary for  
Transport and Housing (Transport) (ag.)** \_\_\_\_\_

Date \_\_\_\_\_ **18 March 2009** \_\_\_\_\_

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)085**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

2057

Head : 158 – Government Secretariat :                      Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

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

Controlling Officer :     Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau :     Secretary for Transport and Housing

Question :

In 2008-09, the work under this Programme included the detailed feasibility study on the development of the Lantau Logistics Park at Siu Ho Wan. Please advise on the progress of the study in 2008-09 and whether there is a timetable for the commencement and completion of the works.

Asked by : Hon. WONG Kwok-hing

Reply :

The feasibility study on the Lantau Logistics Park (LLP) is almost completed. At this stage, the Government is considering the draft report prepared by the Consultant. In view of the uncertain global economic situation, the Government will decide on the way forward of the LLP including the scale and timing of the proposed development, when the economic trend and outlook for Hong Kong and the world becomes clearer. This is to make sure that public resources are used in a cost-effective way in the development of the logistics sector.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ Permanent Secretary for  
Transport and Housing (Transport) (ag.) \_\_\_\_\_

Date \_\_\_\_\_ 20 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)086**

Question Serial No.

Head : 158 – Government Secretariat :                      Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

2058

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

Controlling Officer :     Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau :     Secretary for Transport and Housing

Question :

In 2009-10, the Lantau Logistics Park project will still be at the stage of under consideration. What are the reasons for that?

Asked by : Hon. WONG Kwok-hing

Reply :

In view of the uncertain global economic situation, the Government has to take into account Hong Kong's and the global economic trend and outlook in deciding on the way forward of the Lantau Logistics Park including the scale and timing of the proposed development. This is to make sure that public resources are used in a cost-effective way in the development of the logistics sector.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ Permanent Secretary for  
Transport and Housing (Transport) (ag.) \_\_\_\_\_

Date \_\_\_\_\_ 20 March 2009 \_\_\_\_\_

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)087**

Question Serial No.

2059

Head : 158 – Government Secretariat :                      Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme :      (3) Air and Sea Communications and Logistics Developme...

Controlling Officer :      Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau :      Secretary for Transport and Housing

Question :

Has the Administration consulted the public and the industry on the development of a logistics park on Lantau Island? If yes, what are the results? If no, the reasons for that?

Asked by : Hon. WONG Kwok-hing

Reply :

The Hong Kong Logistics Development Council conducted a User Survey-cum-Strategic Forum on “Hong Kong as a Preferred Logistics Hub” last year. While there was clear agreement among respondents on the need for more reasonably-priced purpose-built logistics centres, there was no clear consensus on the need for a dedicated logistics park. The Government also sought public views on the operational characteristics and planning parameters of the Lantau Logistics Park (LLP) in end 2004. At the time, the majority of the responses received were in support of the planning parameters of the LLP and activities to be undertaken as proposed by the Government. There were however concerns over, amongst other things, the financing and operating cost.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ Permanent Secretary for  
\_\_\_\_\_ Transport and Housing (Transport) (ag.) \_\_\_\_\_

Date \_\_\_\_\_ 20 March 2009 \_\_\_\_\_

Examination of Estimates of Expenditure 2009-10

Reply Serial No.

**THB(T)088**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Question Serial No.

2221

Head : 158 – Government Secretariat :                      Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

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

Controlling Officer :     Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau :     Secretary for Transport and Housing

Question :

Will the Government monitor the service contracts awarded by the Airport Authority? With regard to the hefty rents or licence fees paid by companies providing supporting, aviation and logistics services at the airport, will any follow-up actions be taken by the Administration?

Asked by : Hon. WONG Kwok-hing

Reply :

The Airport Authority is empowered under the Airport Authority Ordinance (Cap 483) to carry out airport-related activities. Franchises and contracts for the provision of airport support activities are normally awarded through open tendering procedures under which potential service providers compete and are selected on a fair and equal basis. The granting of franchises and contracts is supervised by the Board of the Airport Authority of which the Administration participates as members.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **PHILIP YUNG** \_\_\_\_\_

Post Title \_\_\_\_\_ Permanent Secretary for  
Transport and Housing (Transport) (ag.) \_\_\_\_\_

Date \_\_\_\_\_ 18 March 2009 \_\_\_\_\_

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)089**

Question Serial No.

1190

Head : 158 – Government Secretariat :                      Subhead (No. & title) :  
Transport and Housing Bureau  
(Transport Branch)

Programme :        (2) Land and Waterborne Transport

Controlling Officer :        Permanent Secretary for Transport and Housing  
(Transport)

Director of Bureau :        Secretary for Transport and Housing

Question :

It was reported that the railway scheme of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) was gazetted in November 2008 and Choi Yuen Tsuen in Shek Kong was surrounded by the staff of the Lands Department on 11 November 2008, who announced that the land had been acquired by the Government for the development of the above-ground facilities, such as the train depot, of the XRL. Five hundred residents will have to leave in November 2010 and they were only given a period of two months, according to the minimum consultation period stipulated in the gazette, to lodge objections.

Has the Administration earmarked any provision to offer social services support, such as social worker teams, to assist the residents of Choi Yuen Tsuen in Shek Kong to deal with land resumption matters?

Asked by : Hon. WONG Yuk-man

Reply :

The Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) is one of the Ten Major Infrastructure Projects. It will connect Hong Kong via high speed rail with Shenzhen and Guangzhou, as well as the 12000-km National High Speed Rail Network. It will also provide convenient connections with the local train networks in Shenzhen and elsewhere in Guangdong. In addition, the travelling time between Hong Kong and the major cities in the southern and central parts of the Mainland, and as far north as Beijing, will be much reduced. The XRL will therefore enhance Hong Kong's strategic position as the southern gateway to the Mainland.

The Hong Kong Section of the XRL will run in a 26-km tunnel from the terminus in West Kowloon, going north to the New Territories and crossing the boundary at Huanggang. An emergency rescue station and maintenance facilities are proposed to be located at Shek Kong. These facilities are essential to the smooth and safe operation of the railway. Some of the areas in Choi Yuen Tsuen are proposed to be resumed for the construction of these facilities.

The Administration and the MTR Corporation Limited have been staying in close touch with the local communities concerned since the preliminary design of the railway started. On 28 November 2008, the railway scheme was published in the Gazette under the Railways Ordinance. According to the provisions of the Railways Ordinance, a person may, not later than 60 days after the publication of the railway scheme, raise objection to the scheme. The scheme, including any resumption of land, will be implemented only after the Executive Council has given the necessary authorisation under the Railways Ordinance.

The public engagement activities for the XRL project will continue. We shall try our best to see whether and how the concerns from the affected residents can be addressed. While the Administration has not earmarked any provision to offer social services support, we will make every effort to provide necessary and appropriate assistance to the residents.

Signature \_\_\_\_\_

Name in block letters PHILIP YUNG

Post Title Permanent Secretary for  
Transport and Housing (Transport) (ag.)

Date 20 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)090**

Question Serial No.

0830

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Under Programme (3), the Government stated that in 2008, 181 bus route rationalisation packages were processed, which was three times more than the estimated number of 50 in the 2008-09 Estimates. Will the Government inform this Committee why the actual number of bus route rationalisation packages processed in 2008 was more than the estimated number of packages, and the details of the bus routes rationalised?

Asked by : Hon. CHAN Wai-yip, Albert

Reply :

The actual number of bus route rationalisation packages processed in 2008 was higher than the number estimated when preparing the 2008-09 Estimates because additional rationalisation packages involving mild frequency adjustments or minor changes in routings were implemented as an ongoing effort to fine-tune the bus network to match changes in passenger demand and to reduce traffic congestion and roadside emission. The rationalisation packages involved bus routes serving the Hong Kong Island, Kowloon and the New Territories.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 16 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)091**

Question Serial No.

0831

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In Programme (3), the Government advised that no new Green Minibus (GMB) routes were introduced in 2008. However, the administration planned to introduce five new GMB routes in 2008 (see Budget 2008-09). Will the Government advise this Committee the reasons why no new GMB routes were introduced in 2008?

Asked by : Hon. CHAN Wai-yip, Albert

Reply :

The Transport Department intended to introduce five new green minibus (GMB) routes in 2008. The planning process, including consultation with relevant parties, was completed in the third quarter of 2008. Taking into account views collected from parties concerned during the consultation, one proposed route was withdrawn. As a result, only four new GMB routes were gazetted to invite applications in September 2008. The operator selection process has been completed and the new GMB routes are planned to be introduced in the second quarter of 2009.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ ALAN WONG \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)092**

Question Serial No.

0920

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (1) Planning and Development

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :    Regarding studies and surveys for comprehensive transport planning stated in Programme (1), please provide the following details:

- (a) the number of studies and surveys being conducted and completed in 2006-2008; their expenditure, details and the follow-up actions taken by the Transport Department; and
- (b) the number of studies and surveys to be commenced in 2009 and their estimated expenditure.

Asked by:    Hon. CHENG Kar-foo, Andrew

Reply:

(a)    The following eight studies/surveys were conducted in 2006-08:

<b>Study/Survey</b>	<b>Project Cost \$M</b>	<b>Progress</b>	<b>Follow-up actions taken</b>
Traffic Generation Survey 2006	0.38	Completed	Updated trip generation rates were incorporated into the “Traffic Planning and Design Manual” for transport studies.
Strategic Highway Project Review 2007	N.A. (In-house study)	Completed	Findings will be adopted in the preliminary planning of strategic highway projects.
Congestion Charging Transport Model – Feasibility Study	6.00	In progress	The Transport Model developed would be applied to test the effect of potential congestion charging schemes when necessary.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)092**

Question Serial No.

0920

<b>Study/Survey</b>	<b>Project Cost \$M</b>	<b>Progress</b>	<b>Follow-up actions taken</b>
Consultancy Study on Regulatory Arrangements for Cross-boundary Vehicles Upon the Commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB)	1.28	In progress	Findings will be referred to in the development of regulatory arrangements for cross-boundary vehicles in the run-up to the commissioning of HZMB.
Traffic Study for Mid-Levels Area	1.19	In progress	Findings will be taken into account in reviewing the Mid-Levels Moratorium for the area.
West Kowloon Reclamation Development Traffic Study	1.20	In progress	Findings will be taken forward for detailed investigation and implementation of road projects in the area.
Review of Parking Standards for Private Housing Developments in the Hong Kong Planning Standards and Guidelines	0.65	In progress	Findings will be taken into account in the future review of the parking standards for private housing developments in the Hong Kong Planning Standards and Guidelines.
Study on the Planning of Public Transport Services and Facilities for New Boundary Control Points at Liantang / Heung Yuen Wai and Hong Kong-Zhuhai-Macao Bridge (HZMB)	0.96	In progress	Findings will be referred to when considering public transport services and facilities for the new crossings at Liantang and HZMB.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)092**

Question Serial No.

0920

(b) The following study will commence in 2009:

<b>Study/Survey</b>	<b>Estimate (\$)</b>
Strategic Highway Project Review 2009	N.A. (In-house study)

Signature \_\_\_\_\_

Name in block letters ALAN WONG

Post Title Commissioner for Transport

Date 20 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)093**

Question Serial No.

0921

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (1) Planning and Development

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :    (a)    How many traffic impact assessment studies did the Transport Department scrutinise during the three-year period from 2006 to 2008? What are the details? How many of them relating to development proposals were rejected and what were the reasons for the rejection?

(b)    What are the details of the Transport Department's work on providing comments on submissions relating to building developments and planning proposals during the two-year period from 2007 to 2008?

Asked by :    Hon. CHENG Kar-foo, Andrew

Reply :

(a)    In the three-year period from 2006 to 2008, the Transport Department (TD) processed a total of about 4 100 Traffic Impact Assessment (TIA) studies. These TIAs are mainly associated with development proposals or roadworks along existing carriageways or footpaths.

In scrutinising TIA studies for development proposals, TD provides advice mainly on the following aspects –

- (i)        traffic and transport facilities within the development;
- (ii)       traffic impact resulting from the development proposal;
- (iii)      traffic improvement measures to mitigate the traffic impact; and
- (iv)      suggested conditions of approval.

TD does not keep any statistics on the TIA studies for private developments that have been rejected. In general, TD will reject a TIA study if the assessments are considered not reasonable/satisfactory; cannot demonstrate that the proposed development will not cause adverse traffic impact to the nearby road network; or cannot recommend feasible and practical road improvement measures to mitigate the adverse traffic impact caused by the development.

(b)    In the two-year period from 2007 to 2008, TD processed a total of about 3 000 building plan and related submissions for private developments via the Buildings Department and 3 800 planning applications via the Planning Department.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)093**

Question Serial No.

0921

In processing building plans for private developments, TD provides advice mainly on traffic engineering aspects such as development access, car parking and loading/unloading spaces, need for road/footpath widening, etc for the Buildings Department's consideration.

For planning applications, TD provides inputs to the Planning Department on various issues including traffic impact assessments, traffic and transport facilities, access arrangement, provision of car parking and loading/unloading spaces, adequacy of road infrastructure, etc.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **20 March 2009**

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)094**

Question Serial No.

1414

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the planning and development of franchised bus in Hong Kong, please advise the reasons for the large reduction in the estimated number of bus-bus interchange (BBI) schemes for 2009.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

The planning and implementation of BBI schemes is an ongoing exercise. In formulating these schemes, the Government, together with the bus operators, will take into account suggestions from the public and factors such as the operational and financial implications, how the proposed scheme can improve the bus network coverage and efficiency, and the compatibility of the Octopus software. Owing to the variations of these factors from year to year, the number of BBI schemes planned or introduced each year may differ.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **16 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)095**

Question Serial No.

1415

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In respect of encouraging franchised bus companies to retrofit emission reduction devices (ERD) on their buses and to deploy environment friendly buses at busy corridors, please provide the following information:

- (a) the number of franchised buses retrofitted with ERDs in 2007-08 and 2008-09, and the effectiveness of such devices in reducing emission; and
- (b) whether there will be any study with other government departments on mandatory replacement of older buses with higher emission. If yes, please provide the details. If not, please advise the reasons.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) As at end 2007 and 2008, about 2 975 and 3 087 franchised buses were retrofitted with ERDs respectively. All franchised buses of pre-Euro and Euro I emission standards have been retrofitted with ERDs. The Transport Department (TD) has been encouraging the franchised bus companies to continue to retrofit ERDs on their buses of Euro II and Euro III emission standards where technically feasible. According to the Environmental Protection Department, the ERDs installed on buses of Euro II and Euro III emission standards can reduce particulate matters, hydrocarbons and carbon monoxides by about 80% to 90%.
- (b) The franchised bus companies are committed to the use of buses below 18 years old for their franchised bus services. TD will continue to require the franchised bus companies to adopt the latest commercially available and proven environmental protection technology in acquiring new buses.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ ALAN WONG \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 19 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)096**

Question Serial No.

1416

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

- Question :
- (a) Did the Transport Department conduct any study in 2006-07, 2007-08 and 2008-09 on the future development of outlying islands ferry services including passenger demand, fare and service levels, service quality and the role of the Government? If yes, what were the expenditure, details and result of the study? If no, will there be such kind of study in the coming year?
  - (b) Has the Transport Department formulated any contingency plan to maintain the outlying islands ferry services in case the ferry service operator cannot continue the operation? If yes, what are the details of the contingency plan? If no, will the Transport Department formulate the related plan?

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) The Transport Department (TD) did not conduct in 2006-07, 2007-08 and 2008-09 any study on the future development of outlying islands ferry services. A passenger opinion survey was conducted in 2006 on major outlying islands ferry services (including Central-Cheung Chau route; Central-Peng Chau route; Central-Mui Wo route; Central-Yung Shue Wan route; Central-Sok Kwu Wan route; and Peng Chau-Mui Wo-Chi Ma Wan-Cheung Chau inter-island route) to collect passengers' satisfaction level and opinions on fare, service level and service quality. The cost of the survey was about \$0.46 million. The results showed that in general, passengers were satisfied with the outlying islands ferry services provided.
- (b) Under the Ferry Services Ordinance (Cap 104), the licenced ferry service operator has the obligation to maintain proper and efficient ferry service during the licence period. Operators are also required to give advance notice to the Commissioner for Transport (the Commissioner) in case they do not want to continue with the operation of their ferry services. On receiving such notices, the Commissioner will consider the need to re-tender the service in order to secure an operator for the continued provision of services. TD also has contingency arrangements to cater for emergency situations by means of strengthening alternative transport services, or if required, by providing emergency relief services.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)096**

Question Serial No.

1416

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **19 March 2009**

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)097**

Question Serial No.

1417

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In relation to the number of daily spot check on franchised buses, please provide the following information :

- (a) the manpower establishment and the expenditure deployed for the daily spot check in 2007-08 and 2008-09, and the detail inspection procedures; and
- (b) whether the Transport Department (TD) will increase the number of daily spot checks of in-service franchised buses to enhance bus safety.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) In the past two years, the Transport Department (TD) deployed three Motor Vehicle Examiners to conduct an average of 14 spot checks of in-service franchised buses per working day. The staff cost, in terms of notional annual mid-point salary, was about \$1.5 million.

TD staff randomly select in-service buses for spot checks at different bus depots. The selected buses, after completion of their service trips, have to return to the concerned bus depots for TD's inspection. TD staff will go through all the inspection items for the annual inspection including braking systems, suspension systems, steering systems, lighting systems, body structures, seats and emission tests. The bus companies have to rectify immediately any defects found for re-checking by TD staff before the buses are released back to service.

- (b) At present, there is no plan to increase the number of daily spot checks of in-service franchised buses. TD will continue to monitor the situation and review the need as appropriate.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 23 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)098**

Question Serial No.

1418

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (3) District Traffic and Transport Services

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :            In connection with bus route rationalisation and service improvements, please advise details about the bus stop re-organisation plans in 2009. Among these bus stops, how many are located in busy traffic corridors?

Asked by :            Hon. CHENG Kar-foo, Andrew

Reply :

With a view to improving the efficiency of bus routes, the Transport Department (TD) examines from time to time with franchised bus operators bus stop re-organisation plans, having regard to changes arising from bus route rationalisation measures, passenger demand, passenger queuing arrangements and traffic conditions. To improve the passenger queuing arrangements and to better utilise the designated bus stopping area along Yee Wo Street eastbound outside Hong Kong Mansion, TD is planning to re-organise the seven bus stops thereat by allocating the bus routes observing these bus stops more evenly. Subject to the outcome of local consultation, this plan will be implemented in the second quarter of 2009.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **20 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)099**

Question Serial No.

1420

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (3) District Traffic and Transport Services

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :    Please advise on the estimated expenditures, details and completion dates for the feasibility studies for the proposed pedestrian footbridge/subway in Causeway Bay and Mong Kok and for the proposed pedestrian footbridge network in Yuen Long town.

Asked by :    Hon. CHENG Kar-foo, Andrew

Reply :

The details of the three projects for improvement of pedestrian environment are as follows –

- (a) the Transport Department will employ consultants to carry out feasibility studies on and preliminary designs for the construction of a pedestrian subway system in Causeway Bay and the extension of the existing pedestrian footbridge system in Mong Kok. The studies will investigate the feasibility of the possible options for the proposed pedestrian systems and produce preliminary designs for the recommended options. The consultancy studies will commence in March 2009 for completion in 12 months. The estimated costs are \$1.3 million and \$0.7 million for the Causeway Bay and Mong Kok studies respectively; and
- (b) as regards the Yuen Long town centre, the Highways Department will employ consultants to conduct a study on improving the pedestrian environment. The study will investigate the feasibility and benefits of various options, such as footbridges, pedestrian subways, pedestrianised streets and traffic calming streets. The study is expected to commence in April 2009 for completion in 2010, at an estimated cost of \$3.7 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ ALAN WONG \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 19 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)100**

Question Serial No.

0002

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the traffic and transport arrangements at the Lok Ma Chau Spur Line and Shenzhen Bay control points, please advise -

1. The utilisation of the two control points during peak and non-peak hours in 2007-08 and 2008-09.
2. Is the utilisation different from the forecast?
3. Will the Government formulate measures to improve the utilisation of the two control points? If so, what are the measures? Please also advise the implementation timetable for such measures.

Asked by : Hon. CHEUNG Hok-ming

Reply :

The Lok Ma Chau Spur Line Control Point (LMCSLCP) and Shenzhen Bay Control Point (SBCP) were commissioned in August and July 2007 respectively. There has been gradual increase in their utilisation rates since then.

In 2008, the average daily two-way vehicular flow of the SBCP was 5 900 trips as compared with the estimate of 29 800, while the two-way passenger traffic flow was 34 200 trips, which exceeded the estimate of 30 800. At present, the vehicular flow still falls short of the forecast.

As for the LMCSLCP, the two-way daily passenger flow increased from 40 800 trips in end 2007 to 50 500 trips in 2008.

To encourage the utilisation of the SBCP, the relevant Hong Kong and Guangdong authorities have implemented a number of measures, including –

- (a) allowing all goods vehicles of cross-boundary freight companies to freely use the SBCP;
- (b) allowing private car quota-holders of Lok Ma Chau (LMC), Man Kam To and Sha Tau Kok control points to continue to choose the SBCP for commuting purpose until end September 2009; and
- (c) allowing holders of SBCP private car quotas to use the LMC during the hours when the SBP is not in operation (i.e. from midnight to 6:30 a.m.) with effect from 26 May 2008, in order

Examination of Estimates of Expenditure 2008-09

CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION

Reply Serial No.

**THB(T)100**

Question Serial No.

0002

to facilitate them to cross the boundary during the small hours.

In addition, the Hong Kong and Guangdong authorities have agreed in principle to introduce ad hoc quotas for cross-boundary private cars on a trial basis at SBCP as soon as possible. Besides, the Guangdong government will expedite the construction of the Guangdong Yanjiang Expressway with a view to commissioning the entire expressway by end 2011.

As regards the LMCSLCP, the MTR Corporation Limited (MTRCL) has implemented various promotional schemes to enhance the attractiveness of the Lok Ma Chau Spur Line. For example, weekly tickets were provided in 2008 to enable frequent travelers to ride on the Spur Line at a promotional fare. Short-term promotions were also introduced in January and February 2008 to distribute free tickets at the Spur Line. We will continue to monitor the utilisation of the LMCSLCP and liaise with the MTRCL and other stakeholders to identify any possible measures that can further improve its utilisation.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Commissioner for Transport** \_\_\_\_\_

Date \_\_\_\_\_ **18 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
SUPPLEMENTARY QUESTION**

Reply Serial No.

**THB(T)101**

Question Serial No.

0003

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (3) District Traffic and Transport Services

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :    Regarding the usage of Park-and-Ride facilities, please advise:

- (a) during the period from 2006-07 to 2008-09, the utilisation rates of the Park-and-Ride facilities provided and operated by the Government or the MTR Corporation Limited at peak and non-peak periods respectively?
- (b) whether the Administration will review and consider to offer more concessions to increase the utilisation rates of those Park-and-Ride facilities with low utilization?

Asked by :    Hon. CHEUNG Hok-ming

Reply :

- (a) At present, there are six car parks operated by the Transport Department (TD) or MTR Corporation Limited (MTRCL) which provide Park-and-Ride (PnR) facilities. These car parks, locating at Sheung Shui Station, Kam Sheung Road Station, Choi Hung Station, Hong Kong Station, Kowloon Station and Tsing Yi Station, provide a total of about 2 100 car parking spaces for use by both PnR and other users. Many of the PnR users park their cars at these facilities in the morning until the evening on the same day. As such, TD and MTRCL monitor the usage of PnR facilities by collecting statistics on average daily usage, instead of the usage during particular hours. The average daily number of users of these car parks were 1 350, 1 750 and 1 450 in 2006, 2007 and 2008 respectively, of which about one half were PnR users.
- (b) TD has been regularly monitoring the utilisation of the PnR facilities. The current level of utilisation of these facilities is generally satisfactory and the current concession rates are also considered sufficient. TD and MTRCL will continue to regularly monitor the utilisation rate of the facilities and consider measures to further enhance their usage if necessary.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
SUPPLEMENTARY QUESTION**

Reply Serial No.

**THB(T)101**

Question Serial No.

0003

Signature \_\_\_\_\_

Name in block letters ALAN WONG

Post Title Commissioner for Transport

Date 17 March 2009

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)102**

Question Serial No.

0004

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Does the Administration have statistics on whether the new applicants of driving licence received training from private driving instructors or designated driving schools? If yes, please provide the figures for 2006-07, 2007-08 and 2008-09.

Asked by : Hon. CHEUNG Hok-ming

Reply :

The number of applications for driving tests from candidates who received training from private driving instructors and designated driving schools respectively in the past three years are as follows:

Year	Number of Applications for Driving Test from Candidates Who Received Training from	
	Private Driving Instructors	Designated Driving Schools
2006	67 710	43 180
2007	64 610	40 030
2008	63 450	31 960

*Note 1: All figures are by calendar year.*

*Note 2: All figures are rounded up to the nearest ten.*

Signature \_\_\_\_\_

Name in block letters                      ALAN WONG

Post Title                      Commissioner for Transport

Date                      18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)103**

Question Serial No.

0007

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Would the Administration please provide information on the situation of mandatory attendance of Driving Improvement Course Scheme in 2006-07, 2007-08 and 2008-09, and whether there are drivers who still violate traffic regulations after attending the Course? If yes, please provide the number of such drivers in these three years.

Asked by : Hon. CHEUNG Hok-ming

Reply :

With effect from 9 February 2009, if a person commits a serious traffic offence incurring 10 Driving-offence Points (DOPs), or having incurred 10 DOPs within a period of two years, he is required to attend a Driving Improvement Course (DIC) on a mandatory basis. The Transport Department will closely monitor the effectiveness of the mandatory scheme.

Notwithstanding the introduction of the mandatory scheme on 9 February 2009, a person may attend the DIC on a voluntary basis or be ordered by the court to do so. The number of persons who attended the DIC for the past three years and those who violated traffic regulations afterwards are as follows:

Year	Number of DIC participants(Note 1)	Numbers of participants who incurred driving-offence points after completing the DIC	
		Within six months	Within one year
2006	2 640 [30]	660	1 210
2007	4 050 [30]	980	1 650
2008	3 910 [50]	Not yet available	Not yet available

*Note 1: All figures are by calendar year and rounded up to the nearest ten. The figures in bracket denote the number of drivers who attended the DIC in compliance with court order.*

Signature \_\_\_\_\_

Name in block letters ALAN WONG

Post Title Commissioner for Transport

Date 17 March 2009

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)104**

Question Serial No.

1510

Head : 186 – Transport Department

Subhead (No. & title) :

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : There will be a net increase of 29 posts in the Transport Department in 2009-10. Please list out the post titles, ranks, duties and annual emoluments for these posts.

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply :

The net increase of 29 posts in 2009-10 is the result of creation of 30 posts offset by deletion of one post. The post-holders will take up duties and responsibilities contributing to the operation and delivery of services under the following programmes:

(a) Creation of 30 posts

- (i) Programme (1) Planning and Development: 13 posts - two Principal Transport Officers, one Chief Transport Officer, two Senior Engineers, one Senior Transport Officer, three Engineers/Assistant Engineers, one Senior Technical Officer (Traffic), two Transport Officers II and one Assistant Clerical Officer;
- (ii) Programme (2) Licensing of Vehicles and Drivers: 11 posts - one Senior Transport Officer, one Mechanical Engineer/Assistant Mechanical Engineer, one Transport Officer II, two Clerical Officers and six Assistant Clerical Officers;
- (iii) Programme (3) District Traffic and Transport Services: six posts – one Transport Officer II, four Technical Officers (Traffic)/Technical Officer Trainees (Traffic) and one Assistant Clerical Officer; and

(b) Deletion of one post

- (i) Programme (2) Licensing of Vehicles and Drivers: one post – lapse of one time-limited one Assistant Clerical Officer post.

The staff cost, in terms of notional annual mid-point salary for the 30 posts to be created at (a) is \$14.2 million, partly offset by \$0.2 million for the deletion of one post at (b).

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)104**

Question Serial No.

1510

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **20 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)105**

Question Serial No.

1511

Head : 186 – Transport Department

Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the feasibility study of harnessing advanced technologies to enhance the Department's incident management capability, what is the latest progress since its commencement in March 2007? How much is the expenditure? What are the study results?

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply :

The study is now in the final stage of formulating recommendations. It is scheduled for completion in mid 2009.

The cost of the study is \$7 million.

Building upon our current set-up on incident management, the study will make recommendations on the enhancement of our capacity and ability, as well as further utilisation of advanced technology in incident detection, incident verification, incident data analysis and display, transport modelling, and collection and dissemination of real-time traffic information.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 20 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)106**

Question Serial No.

1512

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (3) District Traffic and Transport Services

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :    The section on “Matters Requiring Special Attention in 2009-10” includes an item “continue the replacement and expansion of CCTV cameras in the Urban and New Territories areas”. Please provide details including the expenditure in 2009-10, manpower required, the number of CCTV cameras to be replaced, the areas to be benefited and the programme, etc.

Asked by :    Hon. CHEUNG Yu-yan, Tommy

Reply :

The estimated expenditure in 2009-10 for the replacement and expansion of CCTV cameras in Urban and New Territories areas is \$68 million. The works require the input of three professional and one technical staff. The works will replace about 100 obsolete cameras in Kowloon, Tsuen Wan and Sha Tin and provide about 320 new cameras over the whole territory. It has commenced in January 2008 for completion in late 2010.

Signature \_\_\_\_\_

Name in block letters                      ALAN WONG

Post Title                      Commissioner for Transport

Date                      20 March 2009

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)107**

Question Serial No.

0521

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (2) Licensing of Vehicles and Drivers

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :    There has been media coverage of the illegal modification of certain light goods vehicles for carriage of people with disabilities owing to the inadequacy of transport services for them. Did the Administration receive any reports of such during the period between 2007 and 2008?

Asked by :    Hon. IP Wai-ming

Reply :

Unauthorized modification of vehicles and the use of light goods vehicles to carry passengers for hire and reward are prohibited under existing legislation. The Transport Department received no report of alleged illegal modification of light goods vehicles for carriage of people with disabilities from 2007 to 2008.

Signature \_\_\_\_\_

Name in block letters                      ALAN WONG

Post Title                      Commissioner for Transport

Date                      19 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)108**

Question Serial No.

0522

Head : 186 – Transport Department

Subhead (No. & title) :

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Administration indicates that it will improve access to public transport and provision of transport facilities for persons with disabilities. In that regard, will the Administration provide information on the following:

- (a) How many franchised buses are currently still not installed with low floor facilities and bus stop announcement systems?
- (b) Will the Administration have a timetable governing the franchised bus companies to gradually replace their buses to ensure that every bus route is served by low floor buses?
- (c) What are the Administration's plans for upholding "Transport for All" in public transport in 2009-10, and what will be the projects involved and estimated expenditure?

Asked by : Hon. IP Wai-ming

Reply :

- (a) As at end December 2008, there were about 2 820 franchised buses which were equipped with low floor and ramps, and about 4 210 franchised buses with bus stop announcement system. There were about 2 970 franchised buses which were not yet equipped with low floor and ramps, and about 1 580 franchised buses with no bus stop announcement system, representing about 51% and 27% of the total bus fleet respectively.
- (b) All companies except New Lantao Bus Company Limited (NLB) have agreed that all new buses purchased will be wheelchair accessible. NLB's buses operate largely on Lantau Island where deployment of wheelchair accessible buses is not suitable due to constraints of the terrain. However, NLB plans to deploy wheelchair accessible buses on routes where the terrain permits.

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)108**

Question Serial No.

0522

(c) The plan in 2009 includes -

- (i) On-going accessibility improvement works in railway stations and along railway service lines by the Mass Transit Railway (MTR) Corporation Limited, on-going programme to replace older buses with low-floor buses and installation of bus stop announcement system by franchised bus companies;
- (ii) installing tactile warning strips in front of the staircases at MTR station entrances for the convenience of visually impaired passengers;
- (iii) improving accessible facilities at public transport interchanges such as drop kerbs and tactile warning strips; and
- (iv) installing tactile guide paths to link up hospitals, clinics and community facilities with bus termini, footbridge systems, bus stops and piers.

Item (i) does not require additional resources. For items (ii) to (iv), the estimated expenditure will be about \$2 million in 2009-10.

Signature \_\_\_\_\_

Name in block letters ALAN WONG

Post Title Commissioner for Transport

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)109**

Question Serial No.

0483

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : According to the Transport Department, 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. The Financial Secretary (FS) has indicated that HKSARG would actively promote the use of electric vehicle. However, the locally developed electric vehicle “MyCar” cannot be used on Hong Kong roads due to the lack of the suitable vehicle class type and relevant regulations. Would the Transport Department introduce relevant regulations to ensure that MyCar can be commonly used on roads in Hong Kong? If yes, what would be the manpower and financial resources required?

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

The Transport Department (TD) has been working closely with the manufacturer of MyCar on the trial use of the new electric vehicle in Hong Kong. We issued the first special purpose vehicle licence to “MyCar” for research purpose in 2007. As at February 2009, three special purpose vehicle licences have been issued. Our understanding is that the prototypes of the vehicle are not developed specifically for the Hong Kong market, and not all features meet the local vehicle safety standards. At present these vehicles are permitted to be used on roads within specified areas.

TD supports the introduction of electric vehicles in Hong Kong and will facilitate research and development activities undertaken by local institutions. TD’s objective is to ensure that such vehicles, when fully developed, would meet the necessary vehicle and road safety requirements. We have been in active discussion with the manufacturers of “My Car” and will continue to provide them with advice that will facilitate their development efforts in meeting Hong Kong’s requirements.

It is too early to determine if new regulations would be required. Therefore we cannot provide forecast on manpower and financial resources required at this stage.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)109**

Question Serial No.

0483

Signature \_\_\_\_\_

Name in block letters ALAN WONG

Post Title Commissioner for Transport

Date 17 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)110**

Question Serial No.

0484

Head : 186 – Transport Department                      Subhead (No. & title):

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Transport Department has mentioned that they would need to deal with the upsurge in the renewal of ten-year driving licences in financial year 2009-10. Will the Administration advise:

- (a) the anticipated number of drivers who will apply for renewal of their driving licences in 2009-10?
- (b) whether there is a need to recruit additional staff? If yes, what is the cost involved?
- (c) how to improve the efficiency in driving licence renewal?
- (d) what is the number of on-line application for driving licence renewal? What are the measures that encourage applicants to apply for renewal of driving licence online?

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) There are about 385 000 licence holders whose ten-year driving licences will be due for renewal in 2009-10.
- (b) To cope with the current phase of the renewal upsurge cycle, 12 time-limited posts (i.e. two Senior Clerical Officers, four Assistant Clerical Officers and six temporary staff) have been created for 2009-10. The total staff cost for these posts is \$1.9 million.
- (c) To cope with the upsurge in renewal applications of the 10-year driving licences, the Transport Department has :
  - operated all available counters at the four licensing offices and designated more counters for the upsurge exercise;
  - introduced a quota system in the licensing offices for walk-in applicants for better management of waiting time at the counters;
  - provided licence holders with a Personal Identification Number (PIN) to facilitate them to submit postal and electronic applications; and

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)110**

Question Serial No.

0484

- placed additional drop boxes at 20 designated post offices territory-wide to facilitate submission of renewal applications by the public.
- (d) To promote on-line renewal of driving licences, the Transport Department has, through the issue of reminder notices cum application forms, provided all relevant licence holders with a PIN for online renewal of driving licences at the GovHK portal since March 2008. As at 28 February 2009, around 32 300 renewal applications were processed through this channel.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Commissioner for Transport** \_\_\_\_\_

Date \_\_\_\_\_ **20 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)111**

Question Serial No.

0485

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Transport Department mentioned that during the period from 2009 to 2010, all conventional traffic signals in Hong Kong will be replaced by Light Emitting Diode (LED) traffic signals. Please advise:

- (a) the expenditure of replacing conventional traffic signals with LED signals; and
- (b) the savings on electricity charges per annum after replacing conventional traffic signals with LED signals.

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- (a) The estimated expenditure of replacing all conventional traffic signals with LED traffic signals in the territory is \$140.3 million.
- (b) After replacing conventional traffic signals with LED traffic signals, the annual electricity charge is estimated to reduce from \$12.8 million to \$5.2 million, bringing a saving of \$7.6 million per annum.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)112**

Question Serial No.

2236

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the territory-wide replacement of conventional traffic signals with Light Emitting Diode (LED) traffic signals, please advise this Committee the replacement programme and estimated expenditure.

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

The replacement of conventional traffic signals with LED traffic signals will be conducted in three phases according to the following programme –

Phase/Region	Period
Phase 1 - HK Island	Feb 2009 – Apr 2010
Phase 2 - Kowloon	Aug 2009 – Jan 2011
Phase 3 - New Territories	Aug 2010 – Jul 2012

The estimated expenditure for the project is \$140.3 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **17 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)113**

Question Serial No.

2237

Head : 186 – Transport Department

Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In respect of encouraging franchised bus companies to retrofit their buses with emission reduction devices (ERD), please advise this Committee the progress of the retrofitting in 2008-09 and the target for 2009-10.

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

As at end 2008, ERDs have been retrofitted on 3 087 franchised buses. All franchised buses of pre-Euro and Euro I emission standards have been retrofitted with ERDs. The Transport Department has been encouraging the franchised bus companies to continue to retrofit ERDs on their buses of Euro II and Euro III emission standards where technically feasible. The target is to complete such retrofitting in 2009-10.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Commissioner for Transport** \_\_\_\_\_

Date \_\_\_\_\_ **18 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)114**

Question Serial No.

2238

Head : 186 – Transport Department

Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the review on the outlying island ferry services, please advise this Committee of the related progress and the anticipated date of completion of the review.

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

The Government has committed to conducting a review on the outlying island ferry services with a view to enhancing their long-term financial viability and maintaining their fare stability. Under the principle of not providing direct subsidy for their daily operation, the Government will study the long-term development of these services. We aim to complete the review before the commencement of the next operating period of the ferry services in 2011.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ ALAN WONG \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 18 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)115**

Question Serial No.

2239

Head : 186 – Transport Department                      Subhead (No. & title):

Programme :            (2) Licensing of Vehicles and Drivers

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :    Will the Administration inform this Committee the progress of handling the upsurge in renewal application for ten-year driving licence, the anticipated number of renewal applications required handling in 2009 and the resources involved? Will the Administration consider further streamlining the application procedures to cope with the next renewal cycle for ten-year driving licences?

Asked by :    Hon. LAU Kin-ye, Miriam

Reply:

During the renewal upsurge cycle from 2007 to 2010, about 1 300 000 driving licences are due for renewal. About 670 000 licence holders have already renewed their licences. In 2009-10, about 385 000 driving licences are due for renewal. 12 time-limited posts (i.e. two Senior Clerical Officers, four Assistant Clerical Officers and six temporary staff) will be provided for 2009-10 to cope with the current phase of renewal upsurge. The provision for staff and recurrent expenditure for 2009-10 is \$11.4 million.

An internal review will be carried out on the effectiveness of the measures taken upon completion of the current renewal upsurge cycle in 2010. The review findings will help the Transport Department devise appropriate measures to cope with the next renewal cycle for ten-year driving licences in 2017.

Signature \_\_\_\_\_

Name in block letters                      ALAN WONG

Post Title                      Commissioner for Transport

Date                      20 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)116**

Question Serial No.

2240

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The number of summonses issued for Driving Offence Points (DOP) disqualification in 2007, 2008 and 2009 are 4 513, 5 104 and 5 700 respectively. Could the Administration explain the reasons for the increase? What are the estimated expenses in relation to the handling of DOP summonses in 2009?

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

Summonses for Driving Offence Points (DOP) disqualifications are issued to licence holders who have incurred 15 or more DOPs within two years. The trend of increase of DOP summonses may be attributable to the increase in red light jumping offences detected as a result of the installation of more red light cameras since late 2006 and the stepping up of enforcement actions on traffic offences by the Police. The staff cost provision for handling DOP summonses in 2009 is about \$1.5 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Commissioner for Transport** \_\_\_\_\_

Date \_\_\_\_\_ **20 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)117**

Question Serial No.

2241

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (3) District Traffic and Transport Services

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :    Regarding Park-and-Ride facilities, please advise -  
(a) the utilisation rates of the concerned scheme in 2008;  
(b) the work target in 2009, including any plans for further expansion of the concerned scheme and the expenditure involved; and  
(b) are there any assessments on the effectiveness of the Park-and-Ride scheme? If yes, please provide the details.

Asked by :    Hon. LAU Kin-ye, Miriam

Reply :

- (a) At present, there are six car parks operated by the Transport Department (TD) and the MTR Corporation Limited (MTRCL) which provide Park-and-Ride (PnR) facilities. These car parks, locating at Sheung Shui Station, Kam Sheung Road Station, Choi Hung Station, Hong Kong Station, Kowloon Station and Tsing Yi Station, provide a total of about 2 100 car parking spaces for use by both PnR and other users. The average daily number of users of these car parks was about 1 450 in 2008, and about half of them were PnR users.
- (b) TD will continue to monitor the utilisation of the existing PnR facilities in 2009.
- (c) TD has been regularly monitoring the operation of the PnR facilities to ensure the policy objective of encouraging motorists to use public transport could be achieved. The current utilisation of PnR facilities is generally satisfactory, and the number of PnR parking spaces available is sufficient to cater for the demand. TD will continue to regularly monitor the situation and consider measures to further enhance the usage of such facilities if necessary.

Signature \_\_\_\_\_

Name in block letters                      ALAN WONG

Post Title                      Commissioner for Transport

Date                      20 March 2009

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)118**

Question Serial No.

2242

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding helping relieve bus congestion and reduce road-side emission, please advise this Committee the progress in 2008-09 and the target for 2009-10.

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

Franchised bus services are being rationalised as an ongoing exercise to match changes in passenger demand, help relieve bus congestion and reduce road side emission.

In 2008, 181 bus rationalisation packages were implemented. As regards 2009, the target is 70.

In addition, the Transport Department has been working with franchised bus operators to promote the deployment of more environmentally friendly buses on busy corridors. By December 2008, all the franchised buses running on Yee Wo Street; over 90% on Hennessy Road and Nathan Road; and over 80% on Queensway and Des Voeux Road Central are already of Euro II or above emission standards. We will continue our efforts in this regard.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ ALAN WONG \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 18 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)119**

Question Serial No.

2243

Head : 186 – Transport Department

Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding measures to facilitate the cross-boundary traffic and transport services, please advise the work target and resources involved for 2009-10.

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

The Transport Department will continue to monitor the cross-boundary land traffic demand and improve the related transport services, facilities and infrastructure. In 2009-10, we will -

- (a) monitor and regularly review the service and operation of the Lok Ma Chau-Huanggang Cross-boundary Shuttle Buses (Yellow Buses) as well as other cross-boundary coaches using the various land boundary control points;
- (b) monitor and regularly review the service and operation of public transport to/from the Shenzhen Bay Port and the Lok Ma Chau Spur Line public transport interchanges;
- (c) upgrade the computer system for monitoring of coach operation at the Lok Ma Chau, Man Kam To and Sha Tau Kwok control points;
- (d) provide a canopy over the nine newly commissioned laybys at the Lok Ma Chau Control Point for picking up of in-bound passengers travelling on cross-boundary coaches and Yellow Buses;
- (e) provide more coach stacking spaces at the Lok Ma Chau Spur Line and Man Kam To Control Points and carry out the associated roadworks;
- (f) assist in the review of the arrangements for cross-boundary vehicles, including the planning and implementation of a trial scheme on ad hoc quotas for cross-boundary private cars at the Shenzhen Bay Control Point; and
- (g) maintain close communication with the Mainland authorities and reflect the views of the cross boundary transport trade to them to ensure their smooth operations in Hong Kong and the Mainland.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)119**

Question Serial No.

2243

The estimated expenditures of the works mentioned in items (d) and (e) in 2009-10 are about \$5.00 million and \$0.05 million respectively. The other tasks will be carried out using existing resources and there is no separate breakdown on the expenditures involved.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **19 March 2009**

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)120**

Question Serial No.

2712

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (3) District Traffic and Transport Services

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :            In 2009-10, the Transport Department will continue to implement schemes to improve the pedestrian environment and undertake feasibility studies for the pedestrian footbridge/subway proposals in Causeway Bay and Mong Kok. Please provide details of the relevant work and the required expenditure.

Asked by :            Hon. LEUNG Mei-fun, Priscilla

Reply :

(a)        The details of pedestrian schemes that are being implemented are tabulated below-

<b>District</b>	<b>Location</b>	<b>Target Completion Date</b>	<b>Project Estimate (\$ million)</b>	<b>Estimated Expenditure in 2009-10 (\$ million)</b>
Wan Chai	Lockhart Road (between Cannon Street and East Point Road)	Early 2010	1.6	1.0
Yau Tsim Mong	Bowring Street (between Nathan Road and Parkes Street)	Mid 2009	4.0	0.9
	Saigon Street (between Nathan Road and Shanghai Street)	End 2009		
	Woosung Street (between Jordan Road and Kansu Street)	End 2010		
Sham Shui Po	Yu Chau Street (between Yen Chow Street and Nam Cheong Street)	End 2009	1.5	0.2

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)120**

Question Serial No.

2712

The details of pedestrian schemes that are scheduled to start in 2009 are tabulated below-

<b>District</b>	<b>Location</b>	<b>Target Completion Date</b>	<b>Project Estimate (\$ million)</b>	<b>Estimated Expenditure in 2009-10 (\$ million)</b>
Yau Tsim Mong	Parkes Street (between Jordan Road and Saigon Street)	Mid 2010	2.4	0.4
	Ning Po Street (between Nathan Road and Shanghai Street)	Early 2010		
	Pak Hoi Street (between Nathan Road and Shanghai Street)	End 2009		
	Peking Road (between Nathan Road and Hankow Road)	Early 2010	0.7	0.7
	Prat Avenue (between Hart Avenue and Chatham Road South)	Early 2010	0.7	0.7
Sham Shui Po	Kweilin Street (between Yu Chau Street and Un Chow Street)	Mid 2010	0.75	0.1

- (b) To improve the pedestrian environment in the shopping districts in Causeway Bay and Mong Kok, the Transport Department will employ consultants to carry out feasibility studies on and preliminary designs for the construction of a pedestrian subway system in Causeway Bay and the extension of the existing pedestrian footbridge system in Mong Kok. The studies will investigate the feasibility of the possible options for the proposed pedestrian systems and produce preliminary designs for the recommended options. The consultancy studies will commence in March 2009 for completion in 12 months. The estimated costs are \$1.3 million and \$0.7 million for the Causeway Bay and Mong Kok studies respectively.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Commissioner for Transport** \_\_\_\_\_

Date \_\_\_\_\_ **20 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)121**

Question Serial No.

2868

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In the past year (i.e. 2008), how many fare adjustment applications from the green minibus operators were processed by the Administration? Which routes were involved? What was the result of fare adjustment application of each route?

Asked by : Hon. LEUNG Yiu-chung

Reply :

In 2008, a total of 56 green minibus fare adjustment applications involving 22 routes on Hong Kong Island, 25 routes in Kowloon and 75 routes in the New Territories respectively were processed and approved by the Transport Department. The rates of fare increase ranged from 2.9% to 17.0%.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Commissioner for Transport** \_\_\_\_\_

Date \_\_\_\_\_ **17 March 2009** \_\_\_\_\_

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)122**

Question Serial No.

2869

Head : 186 – Transport Department

Subhead (No. & title) : Subhead 000 -  
Operational expenses

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the task of assisting the Transport and Housing Bureau in conducting the review on the outlying island ferry services, please provide the details of the review in terms of its scope, timetable and resources involved?

Asked by : Hon. LEUNG Yiu-chung

Reply :

The Government has committed to conducting a review on the outlying island ferry services with a view to enhancing their long-term financial viability and maintaining their fare stability. Under the principle of not providing direct subsidy for their daily operation, the Government will study the long-term development of these services. We aim to complete the review before the commencement of the next operating period of the ferry services in 2011.

A time-limited Chief Transport Officer post will be created for the three years of 2009-10, 2010-11 and 2011-12 to assist in conducting the review and implementing the recommendations. The staff cost in terms of notional annual mid-point salary is \$1.04 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Commissioner for Transport** \_\_\_\_\_

Date \_\_\_\_\_ **20 March 2009** \_\_\_\_\_

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)123**

Question Serial No.

2464

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the territory-wide replacement of conventional traffic signals with Light Emitting Diode (LED) traffic signals, please advise the manpower and resources required and details including the regions covered and the programme.

Asked by : Hon. LI Fung-ying

Reply :

The territory-wide replacement of conventional traffic signals with LED traffic signals is managed by one professional and three technical staff. The estimated expenditure for the project is \$140.3 million. The project will be implemented in three phases according to the following programme –

Phase/Region	Period
Phase 1 – HK Island	Feb 2009 – Apr 2010
Phase 2 – Kowloon	Aug 2009 – Jan 2011
Phase 3 – New Territories	Aug 2010 – Jul 2012

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Commissioner for Transport** \_\_\_\_\_

Date \_\_\_\_\_ **18 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)124**

Question Serial No.

2465

Head : 186 – Transport Department

Subhead (No. & title) :

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the net increase of 29 posts in the Transport Department (TD) in 2009-10, please provide the following information:

- (a) the ranks and duties for these 29 posts;
- (b) the ranks and duties for recruitment of new intakes to fill the vacancies in 2008-09 and the staff cost;
- (c) the establishment and strength of TD in 2008-09 by rank; and
- (d) the number of Non-Civil Service Contract staff serving in TD in 2008-09 by rank.

Asked by : Hon. LI Fung-ying

Reply :

(a) The net increase of 29 posts in 2009-10 is the result of creation of 30 posts offsetting by deletion of one post. The post-holders will take up duties and responsibilities contributing to the operation or delivery of services under the following programmes:

(I) Creation of 30 posts

- (i) Programme (1) Planning and Development: 13 posts - two Principal Transport Officers, one Chief Transport Officer, two Senior Engineers, one Senior Transport Officer, three Engineers/Assistant Engineers, one Senior Technical Officer (Traffic), two Transport Officers II and one Assistant Clerical Officer;
- (ii) Programme (2) Licensing of Vehicles and Drivers: 11 posts - one Senior Transport Officer, one Mechanical Engineer/Assistant Mechanical Engineer, one Transport Officer II, two Clerical Officers and six Assistant Clerical Officers;
- (iii) Programme (3) District Traffic and Transport Services: six posts – one Transport Officer II, four Technical Officers (Traffic)/Technical Officer Trainees (Traffic) and one Assistant Clerical Officer; and

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)124**

Question Serial No.

2465

(II) Deletion of one post

(i) Programme (2) Licensing of Vehicles and Drivers: one post – lapse of one time-limited Assistant Clerical Officer post.

(b) In 2008-09, TD has recruited 14 new staff to fill the vacancies at the following ranks -

Rank	No. of Staff	Duties
Transport Officer II	10	To assist in the planning, administration, monitoring and review of the operation of public transport services and facilities.
Transport Controller II	4	To monitor the operation and control of public transport facilities, and perform incident management duties.

The staff cost, in terms of notional annual mid-point salary, for these 14 posts is \$4.6 million.

(c) The establishment and strength of the Transport Department as at 31 March 2009 will be 1 246 and 1 175 respectively. Details are as follows –

	<b>Grade</b>	<b>Establishment</b>	<b>Strength</b>
<b>(A)</b>	<b>Department Head</b>		
1)	Administrative Officer Staff Grade 'A'	1	1
	<i>Sub-total of (A)</i>	<u>1</u>	<u>1</u>
<b>(B)</b>	<b>Departmental Grades</b>		
1)	Transport Officer	163	148
2)	Technical Officer (Traffic)	166	149
3)	Driving Examiner	62	53
4)	Motor Vehicle Examiner	38	35
5)	Traffic Assistant	42	36

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)124**

Question Serial No.

2465

	<b>Grade</b>	<b>Establishment</b>	<b>Strength</b>
6)	Transport Controller	27	26
7)	Transport Inspector	39	30
8)	Vehicle Tester	38	37
	<i>Sub-total of (B)</i>	<hr/> 575	<hr/> 514
<b>(C)</b>	<b>Professional &amp; Technical Grades</b>		
1)	Engineer	149	148
2)	Others	48	48
	<i>Sub-total of (C)</i>	<hr/> 197	<hr/> 196
<b>(D)</b>	<b>General Grades</b>		
1)	Clerical & Secretarial	367	361
2)	Executive Officer	32	32
3)	Others	48	48
	<i>Sub-total of (D)</i>	<hr/> 447	<hr/> 441
<b>(E)</b>	<b>Common Grades</b>		
1)	Workman	20	18
2)	Others	6	5
	<i>Sub-total of (E)</i>	<hr/> 26	<hr/> 23
	<b>Total (A+B+C+D+E)</b>	<b>1 246</b>	<b>1 175</b>

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)124**

Question Serial No.

2465

(d) There will be 181 Non-Civil Service Contract staff serving in TD as of 31 March 2009. Details are as follows –

	<b>Job Title</b>	<b>No. of Staff</b>
1)	Contract Engineer	10
2)	Contract Technical Officer (Traffic)	14
3)	Transport Executive	30
4)	Transport Services Assistant	115
5)	Others	12
	<b>Total</b>	<b>181</b>

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **20 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)125**

Question Serial No.

2466

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (3) District Traffic and Transport Services

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :    Regarding the feasibility study for constructing the proposed pedestrian footbridge/subway in Mong Kok, please elaborate on the choice of study locations, proposed manpower and fees, and the programme.

Asked by :    Hon. LI Fung-ying

Reply :

The Transport Department will employ consultants to carry out a feasibility study on and the preliminary design for the extension of the existing pedestrian footbridge system in Mong Kok. The study will focus on improving the pedestrian environment and connectivity between the shopping areas of Nathan Road, including areas in the vicinity of Argyle Street, the Langham Place and the Mong Kok and Mong Kok East MTR Stations. It is estimated that 0.5 professional and 0.3 technical staff in the Transport Department will be required to oversee the consultancy study. The study will commence in March 2009 for completion in 12 months at an estimated cost of \$0.7 million.

Signature \_\_\_\_\_

Name in block letters                      ALAN WONG

Post Title                      Commissioner for Transport

Date                      19 March 2009

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)126**

Question Serial No.

1009

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (1) Planning and Development

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :            What are the reasons for the reduction in the estimated number of bus-bus interchange (BBI) schemes for 2009?

Asked by :            Hon. TONG Ka-wah, Ronny

Reply :

The planning and implementation of BBI schemes is an ongoing exercise. In formulating these schemes, the Government, together with the bus operators, will take into account suggestions from the public and factors such as the operational and financial implications, how the proposed scheme can improve the bus network coverage and efficiency, and the compatibility of the Octopus software. Owing to the variations of these factors from year to year, the number of BBI schemes introduced each year may differ.

Signature \_\_\_\_\_

Name in block letters                      ALAN WONG

Post Title                      Commissioner for Transport

Date                      19 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)127**

Question Serial No.

1010

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme :            (2) Licensing of Vehicles and Drivers

Controlling Officer :    Commissioner for Transport

Director of Bureau :    Secretary for Transport and Housing

Question :            In connection with Programme (2), the provision for 2009-10 is \$17.1 million (7.3%) higher than the revised estimate for 2008-09. Please provide the portion used for (a) creation of posts and (b) other purposes.

Asked by :            Hon. TONG Ka-wah, Ronny

Reply :

There will be a net increase of ten posts in 2009-10 involving provision of \$2.8 million. The increase in provision of \$14.3 million under Programme (2) for other purposes is mainly due to:

- (i) full-year effect of filling of vacancies in 2008-09 (\$1.6 million);
- (ii) full-year effect of operation and maintenance of e-applications of the transport and motoring cluster under the GovHK portal (\$6.7 million);
- (iii) additional provision for administration of mandatory attendance of the Driving Improvement Course scheme and Probationary Driving Licence scheme for novice drivers of private cars and light goods vehicles (\$2.3 million); and
- (iv) increase in capital expenditure in relation to installation of equipments in vehicle examination centres and licensing offices (\$2.0 million).

Signature \_\_\_\_\_

Name in block letters                      ALAN WONG

Post Title                      Commissioner for Transport

Date                      20 March 2009

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)128**

Question Serial No.

1011

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (4) Management of Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The actual achievement rate of the performance target of attending to traffic accidents and vehicle breakdown on Lantau Link within five minutes in 2007 and 2008 were 99.3% and 100% respectively. Why is the 2009 (Plan) achievement rate of such target reduced to 99.0%?

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

We set a performance target of attending to traffic accidents and vehicle breakdown on Lantau Link within five minutes at 97.0%. We have reviewed the actual achievement in the past few years. Striving to do better, we will aim to have a higher achievement rate of 99.0% in 2009.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ ALAN WONG \_\_\_\_\_

Post Title \_\_\_\_\_ Commissioner for Transport \_\_\_\_\_

Date \_\_\_\_\_ 17 March 2009 \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)129**

Question Serial No.

0631

Head : 186 – Transport Department      Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In the key performance measures, the Administration estimates that ten bus-bus interchange (BBI) schemes will be introduced in 2009. Will the Administration :

- (a) provide details about the BBI schemes;
- (b) explain why the number of schemes planned for 2009 is less than the actual number implemented in 2008; and
- (c) consider discussing with the public transport operators to provide more transfer concessions to facilitate use by members of the public.

Asked by : Hon. WONG Kwok-hing

Reply :

- (a) The ten BBI schemes planned for implementation in 2009 involve about 27 bus routes serving the New Territories, Kowloon and the Hong Kong Island.
- (b) The planning and implementation of BBI schemes is an ongoing exercise. In formulating these schemes, the Government and franchised bus companies will take into account suggestions from the public and factors such as the operational and financial implications, how the proposed scheme can improve the bus network coverage and efficiency, and the compatibility of the Octopus software. Owing to the variations of these factors from year to year, the number of BBI schemes introduced each year may differ.
- (c) The Government always encourages public transport operators to offer more transfer concessions to passengers, and will continue to work in this direction.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)129**

Question Serial No.

0631

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

**ALAN WONG**

Post Title \_\_\_\_\_

**Commissioner for Transport**

Date \_\_\_\_\_

**16 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)130**

Question Serial No.

0632

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In connection with the licensing of vehicles and drivers, the provision for 2009-10 is \$17.1 million higher than the revised estimate for 2008-09 and there is a net increase of ten posts in 2009-10. Please provide the breakdown of the increase in provision and number of posts under Programme (2).

Asked by : Hon. WONG Kwok-hing

Reply :

The increase in provision under Programme (2) is mainly due to:

- (i) full-year effect of filling of vacancies in 2008-09 (\$1.6 million);
- (ii) net increase of ten posts in 2009-10 (\$2.8 million);
- (iii) full-year effect of operation and maintenance of e-applications of the transport and motoring cluster under the GovHK portal (\$6.7 million);
- (iv) additional provision for administration of mandatory attendance of the Driving Improvement Course scheme and Probationary Driving Licence scheme for novice drivers of private cars and light goods vehicles (\$2.3 million); and
- (v) increase in capital expenditure in relation to installation of equipments in vehicle examination centres and licensing offices (\$2.0 million).

There will be a net increase of ten non-directorate posts in 2009-10 under Programme (2). Details are as follows –

- (i) creation of one Senior Transport Officer and one Mechanical Engineer/Assistant Mechanical Engineer posts for enhancing road safety and traffic efficiency; and
- (ii) creation of one Transport Officer II, two Clerical Officer and six Assistant Clerical Officer posts for administration of mandatory attendance of the Driving Improvement Course scheme and Probationary Driving Licence scheme for novice drivers of private cars and light goods vehicles; offset by deletion of one Assistant Clerical Officer post.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)130**

Question Serial No.

0632

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **20 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)131**

Question Serial No.

0866

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In relation to the aim and matters requiring special attention in 2009-10 in Programme (2), would the Administration advise -

- (a) the reasons for the number of summonses issued for Driving Offence Points (DOP) disqualification to be increased to the forecasted 5 700 in 2009;
- (b) the number of staff and financial provisions for handling the upsurge in the renewal of ten-year driving licences in 2009-10; and
- (c) the number of staff and financial provisions for implementing the mandatory attendance of Driving Improvement Course.

Asked by : Hon. WONG Kwok-hing

Reply :

- (a) Summonses for Driving Offence Points (DOP) disqualifications are issued to licence holders who have incurred 15 or more DOPs within two years. The number of DOP summonses issued in 2008 was 5 104, an increase of about 13% over that of 2007. This trend of increase is used to estimate the number of summonses issued for DOP disqualification in 2009. The increase in the number of summonses in recent years may be attributable to the increase in red light jumping offences detected as a result of the installation of more red light cameras since late 2006 and the stepping up of enforcement actions on traffic offences by the Police.
- (b) To cope with the current phase of the renewal upsurge cycle, 12 time-limited posts (i.e. two Senior Clerical Officers, four Assistant Clerical Officers and six temporary staff) are provided for 2009-10. The provision for staff and recurrent expenditure in 2009-10 is \$11.4 million.
- (c) To cope with the additional workload arising from the implementation of mandatory attendance of the Driving Improvement Course Scheme, five additional posts will be created, including one Transport Officer II, one Clerical Officer and three Assistant Clerical Officers. The provision for staff and recurrent expenditure in 2009-10 is \$1.5 million.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)131**

Question Serial No.

0866

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **20 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)132**

Question Serial No.

0867

Head : 186 - Transport Department                      Subhead (No. & title) :

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Under the Indicators of Programme (3), it is estimated that the number of locations installed with red light camera and speed enforcement camera systems does not increase in 2009. Will the Administration please advise –

- (a) Reasons for not increasing the number of locations installed with the above systems?
- (b) At present in Hong Kong, how many locations are installed with red light camera and speed enforcement camera housings, and without camera units provided inside?
- (c) Does the Government have any plan to provide camera units in all housings? If yes, please advise the estimated completion date and expenditure involved.

Asked by : Hon. WONG Kwok-hing

Reply :

- (a) The Transport Department is undertaking the “Expansion of Red Light Camera (RLC) System, Phase 3” and “Expansion of Speed Enforcement Camera (SEC) System, Phase 2” projects. The expanded systems will commence commissioning in March 2010 and April 2010 respectively. Therefore, the number of locations installed with RLC and SEC will remain unchanged until the second quarter of 2010.
- (b) At present, there are 131 locations installed with RLC housings, with 96 camera units operating on a rotational basis. For SEC, there are 85 locations installed with housings, with ten camera units operating on a rotational basis.
- (c) Upon completion of the RLC project in August 2010, there will be 155 digital cameras at 155 housing locations. The camera-to-housing ratio will reach 1:1. Upon completion of the SEC project in December 2010, there will be 20 digital cameras operating on a rotational basis in 127 housings. The camera-to-housing ratio will reach 1:6.35. Rotating the SEC cameras among different housings is in line with overseas practice. It can achieve the deterrent effect on speeding at a lower cost whilst covering a longer stretch of the road. The estimated expenditures of the Expansion of RLC System, Phase 3 and the Expansion of SEC System, Phase 2 projects are \$86.34 million and \$47.39 million respectively.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)132**

Question Serial No.

0867

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

ALAN WONG

Post Title \_\_\_\_\_

Commissioner for Transport

Date \_\_\_\_\_

17 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)133**

Question Serial No.

0868

Head : 186 – Transport Department                      Subhead (No. & title) :

Programme : (4) Management of Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Under Programme (4), the provision for 2009-10 is \$102.0 million (46.4%) higher than the revised estimate for 2008-09. This is mainly due to additional provision for outsourcing the management, operation and maintenance (MOM) of the Tsing Sha Control Area (TSCA) and increase in capital expenditure. Would the Government provide the details of the items involved and the breakdown of the increase in provision and the additional staffing resources involved?

Asked by : Hon. WONG Kwok-hing

Reply :

The increase in provision under Programme (4) is mainly due to:

- (i) the additional provision of \$43.5 million for MOM fees relating to the remaining part of the TSCA; and
- (ii) the additional provision of \$47.1 million for capital expenditure relating to the procurement/replacement of specialised vehicles and equipment for TSCA, Tsing Ma Control Area, Lion Rock Tunnel, Aberdeen Tunnel, Kai Tak Tunnel, Tseung Kwan O Tunnel and Shing Mun Tunnel.

The above items do not involve any additional staffing resources in the Transport Department in 2009-10.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG** \_\_\_\_\_

Post Title \_\_\_\_\_ **Commissioner for Transport** \_\_\_\_\_

Date \_\_\_\_\_ **20 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)134**

Question Serial No.

1452

Head : 186 – Transport Department

Subhead (No. & title) :

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Apart from the demand for rebus and other transport services, persons with disabilities (PwDs) have all along been asking public transport operators for half-price concessionary fares. Will the Government advise:

- (a) whether the Administration will implement in 2009-10 a half-price concessionary fare scheme for PwDs taking the Mass Transit Railway? If yes, what will be the expenditure involved? If no, what is the reason?
- (b) whether the Administration holds regular discussions with public transport operators about the implementation of half-price concessionary fares for PwDs? If yes, please advise the latest progress in this regard, the departments involved and the manpower required.

Asked by : Hon. WONG Kwok-hing

Reply :

(a) In respect of the transport policy, the Government's objective is to create a barrier free transport environment. To this end, we have been encouraging public transport operators to improve the accessibility of public transport facilities. The provision of fare concessions and the details of such offers in MTR services are matters of commercial decision by the MTR Corporation Limited (MTRCL). The Government will continue to encourage the MTRCL to provide fare concessions to help reduce the traveling expenses of its passengers, including PwDs, taking into account its operational and financial conditions, the overall economic environment and customer needs.

(b) We will continue to encourage public transport operators to provide fare concessions to passengers, including PwDs, taking into account their operational and financial conditions, the overall economic environment and customer needs while maintaining proper and efficient public transport services.

Examination of Estimates of Expenditure 2009-10

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)134**

Question Serial No.

1452

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **ALAN WONG**

Post Title \_\_\_\_\_ **Commissioner for Transport**

Date \_\_\_\_\_ **18 March 2009**

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)135**

Head: 706 – Highways  
Infrastructure  
Transport-Interchanges/b  
us terminal

Subhead 6046TR East Rail  
(No. & title): Extension—essential public  
infrastructure works for the  
Sheung Shui to Lok Ma  
Chau Spur Line

Question Serial No.

2684

Programme: -

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The approved estimate for the East Rail Extension — essential public infrastructure works for the Sheung Shui to Lok Ma Chau Spur Line is \$656 million. After deduction of the actual expenditure for the year ended 31 March 2008 and the revised estimate for 2008-09, there is still a balance of \$220 million. Please explain the low estimate of \$39 million for 2009-10 and the reasons for not being able to expedite the progress of project?

Asked by: Hon. LAU Sau-shing, Patrick

Reply:

The Sheung Shui to Lok Ma Chau Spur Line was completed and started operation in August 2007 and the essential public infrastructure works under 6046TR were substantially completed in 2008. The balance of about \$220 million after deducting the actual expenditure for the year ended in March 2008 and the revised estimate for 2008-09 from the approved project estimate is mainly attributable to the lower tender prices of the then KCRC contracts awarded in 2003. The \$39 million provision for the year 2009-2010 is to finalise the contractual payments with the contractors arising from the construction works for the project. The resolution of these claims has taken longer than originally anticipated because of the complexity involved, but this will not affect the operation of the railway.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)136**

Head: 706 – Highways  
Infrastructure, Transport  
-Footbridges/pedestrian  
tunnels

Subhead 6162TB  
(No. & title): Extension of footbridge  
network in Tsuen  
Wan –Footbridge A along  
Tai Ho Road

Question Serial No.

1955

Programme: -

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

As indicated in Estimates for the year ending 31 March 2010, the revised estimate for 2008-2009 for this project is only HK\$400,000, as against the original estimate of HK\$23,273,000. Please provide reasons for the significant decrease. Will the progress of the project be hindered because of this change? If yes, will the Administration increase the future estimates for this project to ensure the project be completed as planned?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The decrease in the revised estimate for 2008-09 for this project is brought about by the change in the commencement of the construction contract from May 2008 to December 2008. Since the tender prices for the contract were substantially higher than the approved project estimate (APE) due to sharp increases in construction costs, we had to seek approval from the Finance Committee (FC) of the Legislative Council to increase the APE before the award of the contract. We obtained FC's approval in November 2008. The target completion date of the project has been revised to January 2012.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **WAI CHI SING** \_\_\_\_\_

Post Title \_\_\_\_\_ **Director of Highways** \_\_\_\_\_

Date \_\_\_\_\_ **19 March 2009** \_\_\_\_\_

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)137**

Head: 706 – Highways  
Infrastructure  
Transport - Roads

Subhead 6694TH  
(No. & title): Route 8 between Cheung Sha  
Wan and Sha Tin

Question Serial No.

2396

Programme: -

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The revised estimate for 6694TH in 2008-2009 is HK\$313,487,000 as against the original estimate of HK\$128,604,000. Please provide reasons for the significant increase.

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The approved project estimate of 6694TH is \$6,759.7 million. The project comprises four main works contracts, namely Lai Chi Kok Viaduct, Eagle's Nest Tunnel, Sha Tin Heights Tunnel and Traffic Control and Surveillance System.

The increase in expenditure in 2008-09 was mainly due to the increase in the payment for additional works required prior to the opening of this section of Route 8 in March 2008, including enhancement of traffic signage, improvement of the tunnel ventilation system to meet the latest safety requirements especially on fire fighting, and modification of the traffic control and surveillance system to meet the up-to-date traffic management requirements. The price fluctuation payment for works paid in the period was also higher than expected due to higher construction price indices than originally envisaged.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)138**

Head: 706 – Highways  
Infrastructure  
Transport -Railways

Subhead 6046TR East Rail  
(No. & title): Extension – essential  
public infrastructure  
works for the Sheung  
Shui to Lok Ma Chau  
Spur Line

Question Serial No.

2397

Programme: -

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The revised estimate for 6046TR in 2008-2009 is HK\$36,913,000 as against the original estimate of HK\$64,736,000. Please provide reasons for the significant decrease. Will the progress of the project be affected because of the decrease?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The Sheung Shui to Lok Ma Chau Spur Line was completed and started operation in August 2007. The original estimate for 2008-09 includes payment to settle outstanding contractual claims with the contractors arising from the construction works for the project. The resolution of these claims has taken longer time than originally anticipated because of the complexity involved and the claims were not settled in 2008-2009 as originally scheduled. The decrease in the revised estimate will not affect the operation of the railway.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 18 March 2009

**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

**THB(T)139**

Head: 708 – Capital Subventions and  
Major Systems and Equipment

Subhead 8001QR  
(No. & title): West Island  
Line –funding  
support

Question Serial No.

2394

Programme: -

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

According to Estimates 2009-2010 Volume II, the estimated expenditure of HK\$9,163,006,000 in the 2009-2010 financial year for the project is under critical review. In this regard, what is the progress of the review? Will it affect the implementation of the project?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The Administration is now critically assessing the financial proposals by the MTR Corporation Limited for providing funding support to the West Island Line (WIL) project, and aims to submit the funding application to the Public Works Subcommittee and Finance Committee of the Legislative Council as soon as possible. Subject to funding approval, construction works of the WIL will start in mid-2009.

Signature \_\_\_\_\_

Name in block letters WAI CHI SING

Post Title Director of Highways

Date 20 March 2009