

**Replies to initial written questions raised by Finance Committee Members in
examining the Estimates of Expenditure 2012-13**

**Director of Bureau : Secretary for Transport and Housing
Session No. : 7**

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

THB(T)001

Question Serial No.

0104

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

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

What was the respective percentage of delays of passenger flights to and from the Hong Kong International Airport over the past 3 years (i.e. from 2009-10 to 2011-12)? What was the average duration of delay? Which regions (i.e. ports of the arrival flights and destinations of the departure flights) were mainly involved? What initiatives are taken by the Administration to minimise flight delays? How will the problem of flight delays be improved after the third runway is built?

Asked by: Hon. CHAN Hak-kan

Reply:

Flight delays are mainly caused by bad weather, restrictions on flight paths and airspace, as well as operational problems of airlines.

The percentage of passenger flight delayed at the Hong Kong International Airport (HKIA) and the average duration of delay in the past three years are shown in the table below:

Year	<u>Arrivals</u>		<u>Departures</u>	
	Percentage of delays of more than 15 minutes ¹	Average delay (minute) ²	Percentage of delays of more than 15 minutes ¹	Average delay (minute) ²
2009-10	19%	20	15%	13
2010-11	23%	23	23%	18
2011-12 ³	24%	21	23%	16

- 1: Delay is the difference between the actual aircraft arrival/departure time at the parking stand and the scheduled flight time.
- 2: The average delay figures represent the average duration of delay of all arrival/departure flights at the HKIA of the respective financial year.
- 3: Figures up to January 2012 (10 months in total)

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

THB(T)001

Question Serial No.

0104

The HKIA is always very busy and therefore airlines are required to operate according to their flight schedules after obtaining the slots allocated by the Civil Aviation Department (CAD). CAD keeps a close watch on airlines' on-time performance. If an airline is found to have operated its services with significant and frequent delays without reasonable explanations, CAD will issue warnings to the airline concerned. If there is no improvement in the airline's performance, CAD will assign a lower priority to its future slot requests in accordance with international guidelines.

In the past three years, the number of flights registered an average increase of about 5 %, but the situation of flight delays remained largely the same. Also, flight information did not show significant delays of arrival flights and departure flights involving any particular regions.

The Airport Authority consulted the public on HKIA Master Plan 2030 in mid-2011 and reported to the Government in the end of 2011. It was suggested that the third runway option should be adopted as the airport's future development plan, and to proceed with further planning work. If the third runway option is implemented, it will help to enhance the airport's capacity.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)002

Question Serial No.

2844

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:

What is the Department's estimated expenditure on the training of air traffic control staff? Is there currently any shortage of such staff? What is the estimated expenditure on the salaries of air traffic control staff in 2012-13?

Asked by: Hon. CHAN Tanya

Reply:

In the past 5 years, the Civil Aviation Department (CAD) recruited a total of 120 Student Air Traffic Control Officers (SATCOs). It is expected that they will gradually obtain their air traffic controller licence in the next few years to discharge air traffic control (ATC) duties. Our current staffing is adequate.

CAD will review the need to recruit ATC staff in a timely and regular manner in the light of the future development of the Hong Kong International Airport. CAD will continue to train up its ATC staff. In 2012-13, the estimated expenditure on such training is \$16.78 million, which is 24% higher than that of 2011-12.

In terms of notional annual mid-point salary value, the estimated annual staff costs of the ATC staff establishment in 2012-13 is \$219 million.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)003

Question Serial No.

2845

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:

According to the Department, the declared runway capacity of the Hong Kong International Airport will reach 63 movements per hour in 2012. Will this have any impact on the workload of the existing air traffic control staff? Will the estimated hourly operational costs of the Department increase as a result? What is the estimated increase?

Asked by: Hon. CHAN Tanya

Reply:

To tie in with the increased runway capacity of the Hong Kong International Airport from 62 to 63 movements per hour, the Civil Aviation Department (CAD) has made enhancements to different aspects of air traffic control (ATC) operations, including:

- (a) streamlining ATC procedures to segregate arrival flights from transit flights; and
- (b) adjusting radar control sectors and the associated air traffic operating procedures to balance the workload of the control sectors.

These procedural enhancements enable the existing ATC systems to fully support the traffic volume of 63 movements per hour. The relevant work is undertaken by CAD's existing staff as part of their normal duties under Programme (3) and there are no additional expenses involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)004

Question Serial No.

2846

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

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

What are the details of the replacement plan for the radar, navigational aids and radio communication systems of the Civil Aviation Department (CAD) in 2012? How can the CAD ensure that the daily aircraft movements will not be affected during the replacement period? What is the additional expenditure involved?

Asked by: Hon. CHAN Tanya

Reply:

The Civil Aviation Department (CAD) has undertaken studies on the replacement of radar, navigational aids and radio communication systems and has sought the views of the industry to ensure that the replacement will dovetail with their work and development plans. CAD will conduct further market surveys in 2012-13 to work out the replacement details as well as the estimated expenditure. In the course of replacement, CAD will take note of the capability of the new air traffic control systems being replaced to ensure more detailed and accurate flight information can be provided. CAD will also set out appropriate replacement procedures to ensure that the impact on daily aircraft movements will be kept to the minimum.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)005

Question Serial No.

3150

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:

Since the runway capacity of the airport is currently subject to restrictions on civil aviation airspace, will the Government deploy resources for negotiation with the Mainland authorities on releasing airspace?

Asked by: Hon. CHAN Tanya

Reply:

The geographical constraints surrounding the Hong Kong International Airport, such as Lantau Island to the south, Castle Peak to the north and Tai Mo Shan to the northeast, are the major restrictions on its runway capacity. The maximum capacity of the two-runway system is 68 movements per hour. According to our plan, the Civil Aviation Department (CAD) will increase the runway capacity from the current level of 62 movements per hour to 63 movements per hour by March 2012, and progressively to 68 movements per hour by 2015.

Over the years, CAD has actively follow up with the civil aviation authorities of the Mainland and Macao on improving the use of airspace and air traffic management efficiency in the Pearl River Delta (PRD) region to cater for air traffic growth in the region. During 2012-13, CAD will continue to participate in regular discussions through the tripartite working group on resolving PRD air routes and airspace issues. Such tasks include improving and coordinating the use of airspace in the PRD Region. The above co-ordination work is undertaken by existing CAD staff as part of their normal duties and no additional expenses are involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)006

Question Serial No.

3151

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:

The Government indicates that the runway capacity will be increased to 63 movements per hour in 2012. How many resources has the Government allocated for conducting studies on how to enhance the runway capacity?

Asked by: Hon. CHAN Tanya

Reply:

Studies on enhancement of runway capacity are conducted by the Civil Aviation Department as part of its normal duties under Programme (3). There are no additional expenses involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)007

Question Serial No.

3152

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:

What measures did the Government take to review the air transport demand forecasts in 2011-12 and how much resources were allocated for this purpose? Will the Government set aside resources for conducting air transport demand forecasts in this financial year? If yes, will it conduct an independent study or make reference to the information provided by the Airport Authority?

Asked by: Hon. CHAN Tanya

Reply:

In determining the air transport demand forecasts, the Civil Aviation Department (CAD) has made reference to the forecasts by international aviation organisations (such as International Civil Aviation Organization and International Air Transport Association) and the Airport Authority on air traffic capacity at Hong Kong International Airport. CAD also considers other factors which may have impacts on the development of civil aviation, including global and regional economic outlooks. In 2012-13, CAD will continue to take various factors into account in assessing the air traffic demand.

The above work is undertaken by CAD's existing staff as part of their normal duties under Programme (3) and there are no additional expenses involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)008

Question Serial No.

1377

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

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration has indicated that it will monitor the noise and flight tracks of aircraft, and implement the noise abatement programme in 2012-13. Will the Administration inform this Committee:

- (a) of the details of the above measures and the expenditure to be involved;
- (b) of the reasons for failing to solve the problem of aircraft noise at root over the years;
- (c) whether it will set standards to assess the effectiveness of noise abatement measures; and
- (d) whether it will provide information about aircraft noise at various times in different months, including the noise exposure forecast (NEF) contour maps at various times each month, so that the public will understand better the scope of aircraft noise impact at various times. If yes, what are the details? If not, what are the reasons?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (a) The Civil Aviation Department (CAD) has devised a number of aircraft noise abatement measures following the policies of the International Civil Aviation Organization (ICAO):
 - (i) between midnight and 07:00 am, subject to acceptable operational and safety consideration, arriving aircraft are required to land from the southwest. This measure aims to reduce the number of aircraft overflying populated areas like Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;
 - (ii) aircraft departing to the northeast of the airport between 11:00 pm and 07:00 am, subject to acceptable operational and safety consideration are required to use the southbound route via the West Lamma Channel. This measure aims to reduce the number of aircraft overflying populated areas like the Kowloon Peninsula and Hong Kong Island;
 - (iii) to reduce the noise impact on areas located in the vicinity of the airport, aircraft departing to the northeast of the airport are required to adopt the noise abatement take-off procedures. Under these procedures, aircraft are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;

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

THB(T)008

Question Serial No.

1377

- (iv) all aircraft on approach to the airport from the northeast between 11:00 pm and 07:00 am, subject to operational consideration, are encouraged to adopt the Continuous Descent Approach (CDA). As aircraft on CDA fly higher and normally on a low power/low drag configuration, noise experienced in areas such as Sai Kung and Ma On Shan will be lowered; and
- (v) to abate aircraft noise at source, only aircraft complying with the noise standards in Chapter 3 of Part II, Volume I, Annex 16 to the Convention on International Civil Aviation and the Civil Aviation (Aircraft Noise) Ordinance (Chapter 312) are allowed to operate in Hong Kong. This measure is comparable to other major international airports. Our latest statistics indicate that a number of airlines have started using quieter passenger and cargo aircraft such as B777-300ER, A330-200, A380, B777-200F and B747-8F. CAD will continue to follow up and communicate actively with airline operators in this regard.

Following the development of satellite-based navigation technology, CAD commissioned a consultancy study earlier on which recommended the use of the technology to help reduce aircraft noise impact on residents of Ma Wan. The relevant flight procedures have been adopted since February 2012.

CAD also monitors the noise generated by aircraft along the flight paths by a computerised Aircraft Noise and Flight Track Monitoring System (ANFTMS). The ANFTMS comprises 16 outdoor noise monitoring terminals (NMTs) which are located along or close to the flight paths operating into and out of the Hong Kong International Airport (HKIA) and a computer to associate the noise data with the aircraft flight tracks recorded by CAD's radar system. The NMTs are located at Sha Lo Wan, Tung Chung, Sunny Bay, Tai Lam Chung, Tsing Lung Tau, Ma Wan, Ting Kau, West Tsuen Wan, Tsing Yi (two stations), Kwai Chung, Tai Wai, the Mid-levels, Jardine's Lookout, North Point and Shaukeiwan. The estimated expenditure for the maintenance of the ANFTMS is \$2.1 million in 2012-13. The implementation of the above noise abatement measures is undertaken by CAD's existing staff as part of their regular duties under Programme (5).

- (b) The flight paths for aircraft operating to/from the HKIA are developed after taking into account the runway alignment, terrain environment, obstacle clearances etc. Since Hong Kong is a small and densely populated city, aircraft cannot completely avoid residential areas. Based on our observations, the noise abatement measures are effective to a certain extent.
- (c) The noise abatement measures are devised according to international standards and the guidelines promulgated by the ICAO. CAD will continue to monitor the international development of such measures.
- (d) After we have consolidated the noise data collected from the ANFTMS, we will upload the information regularly onto CAD's website. The Noise Exposure Forecast (NEF) contour is used to forecast the impact of aircraft noise on the areas in the vicinity of the airport for land use planning purposes based on the maximum design capacity of the airport. It does not measure or monitor the daily noise level of aircraft. The Airport Authority will set the Noise Exposure Forecast contour whenever necessary in the light of the development of the airport.

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

Reply Serial No.

THB(T)008

Question Serial No.

1377

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)009

Question Serial No.

0686

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:

According to an independent report released in late 2011 by the Social Sciences Research Centre of the University of Hong Kong, members of the public have shown a clear preference for the development of a three-runway system in the airport expansion project to meet the city's long-term air traffic demand.

The future expansion of the Hong Kong International Airport will bring about an increase in the demand for air traffic control staff. Does the Civil Aviation Department have any plan for the provision of training to relevant staff in the 2012-13 financial year? If so, what are the estimated expenditure and details of the plan? If not, what are the reasons?

Asked by: Hon. HO Chung-tai, Raymond

Reply:

In the past 5 years, the Civil Aviation Department (CAD) recruited a total of 120 Student Air Traffic Control Officers (SATCOs). It is expected that they will gradually obtain their air traffic controller licence in the next few years to discharge air traffic control (ATC) duties. As our current staffing is adequate, there is no need to recruit any SATCOs in 2012-13.

CAD will review the need to recruit ATC staff in a timely and regular manner in the light of the future development of the Hong Kong International Airport. CAD will continue to train up its ATC staff. In 2012-13, the estimated expenditure on such training is \$16.78 million, which is 24% higher than that of 2011-12.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)010

Question Serial No.

1327

Head: 28 – Civil Aviation Department Subhead (No. & title): 000 Operational Expenses

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) How many civil service staff will the Administration recruit in 2012-13? Please give a breakdown by grade and rank. What is the expenditure involved?
- (b) What are the duties of Student Air Traffic Control Officers of the Civil Aviation Department (CAD) and Aerodrome Control Trainees of the Airport Authority (AA)? Why does the CAD not recruit Aerodrome Control Trainees directly by itself?
- (c) Does the Administration plan to replace the CAD's Student Air Traffic Control Officer grade with the AA's Aerodrome Control Trainees? If yes, what are the details? Why does the Administration have such a plan?

Asked by: Hon. IP Wai-ming

Reply:

- (a) In 2012-13, the Civil Aviation Department (CAD) plans to recruit 6 additional civil servants to meet the requirements of the new posts. The annual staff costs of these posts, in terms of notional annual mid-point salary value, are \$2.28 million. The details are as follows:

<u>Grade</u>	<u>Rank</u>	<u>Number</u>	<u>\$ (million)</u>
Operations Officer	Operations Officer	2	1.43
Air Traffic Flight Services Officer	Air Traffic Flight Services Officer III	4	0.85
		<hr/>	<hr/>
		6	2.28

- (b) Student Air Traffic Control Officers need to receive comprehensive training in order to obtain the air traffic controller licence, and discharge duties in different control positions (including the aerodrome control positions and the radar control positions in the Air Traffic Control Centre). The whole process takes 5 to 6 years. Aerodrome Control Trainees of the Airport Authority are not civil servants and are trained mainly for carrying out aerodrome control duties. The recruitment of Aerodrome Control Trainees can facilitate CAD in deploying human resources effectively to cope with the sustained growth in the runway capacity.
- (c) CAD has no plan to replace the Student Air Traffic Control Officer posts with the Aerodrome Control Trainee posts. CAD will also continue to review the staffing needs regularly in order to cope with the growth in aircraft movements.

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

Reply Serial No.

THB(T)010

Question Serial No.

1327

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)011

Question Serial No.

1106

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to the number of inspections of shippers, freight forwarders, airlines and ground handling agents in respect of their dangerous goods handling standards, the target number is 45, the actual numbers in 2010 and 2011 were 47 and 45 respectively, while the planned number for 2012 is 46. In this connection, please advise on:

- (a) the basis for setting the target number at 45;
- (b) the reason for the change in the number of inspections;
- (c) the details of such inspections;
- (d) the amount of provision required for such purpose in this financial year.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

- (a) The target number of annual inspections depends mainly on the level of risk assessed. The risk factors to be considered include the number of new regulated operators, findings of annual audits/inspections, types and volume of the dangerous goods processed by the operators, past incidents of dangerous goods, etc.
- (b) The numbers of inspections (47, 45 and 46) in 2010, 2011 (actual) and 2012 (estimate) are more or less the same. The main reason for the variation is that some organisations were not available for inspection on the pre-arranged dates in a particular year.
- (c) The details of such inspections include:
 - (i) auditing Hong Kong registered aircraft operators with dangerous goods permission;
 - (ii) auditing training organisations with dangerous goods training approval;
 - (iii) inspecting shippers of dangerous goods and freight forwarders on dangerous goods training of their staff and their handling procedures of dangerous goods for carriage by air; and
 - (iv) inspecting local and overseas aircraft operators on their loading procedures of dangerous goods.

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

Reply Serial No.

THB(T)011

Question Serial No.

1106

- (d) Since the inspections are undertaken by the Civil Aviation Department as part of its normal duties under Programme (2), there are no additional expenses involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)012

Question Serial No.

1108

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2012-13, the Civil Aviation Department will monitor the International Civil Aviation Organization's latest standards on carriage of dangerous goods by air. Please provide the details of the work plan and the resources involved this year.

Asked by: Hon.LAU Kin-yee, Miriam

Reply:

The Technical Instructions for the Safe Transport of Dangerous Goods By Air (the Technical Instructions), published by the International Civil Aviation Organization (ICAO), contains detailed requirements for compliance by aircraft operators, shippers and freight forwarders to ensure safe carriage of dangerous goods by air. In 2012-13, the ICAO will amend the Technical Instructions to strengthen control on the transport of lithium batteries. In this connection, the Department will conduct a review to ensure all the parties involved will comply with the latest safety requirements. As the review is undertaken by existing staff as part of their normal duties under Programme (2), there are no additional expenses involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)013

Question Serial No.

1109

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:

The estimated numbers of aircraft transiting Hong Kong Flight Information Region (HKFIR) in 2010 and 2011 were 148 400 and 169 500, however, the actual figures turned out to be 161 437 and 184 842 respectively. The deviation rate was about 9%. Such deviation was due to the air traffic growth as a result of economic growth in the Asia Pacific Region. In 2012, the estimated number of aircraft transiting HKFIR is 185 000. Given the present unstable global economic condition, is the estimation too optimistic? What are the data used for making such estimation? Does the authority have any plans and targets to raise the capacity of HKFIR?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In projecting the annual aircraft movements, the Civil Aviation Department (CAD) has made reference to the forecasts published by international aviation organisations (e.g. International Civil Aviation Organization, International Air Transport Association, etc.) and other factors that may have impacts on the development of civil aviation, which include global and regional economic outlooks, etc. Having considered the above factors, CAD anticipates that there will not be substantial uplift in the number of aircraft transiting HKFIR in 2012. Hence, the estimated figure is 185 000, which is comparable to the actual number of aircraft transiting HKFIR in 2011.

To raise the capacity of HKFIR, CAD will continue to refine air traffic operating procedures with a view to further optimising the relevant operations and enhancing the airspace handling capacity. CAD will commence the research project on the establishment of "upper radar control sectors" in 2012 in a bid to strengthen the capacity of air traffic control units in handling traffic transiting HKFIR during peak hours. In addition, CAD will also review the airspace structure of the western HKFIR to enhance the overall air traffic control efficiency. It is anticipated that there is a need to establish new radar control sectors within HKFIR to ensure sufficient capacity to cope with the traffic growth and a safe and smooth air traffic control operation.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 28.2.2012

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

THB(T)014

Question Serial No.

1110

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:

Regarding the work to continue co-ordination with neighbouring Area Control Centres to rationalise and optimise the airspace design of the Pearl River Delta region, please inform this Committee of the specific work plan, objectives and resources involved in 2012-13.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

A tripartite working group, comprising the civil aviation authorities of the Mainland, Hong Kong and Macao, was established in 2004 to devise short-term and long-term measures to enhance the airspace design and increase air route capacities in the Pearl River Delta (PRD) region. The enhancement measures, based on the principles of joint airspace planning, use of common standards, and harmonised flight procedure design, are to be implemented in phases.

In the past year, we continued to co-ordinate with the neighbouring Area Control Centres (ACCs) to improve the use of airspace in the PRD region. Through the collaborative efforts of the three sides, the following measures were implemented in 2011 to enhance management efficiency in the PRD region:

- (a) The Zhuhai Terminal Area was adjusted in April 2011 to enhance the airspace capacity and operational efficiency; and
- (b) An additional handover point between the Hong Kong and the Guangzhou Flight Information Regions was established in September 2011. This measure reduces significantly the traffic complexity in the airspace around the Hong Kong International Airport, thereby enhancing airspace management efficiency.

In 2012-13, the Civil Aviation Department (CAD) will continue to participate in regular discussions through the tripartite working group on resolving PRD air routes and airspace issues. Such tasks include improving and coordinating the use of airspace in the PRD region.

The above co-ordination work is undertaken by existing CAD staff as part of their normal duties and no additional expenses are involved.

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

Reply Serial No.

THB(T)014

Question Serial No.

1110

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)015

Question Serial No.

1111

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:

The Civil Aviation Department will increase the runway capacity of the Hong Kong International Airport from 62 movements per hour in 2011 to 63 movements per hour in 2012, a mere increase of 1 movement per hour. Whereas over the past 3 years, there had been an increase of 2 movements per hour every year from 58 movements per hour in 2009 to 62 movements per hour in 2011. What is the reason for the decelerating growth? Can the target of increasing the runway capacity to 68 movements per hour by 2015 be achieved?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The Civil Aviation Department (CAD) maintains close and continual liaison with airline operators on air traffic demand forecast. At present, the runway capacity of the Hong Kong International Airport (HKIA) is 62 movements per hour. According to available information, this capacity has fully catered for the traffic demand from airline operators during the major operating period (i.e. 8 a.m. to 11 p.m.). The current runway slot utilisation rate is 84% on average, which means that there is still 16% available to handle future growth.

Having taken into account all possible factors affecting aviation development, including global and regional economic outlook, CAD foresees a slackening growth in air traffic. CAD will continue to implement enhancement measures to optimise runway capacity, which will be increased to 63 movements per hour in 2012-13. This, together with the remaining available capacity, is expected to be able to meet the air traffic demand.

CAD will, in collaboration with the Airport Authority, continue to implement various measures to enhance air traffic management and airfield operation, including the opening of the new Air Traffic Control Centre by the end of 2013. It is anticipated that the runway capacity will be progressively increased to 68 movements per hour in 2015 as planned.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)016

Question Serial No.

1112

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:

What is the estimated number of air traffic controllers to be recruited in 2012-13? How many of them are recruited to fill up vacancies? How many new posts are created because of an increase in workload? What is the expenditure to be involved? What are the training costs for air traffic controllers?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In the past 5 years, the Civil Aviation Department (CAD) recruited a total of 120 Student Air Traffic Control Officers (SATCOs). It is expected that they will gradually obtain their air traffic controller licence in the next few years to discharge air traffic control (ATC) duties. As our current staffing is adequate, there is no need to recruit any SATCOs in 2012-13.

CAD will review the need to recruit ATC staff in a timely and regular manner in the light of the future development of the Hong Kong International Airport. CAD will continue to train up its ATC staff. In 2012-13, the estimated expenditure on such training is \$16.78 million, which is 24% higher than that of 2011-12.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

Reply Serial No.

THB(T)017

Question Serial No.

1113

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

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department will continue to provide support to the negotiation and implementation of Hong Kong's air services agreements and promote Hong Kong as an international and regional aviation centre. In this regard, what are the objectives of the work involved and the resources to be incurred in 2012-13?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In 2012-13, the Civil Aviation Department (CAD) will continue to assist the Transport and Housing Bureau in negotiations on air services agreements (ASAs) with Hong Kong's aviation partners by providing advice on technical issues relating to aviation safety and security, as well as on the utilization of traffic rights by airlines in operating air services to and from Hong Kong. CAD will also continue to provide support in the implementation of the ASAs by facilitating the operation of air services by airlines and monitoring compliance with the relevant provisions of the ASAs.

In relation to the above, we estimate that in 2012 about 140 scheduled and 1 100 non-scheduled air services permits will be issued respectively, and about 2 500 tariff filings will be processed.

The above services are undertaken by CAD's existing staff as part of their normal duties under Programme (5) and there are no additional expenses involved.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)018

Question Serial No.

0278

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

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

What is the number of staff involved in monitoring aircraft maintenance standards and issuing certificates of airworthiness in 2012-13? What is the relevant expenditure?

Asked by: Hon. LAU Wong-fat

Reply:

In 2012-13, there will be a total of 21 Airworthiness Officers in the Civil Aviation Department responsible for monitoring aircraft maintenance standards and air operators as well as issuing and renewing certificates of airworthiness and licences for aircraft maintenance personnel. In terms of notional annual mid-point salary value, the annual staff costs for the established posts involved is \$19.56 million.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)019

Question Serial No.

0279

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:

Please advise the number of air traffic control staff the Civil Aviation Department will recruit and train in the coming year, the increase in number as compared with this year and the expenditure involved.

Asked by: Hon. LAU Wong-fat

Reply:

In the past 5 years, the Civil Aviation Department (CAD) recruited a total of 120 Student Air Traffic Control Officers (SATCOs). It is expected that they will gradually obtain their air traffic controller licence in the next few years to discharge air traffic control (ATC) duties. As our current staffing is adequate, there is no need to recruit any SATCOs in 2012-13.

CAD will review the need to recruit ATC staff in a timely and regular manner in the light of the future development of the Hong Kong International Airport. CAD will continue to train up its ATC staff. In 2012-13, the estimated expenditure on such training is \$16.78 million, which is 24% higher than that of 2011-12.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)020

Question Serial No.

0650

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:

What was the total number of air traffic incidents over the past 5 years? What were the causes, the casualty and fatality figures, and the duration of the flight delay resulted? Please list the information by year and by case. Moreover, what initiatives were taken by the Administration in each year over the past 5 years to improve air traffic? What were the expenditure and the manpower involved, and what were the details of the initiatives? How effective were these initiatives?

Asked by: Hon. LEE Wing-tat

Reply:

Over the past 5 years, air traffic incidents mainly involved the loss of standard separation between operating flights. The total number and main causes are as follows:

Year	Number	Main Causes of Air Traffic Incidents
2007	16	3 involved human factors of pilots, 5 involved the failure to give timely instructions or revised instructions from air traffic control, 2 involved the transmission of messages, 2 involved mis-judgement, 1 involved the operation of aircraft and the remaining 3 involved human factors of air traffic control.
2008	9	1 involved human factors of pilots, 2 involved the transmission of messages, 3 involved mis-judgement and the remaining 3 involved human factors of air traffic control.
2009	13	4 involved the failure to give timely instructions or revised instructions from air traffic control, 3 involved mis-judgement and the remaining 6 involved human factors of air traffic control.
2010	9	1 involved adverse weather, 5 involved mis-judgement and the remaining 3 involved human factors of air traffic control.
2011	15	3 involved adverse weather, 1 involved human factors of pilots, 1 involved the operation of aircraft, 1 involved the transmission of messages, 5 involved the failure to give timely instructions or revised instructions from air traffic control and the remaining 4 involved human factors of air traffic control.

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

Reply Serial No.

THB(T)020

Question Serial No.

0650

No casualty, fatality or flight delay was resulted in the above incidents.

The Civil Aviation Department (CAD) will investigate every incident according to the regulations of the International Civil Aviation Organization (ICAO) and our own established procedures. Once the causes are ascertained, we will rectify the problems and implement improvement measures, including refresher training for staff, reviewing the procedures and improving the communication of messages. The above work is our routine enhancement measure under the "Safety Management System" requirements of the ICAO. It is undertaken by CAD's existing staff as part of their normal duties under Programme (3) and no additional expenses are involved.

Based on the current air traffic flow, our air traffic control personnel handle over 40 000 aircraft landing, departing and overflying the airport every month. The number of aircraft movements represents an increase of about 12% over 2007 but the number of air traffic incidents still remains stable. The data is comparable to the ratio of air traffic incidents in overseas air traffic control organisations.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)021

Question Serial No.

0651

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

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

According to the Hong Kong Planning Standards and Guidelines, noise sensitive uses such as residential premises and schools should not be located within the Noise Exposure Forecast (NEF) 25 contour. In this connection, please provide information on the following:

- a) Please provide a breakdown for the past five years on the number of complaints about aircraft noise received by the Administration, the content of the complaints, the Administration's follow-up actions (the details, expenditure incurred and manpower involved) and the effectiveness of such actions. Please list out the information by year, content of complaint and each of the 18 District Council districts.
- b) The coverage of the NEF 25 contour for the existing two-runway system was defined in 1998. Will the Administration make reference to the latest data in 2011 (or those between 1999 and 2010) to redefine the coverage? If yes, what are the details, expenditure incurred and manpower involved? If not, what are the reasons?
- c) Does the Administration review regularly the coverage of the NEF 25 contour, and examine whether defining the coverage can reduce the impact of aircraft noise effectively? If yes, what are the details, expenditure incurred and manpower involved? If not, what are the reasons?
- d) If the project for constructing the third runway is to be implemented, what will be the coverage of the NEF 25 contour?

Asked by: Hon. LEE Wing-tat

Reply:

- (a) A breakdown for the past five years (from 2007 to 2011) on the number of complaints about aircraft noise in the 18 District Council districts is as follows:

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Hong Kong Island					
Central & Western	8	2	6	5	0
Wan Chai	8	7	11	19	14
Eastern	21	10	18	66	27
Southern	2	1	0	1	0

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION****THB(T)021**

Question Serial No.

0651

	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>
Kowloon					
Yau Tsim Mong	3	1	1	1	5
Kowloon City	1	5	1	1	2
Sham Shui Po	3	1	1	1	1
Wong Tai Sin	1	3	1	0	1
Kwun Tong	1	1	0	0	0
New Territories					
Sai Kung	8	33	15	14	24
Sha Tin	29	31	18	22	27
Tai Po	1	5	1	8	4
Tsuen Wan	216	212	828*	208	230
Kwai Tsing	25	18	21	37	92
Yuen Long	2	2	3	1	1
North	2	0	0	1	2
Tuen Mun	2	4	8	3	11
Islands	16	35	48	18	41
Others (the complainants did not provide information about the location)	0	0	1	1	0
Total	349	371	982	407	482

*This figure includes 653 complaints received by the Civil Aviation Department during a campaign organised by residents.

The Civil Aviation Department (CAD) will investigate and follow-up each complaint and advise the complainant of the details of the investigation results. CAD has implemented a series of noise abatement measures, including the design of flight paths, the landing and take-off procedures and the prohibition of the landing and take-off of noisy jet aircraft which do not meet the noise standards in Chapter 3, Part II, Volume I of Annex 16 to the Convention on International Civil Aviation, etc. CAD monitors the compliance with noise abatement measures by aircraft through a computerised Aircraft Noise and Flight Tracking Monitoring System (ANFTMS). Judging from the data collected by the ANFTMS, aircraft in general comply with the noise abatement measures. The estimated expenditure on the maintenance of the ANFTMS in 2011-12 and 2012-13 are \$3.5 million (including \$1.42 million on the replacement of components) and \$2.1 million respectively.

The implementation of these noise abatement measures is undertaken by CAD's existing staff as part of their normal duties under Programme (5) and there are no additional expenses involved.

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

THB(T)021

Question Serial No.

0651

- (b)-(d) The Noise Exposure Forecast contour is used to forecast the impact of aircraft noise on the areas in the vicinity of the airport for land use planning purposes based on the maximum design capacity of the airport. It does not measure or monitor the daily noise level of aircraft. The Airport Authority will set the Noise Exposure Forecast contour whenever necessary in the light of the development of the airport. No expenditure and manpower of CAD are involved in the work concerned.

Signature: _____

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 23.2.2012

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

THB(T)022

Question Serial No.

2020

Head: 33 Civil Engineering and Development Department Subhead (No. & title):

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Engineering and Development Department is undertaking the investigation and preliminary design of the Tseung Kwan O (TKO) – Lam Tin Tunnel, including the construction of a covered footbridge (Footbridge) at the junction of Road P2 and Po Yap Road in Tseung Kwan O to connect the private estate Park Central and the TKO Area 74's library and sports centre. The Footbridge will be completed and commissioned together with the whole project of TKO – Lam Tin Tunnel in 2016, whereas the library and sports centre in TKO Area 74 will be completed in 2014. Would the Government take out the Footbridge works as a separate item and bring forward the commencement of the Footbridge works, so that the commissioning of the Footbridge can catch up with the opening of the library and sports centre in TKO Area 74 to the public in 2014? If yes, what are the expenditures? If not, what are the reasons?

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

The proposed footbridge at the junction of Road P2 and Po Yap Road is an integral part of the junction improvement works under the proposed TKO – Lam Tin Tunnel project. Upon completion of the current public consultation on the project and the subsequent statutory procedures on the proposed roadworks, the Government will map out a detailed implementation programme, including the feasibility of implementing the footbridge concerned as a separate item. Meanwhile, pedestrians from Park Central could gain access to TKO Area 74 via an existing subway to the north of the road junction.

Signature: _____

Name in block letters: _____ C K HON

Post Title: Director of Civil Engineering and Development

Date: _____ 29.2.2012

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

THB(T)023

Question Serial No.

1486

Head: 33 Civil Engineering and Development Department Subhead (No. & title):

Programme: (2) Port and Marine Facilities

Controlling Officer: Director of Civil Engineering and Development

Director of Bureau: Secretary for Transport and Housing

Question:

During the design of the dredging works for Kwai Tsing Container Basin, would the Government consider the impact on the Ma Wan Fish Culture Zone? If yes, what are the preventive measures to be taken?

Asked by: Hon. WONG Yung-kan

Reply:

According to the environmental impact assessment report approved under the Environmental Impact Assessment Ordinance, with the implementation of proven and practical water quality mitigation measures, the proposed Kwai Tsing dredging works should not cause adverse impact to the nearby sensitive receivers including the Ma Wan Fish Culture Zone. The environmental mitigation measures to be carried out will include the use of closed grab dredger, stringent control of the dredging rate and the provision of silt curtains during the dredging operations. A continuous environmental monitoring and audit programme will also be maintained throughout the period of the works.

Signature: _____

Name in block letters: C K HON

Post Title: Director of Civil Engineering and Development

Date: 1.3.2012

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

THB(T)024

Question Serial No.

1038

Head: 42 – Electrical and Mechanical Services Department

Subhead (No. &
title):

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding indicators for railway facilities/system inspections and incidents investigated in 2010 and 2011 as listed out in the above programme, please advise:

- What are the number of inspections in each railway line conducted by the Administration?
- What are the number of incidents in respective railway lines? What are the nature of the incidents? How many incidents caused service delay of over 8 minutes?
- Currently how many staff are responsible for railway inspection? Will increasing resources be considered? What is the expenditure involved?

Asked by: Hon. CHAN Hak-kan

Reply:

- The number of inspections for each railway line conducted by the Electrical and Mechanical Services Department (EMSD) in 2010 and 2011 are set out below:

Railway Line	No. of Inspections in 2010	No. of Inspections in 2011
Island Line	17	27
Kwun Tong Line	10	31
Tsuen Wan Line	19	18
Tseung Kwan O Line	6	8
East Rail Line	45	33
West Rail Line	4	7
Ma On Shan Line	8	6
Airport Express / Tung Chung Line / Disneyland Resort Line	6	23
Light Rail	14	19

- The number of railway related incidents¹ caused by railway equipment failure, staff behaviour, passenger/public behaviour and other external factors for each railway line in 2010 and 2011, which have to be reported to EMSD under the Mass Transit Railway Regulations are set out

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

THB(T)025

Question Serial No.

1329

Head: 42 – Electrical and Mechanical Services Department Subhead (No. & title):

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration will create three posts under Programme (2), what are their duties and the expenditure involved?

Asked by: Hon. IP Wai-ming

Reply:

One professional grade staff post (Electrical and Mechanical Engineer), one technical grade staff post (Mechanical Inspector) and one general grade staff post (Clerical Assistant) will be created under the Railways Branch of the Electrical and Mechanical Services Department (EMSD) in 2012-13 with an annual staff cost of about \$1.262 million in terms of notional annual mid-point salary value.

These new posts will strengthen the regulatory function of EMSD in respect of railway safety on current railway lines in order to ensure safe operation of the existing railway network.

Signature: _____

Name in block letters: _____ CHAN Fan

Post Title: _____ Director of Electrical and Mechanical Services

Date: _____ 28 February 2012

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

THB(T)026

Question Serial No.

0654

Head: 42 – Electrical and Mechanical Services Department Subhead (No. & title):

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the details and reasons why the actual number of inspections on railway facilities/systems in 2011 is greater than those in 2010? What are the staff and expenditure involved? Besides, please provide details and reasons why the estimated number of inspections in 2012 is less; and what are the corresponding staff and expenditure involved?

Asked by: Hon. LEE Wing-tat

Reply:

More inspections were carried out in 2011 than in 2010 as a result of the need for more on-site investigations to follow up on the service disruption incident at Yau Ma Tei Station in October 2010 and the rail breakage incidents in early 2011. The additional inspections were carried out by existing staff of the Railways Branch and no additional resources and expenditure were incurred.

The Railways Branch is headed by one Assistant Director, supported by four Senior Engineers and four Engineers/Assistant Engineers in monitoring safety of the existing railway network. The total staff cost, in terms of notional annual mid-point salary, was \$8.239 million in 2011-12.

As the improvement measures have been substantially completed by the MTR Corporation Limited for the said incidents in 2010-11, the number of inspections for 2012 is anticipated to resume normal (i.e. the level of 2010). Staff and expenditure involved for inspection in 2012 therefore remain the same as in 2011.

Signature: _____

Name in block letters: _____ CHAN Fan

Post Title: _____ Director of Electrical and Mechanical Services

Date: _____ 28 February 2012

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

THB(T)027

Question Serial No.

2352

Head: 42 – Electrical and Mechanical Services Department Subhead (No. & title):

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services

Director of Bureau: Secretary for Transport and Housing

Question: Regarding matters requiring special attention in 2012–13, it is mentioned that the Electrical and Mechanical Services Department will continue to promote and implement the voluntary registration scheme for vehicle mechanics, and develop a set of code of practice for vehicle maintenance workshops in consultation with the vehicle maintenance trade. Please advise this Committee :

a) Since the commencement of the voluntary registration scheme, what is the number of applications for registration each year from 2008 to 2011? Please provide the information concerned according to the table below:

	No. of new applications for registration issued with certificates	No. of renewal applications for registration issued with certificates	No. of applicants rejected
2011			
2010			
2009			
2008			

b) Does the Administration have any plan in future to further implement the registration scheme for vehicle mechanics, such as implementation of a mandatory registration scheme? If yes, what are the specific measures? If no, what are the reasons?

c) What is the specific time table in formulating the code of practice for vehicle maintenance workshops?

Asked by: Hon. LI Fung-ying

Reply: a) The voluntary registration scheme for vehicle mechanics has been

implemented since January 2007, and the number of applications for registration each year from 2008 to 2011 are shown in the table below:

	No. of new applications for registration issued with certificates	No. of renewal applications for registration issued with certificates	No. of applicants rejected
2011	225	3 739	118
2010	300	2 181	185
2009	848	24	31
2008	5 524	NA	22

b) The Electrical and Mechanical Services Department (EMSD) will continue to promote the voluntary registration scheme for vehicle mechanics through various activities to reinforce the professional status of registered vehicle mechanics and encourage registered mechanics to renew their registration. Further initiatives, such as reinforcing communication with registered vehicle mechanics through newsletters and other electronic means, encouraging vehicle workshop owners to employ registered vehicle mechanics, and promoting the scheme to major organisations, etc. are being implemented. EMSD will continue to monitor the effectiveness of the voluntary registration scheme and keep in review the need for further enhancements to the scheme in consultation with the trade, including mandatory registration and other means as and when necessary.

c) To enhance the service standard of the local vehicle maintenance trade and to complement the voluntary registration scheme for vehicle mechanics, EMSD has drawn up a set of draft code of practice for vehicle maintenance workshops which has been distributed to the trade to solicit comments. This code of practice will be finalised within the third quarter of 2012.

Signature: _____

Name in block letters: _____ CHAN Fan

Post Title: _____ Director of Electrical and Mechanical Services

Date: _____ 28 February 2012

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

THB(T)029

Question Serial No.

2014

Head: 60 – Highways Department

Subhead (No. & title):

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding 'continue to review and update the Railway Development Strategy 2000' mentioned under the Matters Requiring Special Attention in 2012-13,

- (a) what is the recent progress of the consultancy study for the review and update of the Railway Development Strategy 2000?
- (b) when will the consultant submit interim report as requested by the Government?
- (c) has the possible overcrowding induced by the growth in passenger volume of East Rail Line in the coming years be included in the scope of consultancy study?
- (d) the Government mentioned 'We will consult the public in the process of the review,' (Reply Serial No. THB(T)070) during the examination of Estimates of Expenditure last year. When will be the expected commencement of the consultation? What is the amount of resources reserved in the financial year 2012-13 to handle the work concerned?

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

The consultancy study for reviewing and updating the Railway Development Strategy 2000 (RDS 2000) started in March 2011. It aims at updating Hong Kong's long-term railway development blueprint in view of the latest development of the society and the updates in the planning parameters. The study will review the railway proposals identified in the RDS 2000, and other railway proposals raised by the Government or the public.

The consultant is currently reviewing the latest planning information of various development proposals and at the mean time assessing the needs for future traffic. It is also conducting the initial analysis on the possible restrictions in respect of technology and environment, and the way to tie in with the overall railway network (including the impact on existing railways due to the completion of railway projects which are now under construction and implementation) in order to attain optimal efficiency and satisfy the society's transport demand after 2031.

Examination of Estimates of Expenditure 2012-13

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

Reply Serial No.

THB(T)029

Question Serial No.

2014

The study will take about 24 months to complete. We plan to consult the public of the interim study findings around the second quarter of 2012. The estimated expenditure of the study in 2012-13 is approximately \$21.8 million, including the cost for consultation.

Signature: _____

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 28.2.2012

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

THB(T)031

Question Serial No.

1331

Head: 60 – Highways Department

Subhead (No. & title):

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the 'Northern Link', will the Administration inform this Committee of:

- a. the progress of the advance works for the above project;
- b. the estimated cost;
- c. the estimated annual throughput;
- d. the scheduled date of completion; and
- e. whether the district council and local groups will be consulted; and if so, what the details are.

Asked by: Hon. IP Wai-ming

Reply:

The consultancy study for reviewing and updating the Railway Development Strategy 2000 (RDS 2000) started in March 2011. It aims at updating Hong Kong's long-term railway development blueprint in view of the latest development of the society and the updates in the planning parameters. The study will review the railway proposals identified in the RDS 2000, and other railway proposals raised by the Government or the public, including the Northern Link.

The consultant is currently reviewing the latest planning information of various development proposals and at the mean time assessing the needs for future traffic. It is also conducting the initial analysis on the possible restrictions in respect of technology and environment, and the way to tie in with the overall railway network in order to attain optimal efficiency and satisfy the society's transport demand after 2031.

The study will take about 24 months to complete. We plan to consult the public of the interim study findings around the second quarter of 2012.

Examination of Estimates of Expenditure 2012-13

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

Reply Serial No.

THB(T)031

Question Serial No.

1331

Signature: _____

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 28.2.2012

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

THB(T)032

Question Serial No.

0370

Head: 60 - Highways Department

Subhead (No. & title):

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Last year recorded a substantial increase in the number of complaint cases relating to highway maintenance as compared to the year before last year, what are the reasons? Is it necessary to increase provision to handle such matters?

Asked by: Hon. LAU Wong-fat

Reply:

Since 2011, the Department adopted the suggestion contained in the Report No. 57 of the Director of Audit and revised the method of reporting complaint cases relating to road maintenance, so that the scope of road maintenance works undertaken by the Department is more clearly reflected. There is no significant increase in the number of actual complaint cases.

Signature: _____

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 28.2.2012

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

THB(T)033

Question Serial No.

0027

Head: 60 - Highways Department

Subhead (No. & title):

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

What is the progress of the investigation, preliminary design and public consultation for the Tuen Mun Western Bypass at present? Has the traffic flow after the completion of the airport's third runway been taken into consideration in the design?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

We are proceeding with the related traffic impact assessment, environmental impact assessment, ground investigation and preliminary design for the proposed Tuen Mun Western Bypass Project, which are expected to be completed in the fourth quarter of 2012. Reference will be made to the related traffic forecast information as appropriate during the course of the study.

Signature: _____

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 28.2.2012

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

THB(T)034

Question Serial No.

0028

Head: 60 - Highways Department Subhead (No. & title):

Programme: (4) Technical Services

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

It is reported that the 'ad hoc quota trial scheme for cross-boundary private cars' will be launched in March. Regarding this arrangement, has the Highways Department been involved or provided comments? Has the Department made any preparation for resolving the differences in traffic signs and road conditions between Guangdong and Hong Kong? If so, what are the details? If not, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The Highways Department (HyD) is responsible for enhancement, maintenance and repair of traffic signs and road markings, which are used and installed following relevant legal provisions or technical guidelines. HyD will continue to upkeep the public roads and associated facilities to facilitate the management of traffic in Hong Kong.

To prepare for implementation of the first phase of the 'ad hoc quota trial scheme for cross-boundary private cars', the Transport Department (TD) has recently reviewed the traffic signs and road markings along the Kong Sham Western Highway, the Shenzhen Bay Bridge (SBB) and the roads linking SBB with the Shenzhen Bay Port Hong Kong Port Area. On TD's recommendations HyD has added and modified some traffic signs and road markings along this route with a view to providing clear and easy-to-understand signage for cross-boundary drivers. The aforementioned enhancement works were substantially completed in January 2012.

Signature: _____

Name in block letters: _____ K K LAU

Post Title: _____ Director of Highways

Date: _____ 28.2.2012

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

THB(T)035

Question Serial No.

0395

Head: 60 - Highways Department

Subhead (No. & title):

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Matters Requiring Special Attention in 2012-13, the Administration will pursue detailed design for highway projects including Central Kowloon Route, widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2, Hiram's Highway Improvement Stage 1, improvement to Pok Oi Interchange, road improvement works in West Kowloon Reclamation Development Phase 1, and provision of barrier-free access facilities at public footbridges, elevated walkways and subways - phases 2 and 3. Please provide the details of these projects, including the construction cost, commencement date, completion date and numbers of jobs to be created.

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

Project Title	Project Scope	Construction Cost	[A] Commencement Date [B] Completion Date	No. of Jobs to be Created
Central Kowloon Route	Central Kowloon Route is a 4.7 kilometres (km) long dual three-lane trunk road connecting the existing Yau Ma Tei Interchange in West Kowloon with the proposed Kai Tak Development and the road network in Kowloon Bay.	Under review	Upon completion of the detailed design, the Highways Department (HyD) will map out an implementation programme.	Under review

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

THB(T)035

Question Serial No.

0395

Project Title	Project Scope	Construction Cost	[A] Commencement Date [B] Completion Date	No. of Jobs to be Created
Widening of Tolo Highway/ Fanling Highway between Island House Interchange and Fanling – Stage 2	Widening of a section of Fanling Highway between Tai Hang and Wo Hop Shek Interchange of approximately 3 km long from dual three-lane carriageway to dual four-lane carriageway.	About \$2.1 billion	[A] To be commenced in 2013 (tentative) [B] To be completed in 2017 (tentative)	About 870
Hiram's Highway Improvement Stage 1	Widening the section of Hiram's Highway between Clear Water Bay Road and Marina Cove to dual 2-lane.	Under review	Upon completion of the detailed design, the HyD will map out an implementation programme.	Under review
Improvement to Pok Oi Interchange	Construction of flyover, slip roads and carriageway widening to allow more direct access to and from Yuen Long South.	About \$265 million	[A] To be commenced in third quarter 2012 [B] To be completed in mid 2015	About 130
Road Improvement Works in West Kowloon Reclamation Development Phase 1	The project comprises a package of road links and junctions improvement schemes in the West Kowloon Reclamation Development area to improve the existing road infrastructure thereat and enhance its accessibility.	Under review	Upon the completion of the detailed design, the HyD will map out an implementation programme.	Under review
Provision of barrier-free access facilities at public footbridges, elevated walkways and subways – phase 2	Provision of barrier-free access facilities at 10 footbridges and subways in various districts.	About \$200 million	[A] To be commenced in 2013 [B] To be completed in 2015	About 210

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

THB(T)038

Question Serial No.

2529

Head: 60 – Highways Department

Subhead (No. & title):

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Highways Department mentioned the allocation of approximately \$5 billion of expenditure on the provision of various road infrastructure under this Programme. Please provide the following information on the projects already commenced and mentioned under this Programme:

Various projects commenced	(a) Date of commencement	(b) Anticipated date of completion	(c) Initial estimated expenditure	(d) Actual expenditure	(e) Discrepancies between (c) and (d) and the reasons
Reclamation works for the Hong Kong Boundary Crossing Facilities of Hong Kong - Zhuhai - Macao Bridge					
...					
...					
Reconstruction of footbridge near Hsin Kuang Centre					

Asked by: Hon. WONG Sing-chi

Reply:

Regarding the Capital Works Reserve Fund under the estimates of this financial year, the figures and information of various road infrastructure projects under point 4 of this Programme are as follow:

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

THB(T)038

Question Serial No.

2529

Various projects underway	(a) Date of commencement	(b) Anticipated date of completion	(c) Initial estimated expenditure (Approved project estimate) (\$million)	(d) Actual expenditure as at 31.3.2011 (\$million)	(e) Discrepancies between (c) and (d) and the reasons (\$million)
Reclamation works and superstructures of the Hong Kong Boundary Crossing Facilities of Hong Kong - Zhuhai - Macao Bridge	Late 2011	Late 2016	30,433.9	-	Discrepancy: 30,433.9 Reason: Funding approval was obtained from the Finance Committee of the Legislative Council in November 2011, and the project commenced in late 2011. The remaining expenditure will be paid for according to works progress
Tuen Mun-Chek Lap Kok Link - detailed design, site investigation and advance works	Late 2011	Early 2016	1,909.6	-	Discrepancy: 1,909.6 Reason: Funding approval was obtained from the Finance Committee of the Legislative Council in November 2011, and the project commenced in late 2011. The remaining expenditure will be paid for according to works progress

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

THB(T)038

Question Serial No.

2529

Various projects underway	(a) Date of commencement	(b) Anticipated date of completion	(c) Initial estimated expenditure (Approved project estimate) (\$million)	(d) Actual expenditure as at 31.3.2011 (\$million)	(e) Discrepancies between (c) and (d) and the reasons (\$million)
Improvement and extension of Kam Pok Road	July 2011	Early 2013	148.6	-	Discrepancy: 148.6 Reason: Funding approval was obtained from the Finance Committee of the Legislative Council in February 2011, and the project commenced in July 2011. The project is still in progress, and the remaining expenditure will be paid for according to works progress
Provision of barrier-free access facilities at public footbridges, elevated walkways and subways - design and phase 1 of construction works	December 2011	Mid-2014	292.1	-	Discrepancy: 292.1 Reason: Funding approval was obtained from the Finance Committee of the Legislative Council in July 2011, and the project commenced in late 2011. The remaining expenditure will be paid for according to works progress

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

THB(T)038

Question Serial No.

2529

Various projects underway	(a) Date of commencement	(b) Anticipated date of completion	(c) Initial estimated expenditure (Approved project estimate) (\$million)	(d) Actual expenditure as at 31.3.2011 (\$million)	(e) Discrepancies between (c) and (d) and the reasons (\$million)
Reconstruction and improvement of Tuen Mun Road (including works for retrofitting of noise barriers)	October 2008	Late 2014	6,804.3	1,464.64	Discrepancy: 5,339.66 Reason: The project is still in progress, and the remaining expenditure will be paid for according to works progress
Extension of Footbridge Network in Tsuen Wan - Footbridge A along Tai Ho Road	December 2008	Mid-2012	169	80.66	Discrepancy: 88.34 Reason: The project is still in progress, and the remaining expenditure will be paid for according to works progress
Traffic improvements to Tuen Mun Road Town Centre Section	December 2009	Late 2013	1,814.4	213.36	Discrepancy: 1,601.04 Reason: The project is still in progress, and the remaining expenditure will be paid for according to works progress
Improvement to Sham Tseng Interchange	September 2009	Late 2013	99.6	5.38	Discrepancy: 94.22 Reason: The project is still in progress, and the remaining expenditure will be paid for according to works progress

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

THB(T)038

Question Serial No.

2529

Various projects underway	(a) Date of commencement	(b) Anticipated date of completion	(c) Initial estimated expenditure (Approved project estimate) (\$million)	(d) Actual expenditure as at 31.3.2011 (\$million)	(e) Discrepancies between (c) and (d) and the reasons (\$million)
Bus-bus interchanges on Tuen Mun Road	July 2010	Mid-2013	162.3	31.51	Discrepancy: 130.79 Reason: The project is still in progress, and the remaining expenditure will be paid for according to works progress
Widening of Tolo Highway between Island House Interchange and Tai Hang	August 2009	Early 2014	4,486.9	955.6	Discrepancy: 3,531.3 Reason: The project is still in progress, and the remaining expenditure will be paid for according to works progress
Central-Wan Chai Bypass and Island Eastern Corridor Link	July 2009	Late 2017	28,104.6	1,407.71	Discrepancy: 26,696.89 Reason: The project is still in progress, and the remaining expenditure will be paid for according to works progress

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

THB(T)038

Question Serial No.

2529

Various projects underway	(a) Date of commencement	(b) Anticipated date of completion	(c) Initial estimated expenditure (Approved project estimate) (\$million)	(d) Actual expenditure as at 31.3.2011 (\$million)	(e) Discrepancies between (c) and (d) and the reasons (\$million)
Retrofitting of noise barriers on Fanling Highway between Po Shek Wu Road and MTR Fanling Station	October 2009	Late 2012	506.9	112	Discrepancy: 394.9 Reason: The project is still in progress, and the remaining expenditure will be paid for according to works progress
Retrofitting of noise barriers on Fanling Highway between MTR Fanling Station and Wo Hing Road	November 2010	Mid-2013	247.1	2.08	Discrepancy: 245.02 Reason: The project is still in progress, and the remaining expenditure will be paid for according to works progress
Centre Street escalator link (Stage 1)	September 2009	Late 2012	60.7	11.92	Discrepancy: 48.78 Reason: The project is still in progress, and the remaining expenditure will be paid for according to works progress

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

THB(T)039

Question Serial No.

2530

Head: 60 – Highways Department

Subhead (No. & title):

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding various projects under planning mentioned in item 5 of this Programme, please provide the following information:

	(a) Date of commence- ment	(b) Scheduled date of completion	(c) Current progress	(d) Initial estimated expendi- ture	(e) Actual expendi- ture	(f) Discrepan- cies between (d)and (e) and their reasons
Various projects under planning						
Completed the statutory procedures and continued to pursue the design for the widening of Tolo Highway/ Fanling Highway between Island House Interchange and Fanling - Stage 2						
...						
...						
Commenced the investigation and preliminary design for retrofitting of noise barriers on Tuen Mun Road Town Centre Section						

Asked by: Hon. WONG Sing-chi

Reply:

Figures and information of various projects under Capital Works Reserve Fund of this financial year which involved planning:

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

THB(T)039

Question Serial No.

2530

Various projects under planning	(a) Date of commencement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (Approved project estimate/ Approximate cost for works under Category B) (\$million)	(e) Actual expenditure as at 31.3.2011 (\$million)	(f) Discrepancies between (d)and (e) and the reasons (\$million)
Widening of Tolo Highway / Fanling Highway between Island House Interchange and Fanling - Stage 2	Early 2013	Late 2017	Detailed design in progress	2,100	-	Discrepancy: 2,100 Reason: Detailed design of the project is in progress, and the remaining expenditure will be paid for according to works progress
Hong Kong - Zhuhai - Macao Bridge (HZMB) - funding support for the Main Bridge	Late 2009	Late 2016	Works in progress (including the planning of the Main Bridge)	9,046.5	817.1	Discrepancy: 8,229.4 Reason: Project is still in progress, and the remaining expenditure will be paid for according to works progress

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

THB(T)039

Question Serial No.

2530

Various projects under planning	(a) Date of commencement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (Approved project estimate/ Approximate cost for works under Category B) (\$million)	(e) Actual expenditure as at 31.3.2011 (\$million)	(f) Discrepancies between (d)and (e) and the reasons (\$million)
Hong Kong Link Road of HZMB	Mid-2012	Late 2016	Completed the statutory procedures and tendering is now in progress	16,189.9	-	Discrepancy: 16,189.9 Reason: Funding approval was obtained from the Finance Committee of the Legislative Council in November 2011, and the project has yet to be commenced
Hong Kong Boundary Crossing Facilities of HZMB-reclamation and superstructures	Late 2011	Late 2016	Reclamation works and detailed design for superstructures in progress	30,433.9	-	Discrepancy: 30,433.9 Reason: Funding approval was obtained from the Finance Committee of the Legislative Council in November 2011, and the project commenced in late 2011. The remaining expenditure will be paid for according to works progress

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

THB(T)039

Question Serial No.

2530

Various projects under planning	(a) Date of commencement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (Approved project estimate/ Approximate cost for works under Category B) (\$million)	(e) Actual expenditure as at 31.3.2011 (\$million)	(f) Discrepancies between (d)and (e) and the reasons (\$million)
Investigation and preliminary design for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) and the Tuen Mun Western Bypass (TMWB)	Mid-2008	Late 2012	Statutory procedures, investigation and preliminary design for the TM-CLKL. have been completed. Investigation and preliminary design for the TMWB is in progress	88.6	56.2	Discrepancy: 32.4 Reason: Project is in progress, and the remaining expenditure will be paid for according to works progress
Detailed design, site investigation and advance works for TM-CLKL	Late 2011	Early 2016	Advance reclamation works is in progress, and detailed design for its remaining works has been commenced	1,909.6	-	Discrepancy: 1,909.6 Reason: Funding approval was obtained from the Finance Committee of the Legislative Council in November 2011, and the project commenced in late 2011. The remaining expenditure will be paid for according to works progress

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

THB(T)039

Question Serial No.

2530

	(a) Date of commencement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (Approved project estimate/ Approximate cost for works under Category B) (\$million)	(e) Actual expenditure as at 31.3.2011 (\$million)	(f) Discrepancies between (d)and (e) and the reasons (\$million)
Various projects under planning						
Central Kowloon Route - cost of consultant's design and site investigation	June 2011	Under review	Detailed design of the project commenced in 2011 and is in progress	192.3	82.71	Discrepancy: 109.59 Reason: Project is in progress, and the remaining expenditure will be paid for according to works progress
Hiram's Highway Improvement Stage 1	Under review	Under review	Detailed design of the project is in progress	Under review	-	Detailed design of the project is in progress. Upon completion of such works, the Highways Department can then confirm the estimates and the dates of commencement and completion

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

THB(T)039

Question Serial No.

2530

Various projects under planning	(a) Date of commencement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (Approved project estimate/ Approximate cost for works under Category B) (\$million)	(e) Actual expenditure as at 31.3.2011 (\$million)	(f) Discrepancies between (d)and (e) and the reasons (\$million)
Hiram's Highway Improvement Stage 2	Under review	Under review	Reviewing and assessing different improvement plans, and we expect to report the related improvement plans to the Sai Kung District Council in the first half of 2012 for members' comments. Public consultation will also be conducted for the project.	Under review	-	Study and consultation of the project are in progress. Upon completion of such works, the Highways Department can then confirm the estimates and the dates of commencement and completion

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

THB(T)039

Question Serial No.

2530

	(a) Date of commen- cement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (Approved project estimate/ Approximate cost for works under Category B) (\$million)	(e) Actual expendi- ture as at 31.3.2011 (\$million)	(f) Discrepancies between (d)and (e) and the reasons (\$million)
Various projects under planning						
Improvement to Pok Oi Interchange	Third quarter of 2012	Mid-2015	Detailed design has been completed. Tender documents and funding application are now being prepared	264.8	-	Discrepancy: 264.8 Reason: If funding approval can be obtained from the Finance Committee of the Legislative Council in April 2012, project can be commenced in the third quarter of 2012. The remaining expenditure will be paid for according to works progress

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

THB(T)039

Question Serial No.

2530

	(a) Date of commen- cement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (Approved project estimate/ Approximate cost for works under Category B) (\$million)	(e) Actual expendi- ture as at 31.3.2011 (\$million)	(f) Discrepancies between (d)and (e) and the reasons (\$million)
Various projects under planning						
Provision of barrier-free access facilities at public footbridges, elevated walkways and subways - design and phase 1 construction works	August 2011	To be completed in phases and phase 3 will be completed in late 2015	Detailed design works for phases 2 and 3 commenced in August 2011 in phases	292.1 (including the cost of construction for phase 1)	-	Discrepancy: 292.1 Reason: Funding approval was obtained from the Finance Committee of the Legislative Council in July 2011, and the project commenced in late 2011. The remaining expenditure will be paid for according to works progress

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

THB(T)039

Question Serial No.

2530

	(a) Date of commen- cement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (Approved project estimate/ Approximate cost for works under Category B) (\$million)	(e) Actual expendi- ture as at 31.3.2011 (\$million)	(f) Discrepancies between (d)and (e) and the reasons (\$million)
Various projects under planning						
Retrofitting of noise barriers on Tai Po Tai Wo Road near Po Nga Court	First quarter of 2012	Mid-2014	Detailed design has been completed and tendering is now in progress	96.6	-	Discrepancy: 96.6 Reason: Funding approval was obtained from the Finance Committee of the Legislative Council in May 2011, and the project commenced in the first quarter of 2012. The remaining expenditure will be paid for according to works progress

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

THB(T)040

Question Serial No.

2531

Head: 60 - Highways Department

Subhead (No. & title):

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the works relating to the repairing of traffic signs, will the Government inform this Committee of the following:

- a) the number of traffic signs which required repairs in each of the past 5 years (i.e. 2007-08 to 2011-12), the reasons for such works, the major repair parts, the expenditure and the manpower involved respectively. Please list the breakdown by District Council districts;
- b) for the target of completing traffic signs repairing works within 36 hours, the actual performance achieved by the Administration was 98.6% and 97.3% in 2010 and 2011 respectively, both exceeded the target of 95%. Please provide the following information in relation to this matter:
 - i) the target set for 2012 (95%) is still below the actual performance of the past two years, what are the reasons? the Administration has not raised the target for 2012 according to the actual situation, what are the reasons?
 - ii) the performance of 2011 was less satisfactory than that of 2010, what are the reasons?

Asked by: Hon. WONG Sing-chi

Reply:

- (a) The objective of conducting traffic sign repair works is to ensure the safety of the road network. Traffic sign repair works is conducted each year. It mainly involves the regular inspection of approximately 160 000 traffic signs in the territory, and the replacement and reinstatement works for the defective and graffiti-covered traffic signs and those subject to wear and tear. The expenditure and the Department's monitoring manpower involved are listed in the annex.
- (b)(i) We set practical targets with reference to past performance and other factors which may affect the performance. The actual performance of traffic sign repair works is affected by external factors such as weather or local traffic conditions. Although we consider the current target for 2012 suitable, we will continue to monitor the performance in this regard, and set and strive towards a higher target in the future.

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

THB(T)040

Question Serial No.

2531

- (b)(ii) As the time needed for traffic sign repair works is affected by many factors such as dilapidated condition, adverse weather and traffic of particular locations, the performance each year may not be consistent. However, we will try our best to achieve the performance target in any circumstances.

Signature: _____

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 1.3.2012

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

THB(T)040

Question Serial No.

2531

Annex

**Expenditure and manpower
involved in the repairing works of traffic signs**

Financial Year	District	Expenditure on works cost	Department's monitoring manpower
		\$million	man-month
2007-08	Kowloon East (Including Kowloon City, Wong Tai Sin and Kwun Tong)	1.06	13.5
	Kowloon West (Including Yau Tsim Mong and Sham Shui Po)	0.81	14.5
	Southeast Hong Kong (Including Eastern and Southern)	0.19	11.0
	Northwest Hong Kong (Including Wan Chai and Central and Western)	0.74	12.0
	New Territories East (Including Sha Tin, Tai Po, North, Sai Kung and Islands)	1.16	35.0
	New Territories West (Including Tuen Mun, Yuen Long, Tsuen Wan and Kwai Tsing)	1.15	34.0
	Expressways in the territory	1.03	11.0
2008-09	Kowloon East (Including Kowloon City, Wong Tai Sin and Kwun Tong)	1.01	13.5
	Kowloon West (Including Yau Tsim Mong and Sham Shui Po)	0.85	14.5
	Southeast Hong Kong (Including Eastern and Southern)	0.19	11.0
	Northwest Hong Kong (Including Wan Chai and Central and Western)	0.74	12.0
	New Territories East (Including Sha Tin, Tai Po, North, Sai Kung and Islands)	1.58	35.0
	New Territories West (Including Tuen Mun, Yuen Long, Tsuen Wan and Kwai Tsing)	0.91	34.0
	Expressways in the territory	1.15	11.0

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION****THB(T)040**

Question Serial No.

2531

**Expenditure and manpower
involved in the repairing works of traffic signs**

Financial Year	District	Expenditure on works cost	Department's monitoring manpower
		\$million	man-month
2009-10	Kowloon East (Including Kowloon City, Wong Tai Sin and Kwun Tong)	1.06	13.5
	Kowloon West (Including Yau Tsim Mong and Sham Shui Po)	0.89	14.5
	Southeast Hong Kong (Including Eastern and Southern)	2.11	11.0
	Northwest Hong Kong (Including Wan Chai and Central and Western)	2.02	12.0
	New Territories East (Including Sha Tin, Tai Po, North, Sai Kung and Islands)	0.36	35.0
	New Territories West (Including Tuen Mun, Yuen Long, Tsuen Wan and Kwai Tsing)	1.50	34.0
	Expressways in the territory	0.95	11.0
2010-11	Kowloon East (Including Kowloon City, Wong Tai Sin and Kwun Tong)	0.78	13.5
	Kowloon West (Including Yau Tsim Mong and Sham Shui Po)	0.78	15.0
	Southeast Hong Kong (Including Eastern and Southern)	0.19	11.5
	Northwest Hong Kong (Including Wan Chai and Central and Western)	0.70	12.5
	New Territories East (Including Sha Tin, Tai Po, North, Sai Kung and Islands)	0.36	35.0
	New Territories West (Including Tuen Mun, Yuen Long, Tsuen Wan and Kwai Tsing)	1.92	34.0
	Expressways in the territory	0.5	11.0

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

THB(T)040

Question Serial No.

2531

**Expenditure and manpower
involved in the repairing works of traffic signs**

Financial Year	District	Expenditure on works cost	Department's monitoring manpower
		\$million	man-month
2011-12 (Up to January 2012)	Kowloon East (Including Kowloon City, Wong Tai Sin and Kwun Tong)	0.41	11.5
	Kowloon West (Including Yau Tsim Mong and Sham Shui Po)	0.89	12.5
	Southeast Hong Kong (Including Eastern and Southern)	0.33	9.5
	Northwest Hong Kong (Including Wan Chai and Central and Western)	0.35	10.0
	New Territories East (Including Sha Tin, Tai Po, North, Sai Kung and Islands)	0.22	29.0
	New Territories West (Including Tuen Mun, Yuen Long, Tsuen Wan and Kwai Tsing)	0.96	28.5
	Expressways in the territory	0.79	9.0

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

THB(T)041

Question Serial No.

2532

Head: 60 - Highways Department

Subhead (No. & title):

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the works relating to the repairing of road surface, will the Government inform this Committee of the following:

- a) the area / kilometers of road surface which required repairs in each of the past 5 years (i.e. 2007-08 to 2011-12), the reasons for such works, the major repair parts, the expenditure and the manpower involved respectively. Please list the breakdown by District Council districts;
- b) for the target of completing road surface repairing works within 24 hours, the actual performance in 2010 and 2011 was 100% and 99.7% respectively, both exceeded the target of 90%. Please provide the following information in relation to this matter:
 - i) the target set for 2012 (90%) is still below the actual performance in the past two years, what are the reasons? the Administration has not raised the target for 2012 according to the actual situation, what are the reasons;
 - ii) the performance of 2011 was less satisfactory than that of 2010, what are the reasons?

Asked by: Hon. WONG Sing-chi

Reply:

- (a) Road surface repair works aims at ensuring the serviceability of the road network. Repairing of road surface conducted each year mainly includes the regular inspection of approximately 25 000 000 m² of carriageway surface and over 8 000 000 m² of pedestrian and cycling track surface in the territory, and to conduct resurfacing and reinstatement works for the defective and deteriorated road surface found in the inspection. The expenditure and the Department's monitoring manpower involved are listed in the annex.
- (b)(i) We set practical targets with reference to past performance and other factors which may affect performance. The actual performance of road surface repair works is affected by external factors such as weather or local traffic conditions. Although we consider the current target for 2012 suitable, we will continue to monitor the performance in this regard, and set and strive towards a higher target in the future.

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

THB(T)041

Question Serial No.

2532

Annex

**Expenditure and manpower
involved in the repairing of road surface**

Financial Year	District	Expenditure on works cost	Department's monitoring manpower
		\$million	man-month
2007-08	Kowloon East (Including Kowloon City, Wong Tai Sin and Kwun Tong)	37.6	250
	Kowloon West (Including Yau Tsim Mong and Sham Shui Po)	15.9	231
	Southeast Hong Kong (Including Eastern and Southern)	24.7	190
	Northwest Hong Kong (Including Wan Chai and Central and Western)	22.2	199
	New Territories East (Including Sha Tin, Tai Po, North, Sai Kung and Islands)	78.5	217
	New Territories West (Including Tuen Mun, Yuen Long, Tsuen Wan and Kwai Tsing)	63.2	312
	Expressways in the territory	102.0	182
2008-09	Kowloon East (Including Kowloon City, Wong Tai Sin and Kwun Tong)	43.2	257
	Kowloon West (Including Yau Tsim Mong and Sham Shui Po)	14.4	230
	Southeast Hong Kong (Including Eastern and Southern)	20.1	187
	Northwest Hong Kong (Including Wan Chai and Central and Western)	22.8	201
	New Territories East (Including Sha Tin, Tai Po, North, Sai Kung and Islands)	97.4	223
	New Territories West (Including Tuen Mun, Yuen Long, Tsuen Wan and Kwai Tsing)	77.7	324
	Expressways in the territory	94.2	181

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

THB(T)041

Question Serial No.

2532

**Expenditure and manpower
involved in the repairing of road surface**

Financial Year	District	Expenditure on works cost	Department's monitoring manpower
		\$million	man-month
2009-10	Kowloon East (Including Kowloon City, Wong Tai Sin and Kwun Tong)	18.8	234
	Kowloon West (Including Yau Tsim Mong and Sham Shui Po)	11.0	222
	Southeast Hong Kong (Including Eastern and Southern)	19.1	185
	Northwest Hong Kong (Including Wan Chai and Central and Western)	17.1	195
	New Territories East (Including Sha Tin, Tai Po, North, Sai Kung and Islands)	61.8	212
	New Territories West (Including Tuen Mun, Yuen Long, Tsuen Wan and Kwai Tsing)	76.3	331
	Expressways in the territory	99.7	182
2010-11	Kowloon East (Including Kowloon City, Wong Tai Sin and Kwun Tong)	18.8	240
	Kowloon West (Including Yau Tsim Mong and Sham Shui Po)	11.3	228
	Southeast Hong Kong (Including Eastern and Southern)	16.1	186
	Northwest Hong Kong (Including Wan Chai and Central and Western)	20.8	203
	New Territories East (Including Sha Tin, Tai Po, North, Sai Kung and Islands)	61.4	214
	New Territories West (Including Tuen Mun, Yuen Long, Tsuen Wan and Kwai Tsing)	88.5	338
	Expressways in the territory	55.8	172

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

THB(T)041

Question Serial No.

2532

**Expenditure and manpower
involved in the repairing of road surface**

Financial Year	District	Expenditure on works cost	Department's monitoring manpower
		\$million	man-month
2011-12 (Up to January 2012)	Kowloon East (Including Kowloon City, Wong Tai Sin and Kwun Tong)	13.3	195
	Kowloon West (Including Yau Tsim Mong and Sham Shui Po)	4.9	179
	Southeast Hong Kong (Including Eastern and Southern)	7.5	147
	Northwest Hong Kong (Including Wan Chai and Central and Western)	19.8	168
	New Territories East (Including Sha Tin, Tai Po, North, Sai Kung and Islands)	37.9	172
	New Territories West (Including Tuen Mun, Yuen Long, Tsuen Wan and Kwai Tsing)	57.2	270
	Expressways in the territory	49.1	142

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

THB(T)042

Question Serial No.

2533

Head: 60 – Highways Department

Subhead (No. & title):

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the expenditure, manpower, work details and progress of the following projects of the Highways Department:

- a) review and update the Railway Development Strategy 2000;
- b) co-ordinate with the Mainland authorities on cross-boundary infrastructure developments; and
- c) facilitate the detailed design of the Shatin to Central Link.

Asked by: Hon. WONG Sing-chi

Reply:

- (a) The consultancy study for reviewing and updating the Railway Development Strategy 2000 started in March 2011. It aims at updating Hong Kong's long-term railway development blueprint in view of the latest development of the society and the updates in the planning parameters. The study will review the railway proposals identified in the Railway Development Strategy 2000, and other railway proposals raised by the Government or the public.

The consultant is currently reviewing the latest planning information of various development proposals and at the mean time assessing the needs for future traffic. It is also conducting the initial analysis on the possible restrictions in respect of technology and environment, and the way to tie in with the overall railway network in order to attain optimal efficiency and satisfy the society's transport demand after 2031.

Funding approval of \$43 million was obtained from the Finance Committee (FC) for the whole study, which will take approximately 24 months. The Highways Department (HyD) deploys in-house staff to monitor the consultancy study.

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

THB(T)042

Question Serial No.

2533

- (b) Regarding the cross-boundary infrastructure, our work mainly involves co-ordinating with the Mainland on the plan to implement the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). For XRL, we have established different co-ordinating groups with the Mainland departments concerned to handle the related works of cross-boundary facilities according to needs.

The HyD deploys in-house staff for the above communication and co-ordination of the cross-boundary infrastructure.

- (c) The Shatin to Central Link (SCL) project is managed and co-ordinated by a dedicated team under the Railway Development Office (RDO) of HyD. The team comprises two Chief Engineers, five Senior Engineers and eight Engineers. The MTR Corporation Limited has been entrusted with the design of SCL. During the detailed design stage, RDO of HyD is mainly responsible for liaising with the related government bureaux and departments (such as the Transport and Housing Bureau, the Transport Department, etc.), so as to assist in the conduct of SCL detailed design. The works mentioned above are carried out with the internal resources of the government and there is no corresponding expenditure under this project's account.

SCL project plan was gazetted under the Railways Ordinance (Cap.519) on 26 November 2010. After thorough consideration of public concerns and comments, two amended railway plans were gazetted on 15 July and 11 November 2011. The planning and detailed design of SCL are now at the final stage. We will strive to complete the remaining statutory procedures within a short period of time. We aim at seeking funding approval from the FC before the summer recess of the Legislative Council, so that both the remaining railway and the non-railway works of the SCL can be commenced in mid-2012.

Signature: _____

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 1.3.2012

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

THB(T)043

Question Serial No.

2534

Head: 60 – Highways Department

Subhead (No. & title):

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding various railway development projects, please provide the following information:

a) Please fill in the following table with the various figures and information:

Various railway projects commenced and under planning	(a) Date of commencement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure	(e) Actual expenditure	(f) Discrepancies between (d) and (e) and the reasons	(g) Anticipated average annual throughput
West Island Line							

b) What are the respective resources (in terms of manpower, expenditure, technology and equipment, etc.) allocated to each project mentioned above by the Government?

Asked by: Hon. WONG Sing-chi

Reply:

(a)

Among the railway projects underway, West Island Line (WIL), South Island Line (East)(SIL(East)) and Kwun Tong Line Extension (KTE) are projects under MTR Corporation Limited (hereafter known as MTR). The Government is responsible for the coordination of essential public infrastructure works for these railway projects. The essential public infrastructure works will be carried out with the related railway projects concurrently. The Government, which funds and owns the Hong Kong Section of Guangzhou - Shenzhen - Hong Kong Express Rail Link (XRL) and Shatin to Central Link (SCL) projects, is responsible for the construction of the railways and their ancillary infrastructures.

Figures and information of various railway development projects under Capital Works Reserve Fund of this financial year:

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

THB(T)043

Question Serial No.

2534

Various railway projects commenced and under planning	(a) Date of commencement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (\$million)	(e) Actual expenditure as at 31.3. 2011 (\$million)	(f) Discrepancies between (d) and (e) and the reasons	(g) Anticipated average annual throughput (number of passenger)
WIL - essential public infrastructure works	March 2010	2014	In progress	104	17	Discrepancy: 87 Project is still in progress, and the remaining expenditure will be paid for according to works progress	70 million
XRL - railway construction works	January 2010	2015	In progress	55,018	7,655	Discrepancy: 47,363 Project is still in progress, and the remaining expenditure will be paid for according to works progress	36 million
XRL - construction of non-railway works	January 2010	2015	In progress	11,800	1,331	Discrepancy: 10,469 Project is still in progress, and the remaining expenditure will be paid for according to works progress	36 million

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

THB(T)043

Question Serial No.

2534

Various railway projects commenced and under planning	(a) Date of commencement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (\$million)	(e) Actual expenditure as at 31.3. 2011 (\$million)	(f) Discrepancies between (d) and (e) and the reasons	(g) Anticipated average annual throughput (number of passenger)
SIL(East) - essential public infrastructure works	May 2011	2015	In progress	927	-	Discrepancy: 927 Funding approval was obtained from the Finance Committee of the Legislative Council in April 2011, and the project commenced in mid-2011. The project is still in progress, and the remaining expenditure will be paid for according to works progress	62 million

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

THB(T)043

Question Serial No.

2534

Various railway projects commenced and under planning	(a) Date of commencement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (\$million)	(e) Actual expenditure as at 31.3. 2011 (\$million)	(f) Discrepancies between (d) and (e) and the reasons	(g) Anticipated average annual throughput (number of passenger)
KTE - essential public infrastructure works	May 2011	2015	In progress	827	-	Discrepancy: 827 Funding approval was obtained from the Finance Committee of the Legislative Council in April 2011, and the project commenced in mid-2011. The project is still in progress, and the remaining expenditure will be paid for according to works progress	66 million
SCL - design and site investigation	August 2008	2014	In progress	2,408	1,659	Discrepancy: 749 Project is still in progress, and the remaining expenditure will be paid for according to works progress	N/A

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

THB(T)043

Question Serial No.

2534

Various railway projects commenced and under planning	(a) Date of commencement	(b) Anticipated date of completion	(c) Current progress	(d) Initial estimated expenditure (\$million)	(e) Actual expenditure as at 31.3. 2011 (\$million)	(f) Discrepancies between (d) and (e) and the reasons	(g) Anticipated average annual throughput (number of passenger)
SCL - advance works	May 2011	2015	In progress	7,703	-	Discrepancy: 7,703 Funding approval was obtained from the Finance Committee of the Legislative Council in February 2011, and the project commenced in mid-2011. The project is still in progress, and the remaining expenditure will be paid for according to works progress	N/A
SCL - protection works	August 2010	2014	In progress	694	4	Discrepancy: 690 The project is still in progress, and the remaining expenditure will be paid for according to works progress	N/A

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

THB(T)043

Question Serial No.

2534

- (b) Except for the protection works of SCL which is covered by the Wan Chai Development Phase II and Central-Wan Chai Bypass tunnel projects and carried out concurrently, the implementation of the above railway projects have been entrusted with MTR. The Highways Department is responsible for monitoring the MTR and coordinating the related departments for the planning, development and implementation of these railway projects. Manpower will be deployed from the Department's existing in-house resources subject to needs.

Signature: _____

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 1.3.2012

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

THB(T)044

Question Serial No.

3487

Head: 100 Marine Department

Subhead:

Programme: (3) Local Services

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide details of the Department's work in managing typhoon shelters last year. What was the expenditure incurred? Did the Department find any abandoned vessel in the typhoon shelters last year? Will the Department deploy additional staff for patrols? What is the expected additional expenditure involved?

Asked by: Hon. CHAN Tanya

Reply:

In managing typhoon shelters, the Marine Department deployed patrol officers and launches to ensure all passage areas to be free from obstruction; local vessels to be properly moored within designated mooring areas; and aids to navigation facilities to be in good working condition. As the management of typhoon shelters was performed by the patrol resources for the regulation of local vessels under Programme (3), no separate breakdown of expenditure was compiled for this specific work. In 2011, there were 33 small boats found abandoned in typhoon shelters. Current deployment of staff is sufficient to meet operational need. There is no plan to deploy additional staff, hence no additional expenditure will be involved.

Signature: _____

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 24.2.2012

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

THB(T)045

Question Serial No.

3490

Head: 100 Marine Department

Subhead:

Programme: (5) Government Fleet

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

The Department will improve the environmental performance of the government fleet in a number of areas this year. How much did the Department spend on fuel for the government fleet last year? What is the estimated reduction in expenditure after the implementation of relevant environmental protection measures?

Asked by: Hon. CHAN Tanya

Reply:

The Marine Department (MD) has initiated various measures to enhance the environmental efficiency of the government fleet in 2012, such as the installation of solar panel for supplying electricity for ventilation fans and lighting onboard MD tug "MD32", and the provision of shore power supply for government launches whilst standing-by at Government Dockyard. In 2010-11, the expenditure incurred by the MD on fuel for the government fleet was \$12.72 million. With the implementation of the said measures, it is estimated that there will be a saving of about \$0.12 million in 2012-13 by the MD based on the current fuel price level.

Signature: _____

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 24.2.2012

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

THB(T)046

Question Serial No.

1128

Head: 100 Marine Department

Subhead:

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

The actual registered tonnage on the Hong Kong Shipping Register grew by over 20% in both 2010 and 2011. However, the estimate for 2012 stands at a mere 77 million gross tonnage, representing only a 10% increase on the actual figure of 68 million gross tonnage for 2011. Is the estimate of the Administration too conservative? What are the justifications for the estimate? How much additional revenue was generated by the growth in the registered tonnage on the Hong Kong Shipping Register in 2011?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The 2012 shipping market has anticipated downward trend with less number of new ships to be delivered when compared with the previous years. The anticipated growth of the Hong Kong Shipping Register would not be as strong as in 2010 and 2011 and be about nine million gross tonnage.

The increase in registered tonnage on the Hong Kong Shipping Register in 2011 has resulted in an additional revenue of about \$19.9 million.

Signature: _____

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 24.2.2012

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

THB(T)047

Question Serial No.

1129

Head: 100 Marine Department

Subhead:

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

The Marine Department introduced a new e-business service in 2011 to enhance the efficiency and effectiveness of the application and approval processes for the issue of Hong Kong licences in a bid to enhance the attractiveness of the Hong Kong Shipping Registry. Please provide details of the utilisation rate/savings in resources achieved since the system was launched. What measures will the department introduce in 2012 to further attract more ships to register in Hong Kong so as to strengthen its status as a maritime centre? Please provide details of the resources and expenditure involved.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The electronic system for the issue of Hong Kong licences was introduced in April 2011. As at the end of January 2012, 12% of applications for Hong Kong licences were made through the electronic system. Since information is processed electronically, the system has saved time for manual processing and has promoted a paperless working environment, thus saving paper as well as storage space for hard copies.

To attract more ships to register in Hong Kong, the Marine Department will enhance the efficiency of ship registration and further increase manpower resources in 2012-13 to meet the growing service needs. In 2012-13, two additional supporting staff at an annual cost of about \$0.6 million in terms of notional mid-point salary value will be recruited.

Signature: _____

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 24.2.2012

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

THB(T)048

Question Serial No.

1130

Head: 100 Marine Department

Subhead:

Programme: (1) Infrastructure

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Under *Matters Requiring Special Attention in 2012-13*, it is stated that the Marine Department will expedite legislative work to implement the MARPOL 73/78 Convention, the Maritime Labour Convention, 2006 and the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001. What is the timetable for the relevant work? Will additional resources be required?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

We are working on the draft legislative provisions for implementing the Maritime Labour Convention 2006 with a view to submitting the draft Bill to the Legislative Council in the 2012-13 legislative session. In parallel, the Administration is examining legislative proposals for implementing the other international requirements with a view to finalising the legislative amendments as soon as possible.

The above tasks are undertaken by the existing staff of the Marine Department as part of their duties under Programme (1) and no additional resources are required for the legislative work in 2012-13.

Signature: _____

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 24.2.2012

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

THB(T)049

Question Serial No.

1131

Head: 100 Marine Department

Subhead:

Programme: (1) Infrastructure

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

The number of projects under planning by the Marine Department which will affect the port and its associated facilities remains at 88 for 2012. Please advise on the details, progress and completion dates of the projects and the expenditure involved.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In 2012, the Marine Department participates in 88 infrastructure planning/development projects undertaken by other government departments, which involve the use of coastal areas or marine works that may affect the operational safety and efficiency of the port. Some major projects include the laying of Western Cross Harbour water mains; feasibility study on the development of Container Terminal 10; development of the Cruise Terminal; and deepening of the Kwai Tsing Container Basin and its approach channel, etc. It is understood that the aforementioned projects are scheduled to be completed from 2012 to 2017.

The Marine Department participates in the planning of these infrastructure development projects by providing professional maritime input and advice, as well as scrutinising the assessment of marine impact and formulation of measures to mitigate the adverse impact, if any is identified.

Three teams each consisting of one Senior Marine Officer leading a Marine Officer are fully deployed to undertake the Marine Department's planning and development work. The total annual staff cost involved, in terms of notional mid-point salary value, is about \$5.5 million and there are no other expenditures involved.

Signature: _____

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 24.2.2012

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

THB(T)050

Question Serial No.

1132

Head: 100 Marine Department

Subhead:

Programme: (2) Port Services

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

During 2012–13, the Marine Department will continue to arrange Port State Control (PSC) officer exchange programmes with the Mainland Maritime Safety Administration and other maritime administrations to promote harmonisation of inspections. Please advise on the details of the work and the expenditure involved. Will there be discussions to further streamline the inspections? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

Port State Control (PSC) Officer Exchange Programmes (the Exchange Programmes) are arranged to fulfill the commitment made under the Asia Pacific Memorandum of Understanding on Port State Control (Tokyo MOU) and to enhance co-operation between China Maritime Safety Administration (MSA) and the Marine Department. The main objectives of the Exchange Programmes are to harmonise the procedures/standards of PSC inspections and to facilitate experience sharing among PSC officers of member Authorities of the Tokyo MOU with a view to streamlining the inspection work. Each Exchange Programme normally runs for one to two weeks to cover the essence of the PSC activities/inspections. Expenditure incurred for Exchange Programmes under the Tokyo MOU are borne by their Secretariat. As for Exchange Programmes arranged for PSC officers of MSA visiting Hong Kong, the costs are borne by MSA.

Signature: _____

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 24.2.2012

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

THB(T)051

Question Serial No.

2073

Head: 100 Marine Department

Subhead: 700 General non-recurrent

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Sea-going Training Incentive Scheme, will the Administration inform this Committee of the number of participants, the number of those who completed the Scheme, and their post-completion employment situation over the past three years?

Asked by: Hon. LI Fung-ying

Reply:

The number of cadets who have joined the Scheme and the number of cadets who have completed the Scheme in 2009 to 2011 are tabulated below. About 70% of the cadets having completed the Scheme continued to serve as deck or engineer officers on sea-going ships after completion of the Scheme.

Year	No. of Cadets Joined the Scheme	No. of Cadets Completed the Scheme
2009	12	10
2010	26	26
2011	39	38

Signature: _____

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 24.2.2012

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

THB(T)052

Question Serial No.

2538

Head: 100 Marine Department

Subhead:

Programme: (2) Port Services

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide, by port and terminal, information on the following:

- (a) the annual average numbers of vessels travelling between various ports and terminals for the past five years (i.e. from 2007-08 to 2011-12); and
- (b) details of the Government's input into various work at respective ports and terminals, in terms of expenditure and manpower, and the details of such work in each of the past five years (i.e. from 2007-08 to 2011-12).

Asked by: Hon. WONG Sing-chi

Reply:

- (a) The annual numbers of vessel arrivals and departures for the past five years were:

Calendar Year	Number of Vessel Arrivals and Departures	
	Ocean-going Vessels visiting Hong Kong Port	Passenger Ferries calling at Cross-boundary Ferry Terminals*
2007	74 420	135 070
2008	71 820	135 120
2009	66 490	138 360
2010	65 600	141 950
2011	64 960^	141 210

* Including Macau Ferry Terminal, China Ferry Terminal and Tuen Mun Ferry Terminal.

^ Provisional figure as at end January 2012.

- (b) The Marine Department (MD) provides vessel traffic services (i.e. marine traffic monitoring and regulating services) as well as on scene patrol service to facilitate safe and expeditious movements of ocean-going vessels in Hong Kong waters. MD is also responsible for managing the daily operations of two cross-boundary ferry terminals, namely the Macau Ferry

Terminal and China Ferry Terminal, and overseeing the operation of Tuen Mun Ferry Terminal to ensure the provision of efficient and quality cross-boundary passenger ferry services between Hong Kong, Macau and 11 Mainland ports.

There are 217 staff involved in the provision of vessel traffic services, harbour patrol and other port formalities services for ocean-going vessels, and 77 staff involved in managing the cross-boundary ferry terminals. As some of the above staff also perform other duties, the relevant expenditure incurred for services rendered to support operation of the port and terminals is not separately identifiable.

Signature: _____

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 24.2.2012

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

THB(T)053

Question Serial No.

0105

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 increase in the First Registration Tax (FRT) for private cars as announced in the 2011-12 Budget, please advise on:

- (a) the number of private cars registered for the first time in each month last year (2011) broken down by their selling prices;
- (b) the average speed on major trunk roads in various districts of the Hong Kong Island, Kowloon and the New Territories in the past three years (2009–2011) in tabular form; and
- (c) how the effectiveness of the increase in the FRT is assessed in containing the growth of private cars and relieving road congestion.

Asked by: Hon. CHAN Hak-kan

Reply:

- (a) The number of first-registered private cars* in each month of 2011, with breakdown by selling prices, is as follows:

Month	Taxable Value Below \$150,000	Taxable Value \$150,001-\$300,000	Taxable Value \$300,001-\$500,000	Taxable Value Above \$500,000	Total
January	1 329	1 416	562	301	3 608
February	718	969	302	110	2 099
March	1 173	1 848	740	342	4 103
April	972	1 258	637	373	3 240
May	1 009	1 143	486	379	3 017
June	1 060	1 359	523	298	3 240
July	1 036	1 366	679	366	3 447
August	1 153	1 634	823	324	3 934
September	962	1 492	896	294	3 644
October	863	1 568	958	281	3 670
November	1 015	1 756	867	303	3 941
December	880	1 659	902	255	3 696
Total	12 170	17 468	8 375	3 626	41 639

* The number of deregistered newly registered private cars has been deducted

- (b) According to the survey findings of the Transport Department, the average speed[#] on major road sections in various districts of the Hong Kong Island, Kowloon and the New Territories in the past three years (2009–2011) is as follows:

District	Road	Section		2009	2010	2011
		From	To	Speed (km/hr)	Speed (km/hr)	Speed (km/hr)
Hong Kong Island	Connaught Road Central	Des Voeux Road West	Murray Road	12.1	11.9	10.6
	Connaught Road Central	Murray Road	Des Voeux Road West	15.3	14.3	14.4
	Gloucester Road	Arsenal Street	Cross Harbour Tunnel Approach Road	26.6	18.5	21.6
	Gloucester Road	Canal Road	Arsenal Street	34.5	29.6	43.6
Kowloon	Nathan Road	Salisbury Road	Boundary Street	18.8	17.9	21.0
	Nathan Road	Boundary Street	Salisbury Road	18.8	16.1	16.7
	Chatham Road North	Hong Chong Road	San Lau Street	44.1	37.6	38.7
	Chatham Road North	San Lau Street	Hong Chong Road	10.7	5.8	8.9
	Lung Cheung Road	Nam Cheong Street	Po Kong Village Road	53.6	50.2	53.2
	Lung Cheung Road	Po Kong Village Road	Nam Cheong Street	45.1	29.7	47.7
New Territories	Route 3	Tai Lam Tunnel South Portal	Shek Wan	72.7	69.9	73.5
	Route 3	Shek Wan	Tai Lam Tunnel South Portal	76.9	75.5	73.3
	Tuen Mun Road	Bayside Villas (Ka Loon Tsuen)	Fu Tei	68.6	69.1	71.9
	Tuen Mun Road	Fu Tei	Bayside Villas (Ka Loon Tsuen)	62.4	65.9	70.1
	Tsuen Wan Road	Kwai Chung Road	Chai Wan Kok	54.4	57.3	62.0
	Tsuen Wan Road	Chai Wan Kok	Kwai Chung Road	43.0	54.3	57.7
	Lion Rock Tunnel Road	Lung Cheung Road	Sha Tin Road	56.3	55.4	52.8
	Lion Rock Tunnel Road	Sha Tin Road	Lung Cheung Road	26.0	26.6	21.7
	Tolo Highway	Yuen Chau Tsai Interchange	Ma Liu Shui Interchange (Chak Cheung Street)	77.2	75.0	74.5

[#] Average speed during morning peak hours on working days

- (c) The increase in the rates for all FRT bands for private cars by around 15% in February last year serves to curb the growth of private car before further deterioration of traffic congestion. After the increase, the number of newly registered private cars (deducting those de-registered newly registered private cars) from March to December 2011 has increased by 4.2% when compared with that during the same period in 2010. The rate of growth has significantly reduced, as compared with the average rate of growth during the same period over the past five years which was about 10%. The year-on-year growth rate of the number of licensed

private cars has also reduced since the increase in FRT, from 5.8% in January 2011 to 4.3% in January 2012. Furthermore, as a result of the additional concession in FRT for newly registered environment-friendly petrol private cars, more car buyers have opted to buy these cars. The number of environment-friendly petrol private cars, as a proportion of the newly registered private cars, has increased from 17% during the period from March to December 2010 to about 30% during the same period in 2011.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 1.3.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN / SUPPLEMENTARY 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 MTR Corporation Limited (MTRCL) has submitted to the Legislative Council (LegCo) that retrofitting of platform screen doors (PSDs) on the East Rail Line (EAL) and Ma On Shan Line (MOS Line) will be carried out in tandem during the construction of the Shatin to Central Link (SCL). In this connection, please advise on:

- (a) the progress of the planning of the SCL, and the estimated time of making funding application to the LegCo, as well as the respective time of construction, completion and commissioning of the project;
- (b) the figures, in tabular form, on passenger-on-track cases on the EAL and MOS Line in the past three years (2009-10 to 2011-12); the figures on service disruptions caused by such incidents; and the average time of such service disruptions; and
- (c) whether the Administration will, prior to the commissioning of the SCL, urge the MTRCL to take measures to alleviate overcrowding in train compartments and platforms on the EAL and MOS Line.

Asked by: Hon. CHAN Hak-kan

Reply:

- (a) The SCL railway scheme was gazetted under the Railways Ordinance on 26 November 2010. Having taken account of public views and concerns carefully, we gazetted amendments, in two stages, to the railway scheme on 15 July and 11 November 2011 respectively. The planning and detailed design work of the SCL is currently at its final stage, and we will strive for completing the statutory process as soon as possible. Our target is to seek funding approval from the Finance Committee before the summer recess of the LegCo this year, with a view to commencing the remaining railway and non-railway works items of the SCL project by mid-2012. The SCL consists of two sections, namely the Tai Wai to Hung Hom Section and the Hung Hom to Admiralty Section. The Tai Wai to Hung Hom Section is expected to complete by 2018 for commissioning within the same year. As regards the Hung Hom to Admiralty Section, the works will have to tie in with other infrastructural works and are thus scheduled for completion and commissioning by 2020.

- (b) The figures on passenger-on-track cases at the EAL and MOS Line from 2009 to 2011 and the information on service disruptions caused by such incidents are as follows:

	Number of passenger-on-track cases (figures in brackets denote number of cases causing service disruption)		
	2009	2010	2011
EAL	48 (16)	45 (17)	40 (24)
MOS Line	5 (4)	4 (2)	4 (1)

	Time of service disruptions* caused by passenger-on-track cases (number of cases)					
	2009		2010		2011	
	EAL	MOS Line	EAL	MOS Line	EAL	MOS Line
3 - 7 minutes	7	3	10	2	15	1
8 - 30 minutes	4	1	5	0	8	0
31 - 60 minutes	4	0	2	0	1	0
at or over 61 minutes	1	0	0	0	0	0

* This refers to trains failing to reach stations within three minutes of scheduled arrival times.

- (c) In drawing up the service timetable for each railway line, the MTRCL has already taken into consideration the travelling patterns of passengers and patronage of different areas and stations, with a view to addressing passenger demand. The Transport Department (TD) examines regular reports submitted by MTRCL on its service performance. The TD also conducts on-site investigations and inspections to ensure that railway service meets passenger demand. If necessary, the TD will urge the MTRCL to adjust its service arrangements based on changes in passenger demand within the constraints of the operational system (such as the signalling system and track available).

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)055

Question Serial No.

0566

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

The Bureau has indicated that during 2012-13 it will work with the Airport Authority in taking forward the Hong Kong International Airport Master Plan 2030. What are the details of the work involved? Will resources be allocated for conducting public consultation led by the Bureau? What is the estimated expenditure for the work involved? In addition, as the residents near the airport are worried that their living environment will be affected by the construction of the third runway, will the Bureau allocate additional resources to commission independent experts to conduct relevant studies before the implementation of any proposal? If yes, what is the estimated expenditure; if not, the reasons for that?

Asked by: Hon. CHAN Tanya

Reply:

The Airport Authority (AA) launched a public consultation in mid 2011 on the Hong Kong International Airport Master Plan 2030 (Master Plan 2030). On the basis of the outcome of the consultation, AA submitted their report to the Government in end 2011, recommending that the three-runway system should be adopted as the basis for the airport's future development for planning purpose. The Government is at present carefully considering the AA's recommendation with a view to making an early decision for the commencement of the next stage of work, which includes the Environmental Impact Assessment, the associated detailed design and the financing arrangements. In taking forward the option related to the Master Plan 2030, AA will conduct the Environmental Impact Assessment and all relevant environmental issues, including the impact on the residents living near the airport, will be addressed according to the prevailing statutory requirements. We have hence not allocated resources on public consultation within next financial year.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)056

Question Serial No.

3153

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

- (a) What measures will be taken by the Government to implement the recommendations of the consultancy study on the rationalisation of the utilisation of the three road harbour crossings (RHCs)?
- (b) Has the Government allocated resources for negotiations on buying back the Eastern Harbour Crossing (EHC) and Western Harbour Crossing (WHC) with their operators?
- (c) Will the Government consider allocating resources for a pilot scheme for buying back the EHC?

Asked by: Hon. CHAN Tanya

Reply:

- (a) The Government has completed in the first quarter of 2011 a three-month public consultation on the findings and recommendations of a consultancy study on how to improve the distribution of traffic among the three RHCs. We are considering the views received and assessing possible measures that could improve the traffic distribution among the RHCs and would not place an undue burden on public finance or Government expenditure. We will present the outcome of our assessment to the Legislative Council as soon as we are in a position to do so.
- (b)&(c) We did not earmark any resources for buying back EHC and/or WHC in the Estimates of Expenditure 2012-13. In assessing the feasibility of the possible measures that may improve the distribution of traffic among the three RHCs, including buying back EHC and/or WHC, we will consider all relevant factors including the financial implications of the measures.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)057

Question Serial No.

3154

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

How many left-hand-drive (LHD) vehicles from the Mainland were registered in Hong Kong in each of the past three years? What is the specific work involved in processing the registration of LHD vehicles from the Mainland? What is the expenditure involved?

Asked by: Hon. CHAN Tanya

Reply:

In the past three years, the numbers of LHD vehicles from the Mainland, registered and licensed in Hong Kong are shown below:

Year	No. of registered and licensed LHD vehicles from the Mainland (as at year end)
2009	334
2010	320
2011	294

The vast majority of such vehicles are commercial vehicles, including goods vehicles and coaches. Apart from the above vehicles from the Mainland, consular vehicles and special purpose vehicles (e.g. engineering vehicles), other LHD vehicles would not be registered and licensed in Hong Kong.

The procedure for processing applications for first registration of LHD vehicles, including those from the Mainland, is the same as that for first registration of other vehicles in Hong Kong, which includes compliance with vehicle exhaust and noise requirements, importation and tax assessment, vehicle examination, vehicle registration and licensing as well as issue of LHD permit. Similar to other vehicles in Hong Kong, these LHD vehicles are subject to examination (for all commercial vehicles and private cars aged six years or above) when applying for annual renewal of vehicle licence.

We have no separate breakdown on the staff costs involved in processing registration of LHD vehicles from the Mainland only in the past three years. For reference, the staff costs involved in dealing with registration related matters of all vehicles between 2009 and 2011 was about \$2.2 million per year.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 2.3.2012

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

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

- (a) What is the specific work involved in implementing the ad hoc quota trial scheme for cross-boundary private cars? What was the provision involved in the last financial year?
- (b) What will be the specific work involved in the second phase of the trial scheme?
- (c) Will the Administration conduct public consultation in response to public concern over the issue? If yes, what is the estimated expenditure?

Asked by: Hon. CHAN Tanya

Reply:

- (a) The first phase of the ad hoc quota trial scheme for cross-boundary private cars (the Scheme) will start receiving applications from 30 March 2012. The first phase of the Scheme, applicable to qualified owners of non-commercial Hong Kong private cars with 5 seats or less, allows them to drive their own cars to enter Guangdong for a short stay. Qualified Hong Kong private car owners can apply for ad hoc quotas through the Internet, starting from 30 March 2012. If the application is successful, the applicant can enter Guangdong with an ad hoc quota via the Shenzhen Bay Port (SBP) on 27 April 2012 the earliest, stay for not more than 7 days and has to return to Hong Kong via the SBP within the 7-day period. Specific work undertaken by the Administration for the implementation of the first phase of the Scheme mainly includes working out application and monitoring procedures, developing and upgrading computer systems, producing publicity materials and conducting publicity work, as well as deploying manpower to process the applications for ad hoc quotas, monitor the implementation of the Scheme and handle public enquiries. In the last financial year, the capital and recurrent expenditures for the Scheme for the Transport Department were \$6.07 million and \$2.72 million respectively.
- (b) It has all along been our conception to take forward the second phase of the Scheme after the implementation and smooth operation of the first phase. The second phase of the Scheme allows qualified owners of Guangdong private cars to drive their cars to enter Hong Kong for a short stay by using ad hoc quotas. Experts of the two governments will further study and discuss the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time. We will take into consideration factors such as road safety, capacity of road networks, as well as environmental protection, when formulating the relevant arrangements for the second phase

of the Scheme. The implementation of the second phase of the Scheme also involves legislative amendments to provide legal basis for the issuance of temporary licences to Guangdong private cars and for charging the relevant fees.

- (c) We will listen to the views of the Legislative Council and members of the public when formulating the arrangements for the second phase of the Scheme. As the implementation of the second phase of the Scheme will involve legislative amendments, we will address the views of different parties of our society properly, including considerations in respect of road safety, driving culture and environment, in order to obtain the Legislative Council's approval of the legislative amendments to be proposed.

Signature:	_____
Name in block letters:	FRANCIS HO
	Permanent Secretary for
Post Title:	Transport and Housing (Transport)
Date:	2.3.2012

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

THB(T)059

Question Serial No.

3156

Head: 158– Government Secretariat : Subhead (No. & title): 000 Operational
Transport and Housing Bureau Expenses
(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 resources earmarked for the deployment of environment-friendly buses along busy corridors in this financial year? What is the specific work plan?

Asked by: Hon. CHAN Tanya

Reply:

The Administration has been working with the franchised bus companies to promote the deployment of more environment-friendly buses along busy corridors. As at end December 2011, all the franchised buses running on Yee Wo Street, 98% on Nathan Road, 95% on Hennessy Road, 94% on Des Voeux Road Central and 91% on Queensway were of Euro II or above emission standards. We shall continue to review with the bus companies in the context of their Forward Planning Programme the procurement and deployment of environment-friendly buses along busy corridors.

As the work involved is undertaken by the staff of the Transport and Housing Bureau and the Transport Department as an integral part of their normal duties, no additional resources are involved for this purpose.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)060

Question Serial No.

3157

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Though the passenger seating capacity of some existing public light buses (PLBs) may reach 20, the Government's policy of limiting the passenger seating capacity of all PLBs to 16 has resulted in capacity wastage for those PLBs. During this financial year, will the Government conduct any study on increasing the passenger seating capacity of green mini buses (GMBs) to 20 with a view to alleviating traffic congestion and the pressure of fare increase? If yes, what is the estimated provision? If not, the reasons for that?

Asked by: Hon. CHAN Tanya

Reply:

PLBs serve to supplement the mass carriers mainly by providing feeder services to public transport interchanges and serving areas where it is not operationally feasible or financially viable for the mass carriers to provide services.

As there is little likelihood of increase in the total patronage, any change in the passenger seating capacity of PLBs will upset the balance of the roles played by other transport modes, causing re-distribution of market share. Some public transport modes may have to increase fares to compensate for the loss in patronage. This could cause operational difficulties to the relevant trades and might lead to over-supply and hence the aggravation of traffic congestion.

Besides, even if the passenger seating capacity of PLBs is increased, operators of GMBs may still have to apply for fare increase to cope with rising operating costs caused by unforeseeable changes in the operating environment such as oil prices.

All in all, we consider that the passenger seating capacity of GMBs should remain unchanged. We thus have no plan to conduct any study in 2012-13 on increasing the passenger seating capacity of GMBs to 20.

Signature: _____

Name in block letters: FRANCIS HO

Permanent Secretary for

Post Title: Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)061

Question Serial No.

3158

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government take any measure to stabilise bus fares? Will it consider the setting up of a fare stabilisation fund? What is the specific work for stabilising bus fares and what is the estimated provision?

Asked by: Hon. CHAN Tanya

Reply:

To ensure our public transport services are efficient and is of high service quality, it is the Government's established policy that public transport services should be run by the private sector in accordance with commercial principles. The Government has also established mechanisms to regulate fares of major public transport services (including franchised bus services) to ensure that the fare levels are reasonable, taking into consideration public acceptability and affordability.

As regards the proposal of setting up a "bus fare stabilisation fund", the Government needs to ensure the proper use of public money. We have to treat different public transport operators equitably, and avoid providing wrong incentives that undermine the operators' efforts in cost saving and enhancement of efficiency. If taxpayers are to bear, in full or in part, the increase in the expenditure of public transport services, it may invite unnecessary fare increase applications and be perceived as the Government offering direct subsidy and transferring benefits to the public transport operators in contradiction to the established policies and philosophy of public finance.

Regarding franchised buses, under the existing arrangement, any return achieved by a franchised bus operator exceeding the "reasonable rate of return", i.e. the rate of return on average net fixed asset of 9.7%, would be shared equally on a 50/50 basis between the bus operator and passengers. The passengers' share maintained as "passenger reward balance" to be used for providing fare concessions or relieving the pressure for future bus fare increase.

The work to regulate fares of franchised bus services is carried out by the Transport and Housing Bureau and the Transport Department as part of our normal duties. There is no separate breakdown on the expenditure for the work concerned.

Signature: _____

Name in block letters: _____

FRANCIS HO

Permanent Secretary for

Post Title: _____

Transport and Housing (Transport)

Date: _____

29.2.2012

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

THB(T)062

Question Serial No.

3159

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

- (a) Regarding the Hong Kong International Airport Master Plan 2030 Study and the related public consultation, what is the specific work plan of the Government and what is the estimated expenditure?
- (b) Regarding the Hong Kong International Airport Master Plan 2030 Study and the related public consultation, have the Government and Airport Authority (AA) reached any consensus on the share of work? If yes, what is the percentage of work to be borne by the Government?
- (c) Regarding the Hong Kong International Airport Master Plan 2030, what are the areas of which the Government will study in collaboration with the AA? What is the estimated expenditure?

Asked by: Hon. CHAN Tanya

Reply:

(a), (b) & (c) The Airport Authority (AA) completed the Hong Kong International Airport Master Plan 2030 (Master Plan 2030) Study and launched a public consultation in mid 2011. The Master Plan 2030 Study and the public consultation were funded by the AA. On the basis of the outcome of the consultation, the AA submitted its report to the Government in end 2011, recommending that the three-runway system should be adopted as the basis for the airport's future development for planning purpose. The Government is at present carefully considering the AA's recommendation with a view to making an early decision for the commencement of the next stage of work, which includes the Environmental Impact Assessment, the associated detailed design and the financing arrangements. Subject to the Government's decision on AA's recommendation, detailed arrangements for the commencement of the next stage of work will be worked out.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)063

Question Serial No.

3160

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:

What is the specific work and estimated expenditure for the planning of the Hong Kong-Shenzhen Western Express Line (WEL)? Will public consultation be conducted for the relevant plan and what is the estimated expenditure?

Asked by: Hon. CHAN Tanya

Reply:

The review and update of the Railway Development Strategy 2000 (RDS 2000) started in March 2011. The consultancy study aims to update Hong Kong's long-term railway development blueprint. It will review the railway proposals identified in the RDS 2000 and other railway suggestions made by the Administration or public, including the WEL.

The consultant is reviewing the latest planning parameters of various railway proposals, making forecasts for future traffic demand, conducting preliminary analysis of possible technical and environmental constraints, and studying ways to tie in with the overall railway network so as to achieve optimum benefits and meet the need for rail transport beyond 2031.

We plan to consult the public on the interim findings of the review around the second quarter of 2012. The estimated expenditure, including the cost of consultation, for the study in 2012-13 is about \$21.83 million.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)064

Question Serial No.

2013

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:

- (a) With the completion of the public consultation on the findings and recommendations of the consultancy study on the rationalisation of the utilisation of the three road harbour crossings (RHCs), what is the progress of the Government's consideration and assessment of views collected from various sectors? When will it complete the work? When will it brief the Legislative Council on the results?
- (b) It has been mentioned under Matters Requiring Special Attention in 2012-13 that the Branch will "continue to consider and take forward possible measures to rationalise the utilisation of the three RHCs." What are the resources earmarked for considering and taking forward such measures in this financial year? What are the relevant details?

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

- (a) The Government has completed in the first quarter of 2011 a three-month public consultation on the findings and recommendations of a consultancy study on how to improve the distribution of traffic among the three road harbour crossings (RHCs). We are considering the views received and assessing possible measures that could improve the traffic distribution among the RHCs and would not place an undue burden on public finance or Government expenditure. We will present the outcome of our assessment to the Legislative Council as soon as we are in a position to do so.
- (b) The work to consider and take forward possible measures to rationalise the utilisation of the three RHCs is carried out by the Transport and Housing Bureau as part of our normal duties. There is no separate breakdown on the resources earmarked in 2012-13 for the work concerned.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN / SUPPLEMENTARY 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:

Under *Matters Requiring Special Attention in 2012-13*, the Bureau has indicated that it will “continue to oversee the progress of the review and update of the Railway Development Strategy 2000”. Does it include the Northern Link (NOL) of the West Rail? If yes, what are the relevant details of the review, and will there be any study on the NOL in the coming year?

Asked by: Hon. CHEUNG Hok-ming

Reply:

The review and update of the Railway Development Strategy 2000 (RDS 2000) started in March 2011. The consultancy study aims to update Hong Kong’s long-term railway development blueprint, taking into account the changing needs of the society and latest planning parameters. The study will review the railway proposals identified in the RDS 2000 and other railway suggestions made by the Administration or public, including the NOL.

The consultant is reviewing the latest planning parameters of various railway proposals, making forecasts for future traffic demand, conducting preliminary analysis of possible technical and environmental constraints, and studying ways to tie in with the overall railway network so as to achieve optimum benefits and meet the need for rail transport beyond 2031.

The study is expected to take about 24 months to complete, and we will continue with the relevant work.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)066

Question Serial No.

0414

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 advise on the latest progress of the Shatin to Central Link (SCL) railway scheme and the relevant work to be taken forward this year.

Asked by: Hon. CHEUNG Hok-ming

Reply:

The Shatin to Central Link (SCL) project mainly comprises the construction of approximately 17 kilometres of rail line (the railway works item) and the associated infrastructures (the non-railway works items). The SCL railway scheme was gazetted under the Railways Ordinance on 26 November 2010. Having taken account of public views and concerns carefully, we gazetted amendments, in two stages, to the railway scheme on 15 July and 11 November 2011 respectively. The planning and detailed design work of the SCL is currently at its final stage, and we will strive for completing the statutory process as soon as possible. Our target is to seek funding approval from the Finance Committee before the summer recess of the Legislative Council this year, with a view to commencing the remaining railway and non-railway works items of the SCL project by mid-2012.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN / SUPPLEMENTARY 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:

Please advise on the progress of the review and update of the Railway Development Strategy 2000, and whether the findings of the review will be made public.

Asked by: Hon. CHEUNG Hok-ming

Reply:

The review and update of the Railway Development Strategy 2000 (RDS 2000) started in March 2011. The consultancy study aims to update Hong Kong's long-term railway development blueprint, taking into account the changing needs of the society and latest planning parameters. The study will review the railway proposals identified in the RDS 2000 and other railway suggestions made by the Administration or public.

The consultant is reviewing the latest planning parameters of various railway proposals, making forecasts for future traffic demand, conducting preliminary analysis of possible technical and environmental constraints, and studying ways to tie in with the overall railway network so as to achieve optimum benefits and meet the need for rail transport beyond 2031.

The study is expected to take about 24 months to complete, and we plan to consult the public on the interim findings of the review around the second quarter of 2012.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)068

Question Serial No.

0416

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 the public consultation for the consultancy study on the three road harbour crossings is completed, please advise on the latest position and the expenditure involved for the consultancy study.

Asked by: Hon. CHEUNG Hok-ming

Reply:

The Government has completed in the first quarter of 2011 a three-month public consultation on the findings and recommendations of a consultancy study on how to improve the distribution of traffic among the three road harbour crossings (RHCs). We are considering the views received and assessing possible measures that could improve the traffic distribution among the RHCs and would not place an undue burden on public finance or Government expenditure. We will present the outcome of our assessment to the Legislative Council as soon as we are in a position to do so. The total consultancy fee for the study is \$7,998,400.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN / SUPPLEMENTARY 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 retrofitting of barrier-free access facilities at public footbridges, elevated walkways and subways, please advise on:

- (a) the progress of the respective works for the retrofitting of barrier-free access facilities; and
- (b) the expenditures involved for such works.

Asked by: Hon. CHEUNG Hok-ming

Reply:

- (a) In July 2011, we sought and obtained funding approval of \$292.1 million from the Legislative Council for the design work for the retrofitting of barrier-free access facilities at over 180 public footbridges, elevated walkways and subways, and the implementation of phase 1 retrofitting works. Funding approval for the other phases of the retrofitting works will be sought in due course.

The Highways Department (HyD) has initiated a consultancy study for the said 180-odd structures to explore the feasibility of retrofitting of barrier-free access facilities. Feasibility studies for some 140 structures have been completed.

The HyD will conduct detailed design, by phases, for those technically-feasible retrofitting works. The detailed design work for the retrofitting works of the first batch of some 60 structures has started. As regards the remaining structures, the detailed design work for the retrofitting works will also be taken forward in phases.

The HyD will press ahead with the retrofitting of barrier-free access facilities. The aim is to complete the majority of the works by 2016-17 and the rest (such as those that involve public objections or are technically complex) by 2017-18.

- (b) The actual amount required for the retrofitting works will have to depend on the number of facilities to be retrofitted, the actual type of facilities (lifts or ramps) installed in each retrofitting programme, and the complexities of works. It is difficult to generalize at this stage.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)070

Question Serial No.

0667

Head: 158– Government Secretariat : Transport Subhead (No. & title):
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 “Expenditure on capital works is our investment in the future. A large part of the expenditure is devoted to massive projects, such as the Ten Major Infrastructure Projects, cross-boundary facilities, and transport infrastructural projects, with a view to expanding our economic hinterland and strengthening the territory’s road and railway network. These projects include the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link...” as mentioned in paragraph 195 of the Budget Speech and “continue to oversee the construction of the Hong Kong Section of the XRL” under *Matters Requiring Special Attention*, will the Administration advise this Committee: (a) of the latest progress of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL); (b) whether the works have proceeded according to schedule; (c) whether there are any delays or difficulties unforeseen at the design stage; if so, of the contingency measures; (d) whether the Hong Kong Section of the XRL will be completed on schedule according to the current progress; and (e) whether there will be any cost overrun as assessed from the latest expenditure incurred by the works?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

The Hong Kong section of the XRL, which commenced in January 2010, is expected to complete in 2015. The Mass Transit Railway Corporation Limited (MTRCL) has been entrusted with the construction, testing and commissioning of the XRL.

The Government has spared no effort in monitoring the works of the MTRCL to ensure that the implementation of the project is within the approved project estimate, of good quality and on schedule. As regards the cost and progress of the project, a Project Supervision Committee chaired by the Director of Highways is tasked with monitoring of the project’s progress, procurement activities, post tender award cost control and resolution of contractual claims.

As at 31 December 2011, the MTRCL has awarded most of the major construction contracts, making up a total awarded value of about \$42 billion. All in all, the construction of the Hong Kong section of the XRL is in good progress. The foundation works of the West Kowloon Terminus are completed and major excavation works for the underground station are underway. The construction of various tunnel sections proceeds as scheduled. So far, there have been no signs of cost overrun or major delay for the project. We believe that the works will complete within budget and on schedule.

Signature: _____
Name in block letters: FRANCIS HO
Permanent Secretary for
Post Title: Transport and Housing (Transport)
Date: 29.2.2012

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

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

Programme: --

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding consultancy studies (if any) commissioned by the Transport and Housing Bureau (Transport Branch) and its executive departments for the purpose of formulating and assessing policies, please provide information in the prescribed format.

- (a) Using the table below, please provide information on studies on public policy and strategic public policy for which funds had been allocated between 2009-10 and 2011-12:

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the Administration on the study reports and their progress (if any)	If completed, have they been made public? If yes, through what channels? If no, why?

- (b) Are there any projects for which funds have been reserved for conducting consultancy studies in 2012-13? If yes, please provide the following information:

Name of consultant	Mode of award (open auction / tender / others (please specify))	Title, content and objectives of project	Consultancy fee (\$)	Start Date	Progress of study (under planning/in progress/ completed)	For the projects that are expected to be completed in 2012-13, is there any plan to make them public? If yes, through what channels? If no, why?

- (c) What are the criteria for the award of consultancy projects to the research institutions concerned?

Asked by : Hon. HO Sau-lan, Cyd

Reply :

- (a) Studies on public policy and strategic public policy for which funds had been allocated between 2009-10 and 2011-12:

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee	Start Date	Progress of study (under planning/ in progress/ completed)	(i) Follow-ups taken by the Administration on the study reports and their progress (if any) (ii) If completed, have they been made public? If yes, through what channels? If no, why?
Asia Consulting Group Limited	Written quotations	<p>Consultancy for the Review of Fare Adjustment Arrangement for Franchised Buses</p> <p><i>To advise on matters relating to the review of the fare adjustment arrangement for franchised buses.</i></p>	\$1.3 M	Nov 2008	Completed	<p>(i) The Government has taken into account comments of the consultant in the review of the Fare Adjustment Arrangement for Franchised Buses.</p> <p>(ii) Key information of the consultancy report has been incorporated in the concerned paper submitted to the Legislative Council (LegCo) Panel on Transport in Oct 2009 and the concerned LegCo Brief issued on 8 Dec 2009.</p>
Wilbur Smith Associates Limited	Tender	<p>Consultancy Services for Providing Expert Advice on Rationalising the Utilisation of Road Harbour Crossings (RHCs)</p> <p><i>To study the capacities of the three RHCs, taking into account their geographic locations and capacity of the connecting road networks, and identify options feasible in transport, financial, organisational and legal terms, to improve traffic distribution among the RHCs.</i></p>	\$6.8 M	Nov 2008	Completed	<p>After announcing the findings and recommendations of the consultancy study in Nov 2010, the Government completed in the first quarter of 2011 a three-month public consultation.</p> <p>We are carefully considering the feedback received during the public consultation period and the way forward taking into account the views from various quarters of the community.</p>

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee	Start Date	Progress of study (under planning/ in progress/ completed)	(i) Follow-ups taken by the Administration on the study reports and their progress (if any) (ii) If completed, have they been made public? If yes, through what channels? If no, why?
AECOM Asia Company Limited	Tender	<p>Consultancy Study on Potential Re provisioning Sites for Oil Depots Affected by the Proposed Port Development at Southwest Tsing Yi</p> <p><i>To identify potential re provisioning sites for oil depots which may be affected by the proposed port development at Southwest Tsing Yi and to conduct assessments on environmental impacts and traffic impacts, etc.</i></p>	\$6.32 M	Apr 2009	In progress	N/A
AECOM Asia Company Limited	Tender	<p>Traffic Study for Pok Fu Lam Area</p> <p><i>To review the Pok Fu Lam Moratorium and identify traffic improvement measures.</i></p>	\$1.0 M	Dec 2010	In progress	N/A

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee	Start Date	Progress of study (under planning/ in progress/ completed)	(i) Follow-ups taken by the Administration on the study reports and their progress (if any) (ii) If completed, have they been made public? If yes, through what channels? If no, why?
MVA Hong Kong Limited	Tender	<p>Traffic Impact Assessment for Long-term Logistics Development in Kwai Tsing Area</p> <p><i>To update and assess the traffic impacts of the proposed logistics developments in the light of the latest developments in the district, and to recommend improvement measures required to effectively mitigate the impacts.</i></p>	\$1.1 M	Dec 2010	In progress	N/A
AECOM Asia Company Limited	Tender	<p>Consultancy Study on Review and Update of the Railway Development Strategy 2000</p> <p><i>To review and update the Railway Development Strategy 2000 for Hong Kong to meet the needs of domestic and cross-boundary railway transport beyond 2031.</i></p>	\$13.5 M	Mar 2011	In progress	We plan to consult the public on the interim study findings around the second quarter of 2012.

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee	Start Date	Progress of study (under planning/ in progress/ completed)	(i) Follow-ups taken by the Administration on the study reports and their progress (if any) (ii) If completed, have they been made public? If yes, through what channels? If no, why?
BMT Asia Pacific Limited	Tender	<p>Consultancy Study on the Strategic Development Plan for Hong Kong Port 2030</p> <p><i>To review relevant factors so as to update the port cargo forecasts and recommend on how to make more efficient use of the existing port facilities and the future development plan.</i></p>	\$0.42M	Jul 2011	In progress	N/A
BMT Asia Pacific Limited	Tender	<p>Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre</p> <p><i>To map out strategies for enhancing Hong Kong's position as an international maritime centre taking into account prevailing opportunities and challenges.</i></p>	\$0.28M	Nov 2011	In progress	N/A
GHK (Hong Kong) Ltd.	Written Quotations	<p>Consultancy for the Study of Fare Adjustment Mechanism of MTRCL</p>	About \$1.34 M	Dec 2011	In progress	Recommendations made in the report will serve as reference in the review of the Fare Adjustment Mechanism of MTRCL by the Administration in the second half of 2012.

(b) Projects for which funds have been reserved for conducting consultancy studies in 2012-13:

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee	Start Date	Progress of study (under planning/ in progress/ completed)	For the projects that are expected to be completed in 2012-13, is there any plan to make them public? If yes, through what channels? If no, why?
AECOM Asia Company Limited	Tender	<p>Consultancy Study on Potential Re provisioning Sites for Oil Depots Affected by the Proposed Port Development at Southwest Tsing Yi</p> <p><i>To identify potential re provisioning sites for oil depots which may be affected by the proposed port development at Southwest Tsing Yi and to conduct assessments on environmental impacts and traffic impacts, etc.</i></p>	\$0.68 M	Apr 2009	In progress	The findings will be announced after the completion of the study.
AECOM Asia Company Limited	Tender	<p>Consultancy Study on Review and Update of the Railway Development Strategy 2000</p> <p><i>To review and update the Railway Development Strategy 2000 for Hong Kong to meet the needs of domestic and cross-boundary railway transport beyond 2031.</i></p>	\$21.8 M	Mar 2011	In progress	We plan to consult the public on the interim study findings around the second quarter of 2012. The final findings will be made available to the public upon project completion.

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee	Start Date	Progress of study (under planning/ in progress/ completed)	For the projects that are expected to be completed in 2012-13, is there any plan to make them public? If yes, through what channels? If no, why?
BMT Asia Pacific Limited	Tender	<p>Consultancy Study on the Strategic Development Plan for Hong Kong Port 2030</p> <p><i>To review relevant factors so as to update the port cargo forecasts and recommend on how to make more efficient use of the existing port facilities and the future development plan.</i></p>	\$1.69 M	Jul 2011	In progress	The findings will be announced after the completion of the study.
BMT Asia Pacific Limited	Tender	<p>Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre</p> <p><i>To map out strategies for enhancing Hong Kong's position as an international maritime centre taking into account prevailing opportunities and challenges.</i></p>	\$1.96 M	Nov 2011	In progress	The findings will be announced after the completion of the study.
Asia Consulting Group Limited	Tender	<p>Financial Consultancy Study (Appointment of Financial Adviser) for the Hong Kong International Airport Master Plan 2030</p> <p><i>To advise the Government on the financial and economic aspects relating to the Master Plan 2030.</i></p>	\$2.7 M	Dec 2011	In progress	We will make reference to the findings of the study when considering the recommendation on the Master Plan 2030 submitted by the Airport Authority in Dec 2011, with a view to making an early decision for the commencement of the next stage of work.

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee	Start Date	Progress of study (under planning/ in progress/ completed)	For the projects that are expected to be completed in 2012-13, is there any plan to make them public? If yes, through what channels? If no, why?
Not available	Written quotations	Consultancy for Review of Fare Adjustment Arrangement for Franchised Buses	Subject to bidding	Around late 2012 / early 2013	Under planning	N/A

- (c) The main selection criteria include: the consultants' understanding of the objectives and subjects of the studies concerned, experience, qualifications and expertise of the consulting teams, past records and resources of the firms committed to the consultancies, the approaches and methodologies to be adopted in the consultancies as well as the consultancy fees.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 2.3.2012

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

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

Programme: --

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

Director of Bureau: Secretary for Transport and Housing

Question:

In regard to growing co-operation between Hong Kong and the Mainland in recent years, please provide relevant information on Hong Kong/Mainland cross-boundary projects or programmes in which the Transport and Housing Bureau (Transport Branch) is or has been involved.

(a) For Hong Kong/Mainland cross-boundary projects or programmes from 2009-10 to 2011-12, please provide information in the following format:

Project / programme title	Details, objective and whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation	Expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?
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(b) For Hong Kong/Mainland cross-boundary projects or programmes in 2012-13, please provide information in the following format:

Project / programme title	Details, objective and whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation	Expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Will the details, objective, amount involved or impact on the public, society, culture and ecology be released to the public? If yes, through which channels and what will be the manpower and expenditure involved? If no, what are the reasons?
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(c) Apart from the projects or programmes listed above, are there any other modes of cross-boundary co-operation? If yes, what are they? What were the manpower and expenditure involved in the past 3 years, and how much financial and manpower resources are earmarked in the 2012-13 Estimates?

Asked by: Hon. HO Sau-lan, Cyd

Reply:

(a) & (b) Details of cross boundary projects/programmes from 2009-10 to 2012-13 are as follows:

Project/ programme title	Details, objective and whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation	Expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?
Hong Kong section of the Guangzhou- Shenzhen- Hong Kong Express Rail Link (XRL)	To provide a high- speed rail connection with major Mainland cities. The project is included in the Framework Agreement.	The approved project estimate for the construction of the project is \$66.8 B. [2009-10: \$245.7M; 2010-11: \$8,739.9M; 2011-12: \$10,717.3M; 2012-13: \$11,850.7M]	Ministry of Railways	Commenced in January 2010; expected to be completed in 2015.	The relevant information has been released through numerous channels, including public forums, meetings with residence, websites, publications, submissions to district councils and Legislative Council etc. Manpower and expenditure involved are covered through deployment of internal resources.
Hong Kong- Shenzhen Western Express Line (WEL)	To provide a multi- functional cross- boundary railway to facilitate the cooperation of the Hong Kong and Shenzhen airports and support the development of Qianhai and Northwest New Territories. The project is included in the Framework Agreement.	Project estimate is not available at this preliminary planning stage.	Railway Development Office of Shenzhen Municipal Government	The planning is included in the review and update of the Railway Development Strategy 2000 (RDS 2000) which started in March 2011 and is expected to take about 24 months to complete.	When we have findings from the review and update of the Railway Development Strategy 2000, we will consult the public, inviting the community to express views on the project. The expenditure is covered under the consultancy study to update and review the RDS 2000.

Project/ programme title	Details, objective and whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation	Expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?
Study on Regional Co- operation Plan on Infrastructure Construction	To assess whether the planned infrastructures can timely and efficiently meet the overall demand of Hong Kong, Guangdong and Macao, by examining the existing infrastructure blueprints of the three places. The plan comprises various aspects including transport, energy supply, water supply and boundary control points etc. The plan is included in the Framework Agreement.	The cost of the Study is RMB 2.6M. Each of the three places is responsible for one third of the amount.	Development and Reform Commission of Guangdong Province and Infrastructure Development Office of the Government of the Macao Special Administrative Region	Commenced in January 2010; expected to be completed in mid-2012.	The result will be released to the public. Manpower and expenditure involved will be covered through deployment of internal resources.
Hong Kong- Zhuhai-Macao Bridge (HZMB) Main Bridge (Public Works Project item Nos. 4QR & 3QR)	To provide the much needed land transport link between the HKSAR and the Western Pearl River Delta. The HZMB Main Bridge is a 29.6km dual three-lane carriageway in the form of bridge- cum- tunnel structure. It runs from the artificial island off Gongbei of Zhuhai to the	The approved project estimate for the Main Bridge Project to be shared by the HKSAR is \$9,280.0M. [2009-10: \$99.3M; 2010-11: \$951.3M; 2011-12: \$1,412.3M; 2012-13: \$1,422.98M]	Development and Reform Commission of Guangdong Province	Design work commenced in April 2009 and construction works commenced in December 2009; expected to be completed by end 2016.	Funding applications for Hong Kong's contribution to the preliminary design and site investigation; and detailed design and construction of the Main Bridge Project were submitted to LegCo in January 2009 and May 2009 respectively. Manpower and expenditure involved are covered through deployment of internal resources.

Project/ programme title	Details, objective and whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation	Expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?
	eastern artificial island for the tunnel section just west of the HKSAR boundary. The project is included in the Framework Agreement.				
Ad hoc quota trial scheme for cross- boundary private cars between Hong Kong and Guangdong (the Scheme)	To develop and implement an ad hoc quota trial scheme to enhance cross-boundary travel between Hong Kong and Guangdong. The Scheme is included in the Framework Agreement	Actual expenditure for developing computer systems by the Transport Department (TD) and related maintenance and administrative costs, etc. in 2009-10 to 2011-12 and the estimated expenditure for 2012-13 are listed below – [2009-10: \$5.43M 2010-11: \$2.48M 2011-12: \$8.79M 2012-13: \$10.54M]	Guangdong Provincial Government	The development and enhancement of computer systems to facilitate the applications for ad hoc quotas are being carried out, and would be ready when the Scheme is implemented.	The basic implementation plan for ad hoc quota was reported to the Legislative Council Panel on Transport in January 2009. The Administration announced after Hong Kong/Guangdong Co- operation Joint Conference (HKGDCJC) in August 2011 that the first phase of the Scheme would be implemented in March 2012. Afterwards, the Chief Secretary for Administration reiterated the implementation timetable of the first phase of the Scheme at the 17th Working Meeting of the HKGDCJC in January 2012. The arrangements for the first phase of the Scheme and the current conception for the second phase of

Project/ programme title	Details, objective and whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation	Expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?
					<p>the Scheme were presented to the Legislative Council Panel on Transport in February 2012.</p> <p>The implementation details of the first phase of the Scheme were released to the public on 13 February 2012 by TD.</p> <p>Experts of the two governments will further study and discuss the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time. There is no concrete timetable for the second phase at this time.</p>

(c) Apart from the projects or programme listed above, there are no other modes of cross-boundary co-operation handled by the Transport Branch.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 2.3.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN / SUPPLEMENTARY 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:

It is mentioned that during 2012-13 the Bureau will continue to oversee the implementation of helping measures for the six major outlying island ferry trunk routes. Will the Administration advise this Council of the following:

- (a) the concrete details of the helping measures and the specific resources involved; and
- (b) the passenger capacity, revenue and expenditure of the six major outlying island ferry trunk routes in the past three years?

Asked by: Hon. IP LAU Suk-yee, Regina

Reply:

- (a) To enhance the long-term financial viability of the six major outlying island ferry trunk routes and maintain fare stability, the Government has provided further helping measures to these six routes during the new three-year licensing period (from April/July 2011 to March/June 2014¹).

In November 2010, the Finance Committee approved a new commitment of \$114,963,000 for providing these helping measures. In September 2011, the Government informed the Finance Committee of the utilisation of the approved commitment. These helping measures include:

- (1) to extend the following helping measures originally provided to the four major outlying island ferry trunk routes² to the six major outlying island ferry trunk routes:
 - (i) waiving annual vessel survey fee and private mooring fee;
 - (ii) reimbursing pier water charge;

¹ The licence period for the Central - Mui Wo route commenced on 1 April 2011, and those for the other five major outlying island ferry trunk routes (namely Central - Cheung Chau route; Inter-Islands route serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; Central - Peng Chau route; Central - Yung Shue Wan route; and Central - Sok Kwu Wan route) commenced on 1 July 2011. All licences last for a period of three years until end March and end June 2014 respectively.

² Central - Mui Wo route, Central - Peng Chau route, Central - Yung Shue Wan route and Central - Sok Kwu Wan route.

- (iii) reimbursing pier cleansing and electricity charges subject to a cap prescribed by the Commissioner for Transport (the Commissioner); and
- (iv) reimbursing the balance of revenue foregone due to provision of elderly fare concessions (after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement) subject to a cap prescribed by the Commissioner;

- (2) to reimburse vessel maintenance cost incurred;
- (3) to reimburse vessel insurance cost subject to a cap prescribed by the Commissioner;
- (4) to reimburse revenue forgone due to provision of child fare concessions subject to a cap prescribed by the Commissioner; and
- (5) to re-launch the “visiting scheme to outlying islands” by providing fare subsidy to encourage institutions such as schools, non-governmental organisations, community and local groups to organise activities to those outlying islands.

(b) The passenger capacity of the six major outlying island ferry trunk routes in the past three years (from 2009 to 2011) is as follows:-

	2009	2010	2011
Central - Cheung Chau	7 467 063	7 891 038	8 374 264
Inter-Islands	359 647	341 668	337 620
Central - Mui Wo	2 127 354	2 053 570	1,994 228
Central - Peng Chau	1 930 680	1 935 771	1 996 219
Central - Yung Shue Wan	2 852 648	2 874 766	3 049 657
Central - Sok Kwu Wan	363 783	342 284	356 365

We could not disclose the revenue and expenditure of the six ferry routes as commercially sensitive information of individual operators is involved.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 1.3.2012

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

THB(T)074

Question Serial No.

0934

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 is mentioned that during 2012-13 the Bureau will continue to consider and take forward possible measures to rationalise the utilisation of the three road harbour crossings (RHCs). Will the Administration advise this Committee of the following:

- (a) the utilisation and expenditure of the RHCs in the past three years;
- (b) the concrete details of the possible measures being taken forward by the Bureau and the specific resources involved; and
- (c) the concrete details of the effectiveness of such possible measures?

Asked by: Hon. IP LAU Suk-yea, Regina

Reply:

- (a) The utilisation of the three RHCs in the past three years are:-

RHC	Average Daily Traffic Flow (No. of vehicles)		
	2008-09	2009-10	2010-11
Cross-Harbour Tunnel	121 200	121 415	120 871
Eastern Harbour Crossing	62 575	64 168	68 122
Western Harbour Crossing	47 586	49 822	54 027

The management, operation and maintenance (MOM) of the Cross-Harbour Tunnel are contracted out. The remuneration of the MOM contractor in the past 3 years were:-

Financial year	2008-09	2009-10	2010-11
Remuneration of MOM contractor (\$ million)	64	64	66

The Eastern Harbour Crossing and Western Harbour Crossing were constructed and are operated by the New Hong Kong Tunnel Company Limited and Western Harbour Tunnel Company Limited under their respective franchises. The expenditures of the two tunnel companies are not part of the Government expenditure.

(b)&(c) The Government has completed in the first quarter of 2011 a three-month public consultation on the findings and recommendations of a consultancy study on how to improve the distribution of traffic among the three RHCs. We are considering the views received and assessing possible measures that could improve the traffic distribution among the RHCs and would not place an undue burden on public finance or Government expenditure. We will present the outcome of our assessment to the Legislative Council as soon as we are in a position to do so.

Signature: _____

Name in block letters: _____ FRANCIS HO _____

Post Title: _____ Permanent Secretary for
Transport and Housing (Transport) _____

Date: _____ 29.2.2012 _____

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

THB(T)075

Question Serial No.

0935

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:

It is mentioned that during 2012-13 the Bureau will continue to examine ways to reinforce Hong Kong's position as an international aviation centre. Please advise this Committee of the current progress of the study on the construction of the third runway. What are the details of the resources involved if the third runway is to be built?

Asked by: Hon. IP LAU Suk-ye, Regina

Reply:

The Airport Authority (AA) launched a public consultation in mid-2011 on the Hong Kong International Airport Master Plan 2030 (Master Plan 2030). On the basis of the outcome of the consultation, the AA submitted their report to the Government in end 2011, recommending that the three-runway system should be adopted as the basis for the airport's future development for planning purpose. The Government is at present carefully considering the AA's recommendation with a view to making an early decision for the commencement of the next stage of work, which includes the environmental impact assessment, the associated detailed design and the financing arrangements. Details of the resources required, which will be worked out subject to a decision on whether the third runway is to be built and the completion of the next stage of work mentioned above, are not available at this stage.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)076

Question Serial No.

1332

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 “oversaw the commissioning... of the review and update of the Railway Development Strategy 2000”, will the Administration advise this Committee of:

- (a) the current progress of the initiative; and
- (b) when the review and update will be completed?

Asked by: Hon. IP Wai-ming

Reply:

The review and update of the Railway Development Strategy 2000 (RDS 2000) started in March 2011. The consultancy study aims to update Hong Kong’s long-term railway development blueprint. It will review the railway proposals identified in the RDS 2000 and other railway suggestions made by the Administration or public.

The consultant is reviewing the latest planning parameters of various railway proposals, making forecasts for future traffic demand, conducting preliminary analysis of possible technical and environmental constraints, and studying ways to tie in with the overall railway network so as to achieve optimum benefits and meet the need for rail transport beyond 2031.

The study is expected to take about 24 months to complete.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)077

Question Serial No.

1333

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

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 preliminary feasibility study for Container Terminal 10 at Southwest Tsing Yi... and the dredging works for the Kwai Tsing Container Basin and its approach channel”, please provide information on the following:

- (a) the findings of the above study;
- (b) the progress of the dredging works for the Kwai Tsing Container Basin and its approach channels; and
- (c) the estimated maximum handling capacity of Hong Kong in terms of Twenty-foot Equivalent Units (TEUs) of containers per annum upon completion of the said container terminal.

Asked by: Hon. IP Wai-ming

Reply:

- (a) The Administration will continue to oversee the preliminary feasibility study (PFS) for Container Terminal 10 (CT10) at Southwest Tsing Yi and has kick-started the Study on the Strategic Development Plan for Hong Kong Port 2030. The two studies are expected to be completed by the end of this year. The findings will be announced after the completion of the studies.
- (b) The environmental permit for the dredging works for the Kwai Tsing Container Basin and its approach channels has been obtained. The Administration plans to consult relevant stakeholders and District Councils in the first half of this year. Thereafter, the dredging works will be gazetted under the Foreshore and Sea-bed (Reclamations) Ordinance.
- (c) Upon completion of the PFS, the study results, the then global and local economic situation, the performance of the port sector, and the views of stakeholders will be taken into account when deciding on the need, timetable and the scale for CT10 development.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN / SUPPLEMENTARY 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 Hong Kong-Shenzhen Western Express Line (WEL), Northern Link (NOL), Tuen Mun to Tsuen Wan Link (TMTWL), South Island Line (West) (SIL(W)) and North Island Line (NIL), has any study been conducted on the construction of the above railway projects in each of the past 5 years? If yes, what are the expenditure, manpower, work plan, work progress and timetable involved? In addition, regarding the projects recommended under the Railway Development Strategy 2000 (RDS 2000), what is the current progress? Please set out the details by project.

Asked by: Hon. KAM Nai-wai

Reply:

Over the past 5 years, we have been focusing our work on taking forward the railway schemes for the West Island Line (WIL), Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), Kwun Tong Line Extension (KTE), South Island Line (East) (SIL(E)) and Shatin to Central Link (SCL). At the same time, we have conducted preliminary studies on the WEL with a total expenditure of about \$23 million. Internal manpower has been deployed to oversee the consultancy studies and so no additional manpower is involved.

The review and update of the RDS 2000 started in March 2011. The consultancy study aims to update Hong Kong's long-term railway development blueprint. It will review the railway proposals identified in the RDS 2000 and other railway suggestions made by the Administration or public, including the WEL, NOL, TMTWL, SIL(W) and NIL. The study was approved by the Finance Committee with a commitment of \$43 million, and is expected to take about 24 months to complete.

The RDS 2000 has recommended a number of priority railway proposals. Among them, the Kowloon Southern Link was commissioned in 2009. The WIL and Regional Express Line (now becomes the Hong Kong section of the XRL) commenced construction in 2009 and 2010 respectively for completion in 2014 and 2015. The railway scheme for the SCL was gazetted in November 2011, with a number of protection works and advance works already started in 2010 and 2011. Our goal is to commence the SCL main works in 2012 and complete the Tai Wai to Hung Hom section in 2018, then the Hung Hom to Admiralty section in 2020. In addition, we have also

taken forward the SIL(E) and KTE to meet the development needs of Hong Kong. Construction of the two projects started in May 2011 for completion in 2015. As regards the Port Rail Line, the Government announced at the meeting of the Panel on Economic Development held on 16 October 2009 that the project would not be further pursued due to the continuous decline in cross-boundary rail freight volume. For the NOL and NIL projects, they will be further reviewed under the consultancy study on the review and update of the RDS 2000.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)079

Question Serial No.

2239

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 initiative on working with the Airport Authority (AA) in the Hong Kong International Airport Master Plan 2030 Study and the related work, please advise on:

- (a) the current progress;
- (b) whether a second round of consultation will be conducted; if yes, the details, timetable and institution(s) in charge; if not, the reasons for that;
- (c) details of the consultation (e.g. public consultation and meetings with the sector and various groups) conducted by the Administration and the AA on the Hong Kong International Airport Master Plan 2030, such as the venue, date and time, number of participants, representatives from the Administration and AA, etc.; and the manpower, expenditure and facilities earmarked for such consultation by the Administration. Please set out the details by each consultation exercise.

Asked by: Hon. KAM Nai-wai

Reply:

(a), (b) & (c)

The Airport Authority (AA) launched a public consultation in mid-2011 on the Hong Kong International Airport Master Plan 2030 (Master Plan 2030). The public consultation was conducted and funded by the AA. A number of different events were organised which had attracted about 25 000 visitors to the exhibitions, about 180 000 hits on the dedicated website and online videos, about 6 500 participants in a total of 194 briefings organised by AA or third parties, and a total of 29 882 questionnaires received. To ensure a fair and impartial process in the compilation of public opinion, AA appointed the Social Science Research Centre of the University of Hong Kong to independently compile, analyse and report on the views collected during the three-month public consultation on the Master Plan 2030. On the basis of the outcome of the consultation, the AA submitted their report to the Government in end 2011, recommending that the three-runway system should be adopted as the basis for the airport's future development for planning purpose. The Government is at present carefully considering the AA's recommendation with a view to making an early decision for the commencement of the next stage of work, which includes the Environmental Impact Assessment, the associated detailed design and the financing arrangements.

Signature: _____

Name in block letters: FRANCIS HO

Permanent Secretary for

Post Title: Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)080

Question Serial No.

2240

Head: 158– Government Secretariat : Transport Subhead (No. & title):
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 increase in First Registration Tax (FRT) for private cars to contain their growth, please advise this Committee:

- of the annual figures on various types of vehicles (such as private car, taxi and light goods vehicle), driving licences and newly-registered vehicles since 2000;
- of the total public road length in Hong Kong since 2000 (please set out the figures by year and the 18 district boundaries);
- whether any study or survey on containing the growth of private cars has been conducted in each of the past 3 years with a view to evaluating the appropriateness of tax increase; if yes, the details, expenditure and manpower involved.

Asked by: Hon. KAM Nai-wai

Reply:

- The annual figures of registered vehicles, newly registered vehicles and valid driving licences, with breakdown by vehicle class since 2000, are tabulated below:

Number of Registered Vehicles (by Vehicle Class)

Class of Vehicles	Number of Registered Vehicles (as at the end of the year)					
	2000	2001	2002	2003	2004	2005
Motor Cycle	34 085	36 191	38 678	41 128	43 619	45 941
Motor Tricycle	0	0	0	0	1	2
Private Car	374 013	381 757	384 864	382 880	385 028	388 311
Taxi	18 138	18 138	18 138	18 138	18 138	18 138
Public Bus	12 498	12 812	13 272	13 444	13 252	13 054
Private Bus	451	485	489	490	492	493
Public Light Bus	4 350	4 350	4 350	4 350	4 350	4 350
Private Light Bus	2 158	2 098	2 042	1 979	1 935	1 897
Light Goods Vehicle	83 771	80 889	78 332	75 987	75 200	75 522
Medium Goods Vehicle	41 817	42 036	42 319	42 059	42 504	42 794
Heavy Goods Vehicle	3 068	3 308	3 485	3 541	3 585	3 500
Special Purpose Vehicle	550	617	759	851	942	1 095

Class of Vehicles	Number of Registered Vehicles (as at the end of the year)					
	2006	2007	2008	2009	2010	2011
Motor Cycle	47 987	50 131	51 997	52 903	53 779	55 242
Motor Tricycle	5	9	11	30	44	44
Private Car	393 756	406 995	421 062	429 754	449 400	471 685
Taxi	18 138	18 138	18 138	18 138	18 138	18 138
Public Bus	12 958	12 987	12 901	12 865	12 861	12 892
Private Bus	486	496	507	504	505	499
Public Light Bus	4 350	4 350	4 350	4 350	4 350	4 350
Private Light Bus	1 900	1 935	1 971	2 020	2 093	2 216
Light Goods Vehicle	76 114	75 385	74 363	72 505	72 847	74 442
Medium Goods Vehicle	42 886	41 848	40 075	38 387	38 588	38 978
Heavy Goods Vehicle	3 451	3 299	3 154	3 111	3 340	3 750
Special Purpose Vehicle	1 156	1 239	1 319	1 427	1 466	1 556

Number of Newly Registered Vehicles ¹ (by Vehicle Class)

Class of Vehicles	Number of Newly-registered Vehicles					
	2000	2001	2002	2003	2004	2005
Motor Cycle	2 331	3 045	3 576	3 803	4 131	3 846
Motor Tricycle	0	0	0	0	1	1
Private Car	28 183	30 480	28 066	21 600	26 537	26 383
Taxi	2 147	8 702	2 568	1 425	582	447
Public Bus	796	932	1 013	812	667	602
Private Bus	32	57	44	32	35	26
Public Light Bus	149	169	315	457	858	1 158
Private Light Bus	85	85	85	54	61	63
Light Goods Vehicle	4 137	3 643	3 163	2 668	3 488	4 209
Medium Goods Vehicle	2 254	1 520	1 708	1 595	2 336	2 145
Heavy Goods Vehicle	207	245	199	97	96	39
Special Purpose Vehicle	51	67	128	91	96	143

Class of Vehicles	Number of Newly-registered Vehicles					
	2006	2007	2008	2009	2010	2011
Motor Cycle	3 732	3 811	3 630	2 547	2 682	3 135
Motor Tricycle	2	3	3	19	15	0
Private Car	27 006	32 433	33 951	27 656	39 248	41 639
Taxi	386	337	566	361	397	276
Public Bus	644	590	701	511	776	855
Private Bus	16	35	48	36	29	31
Public Light Bus	75	110	207	88	162	57
Private Light Bus	81	128	250	125	142	182
Light Goods Vehicle	4 462	4 530	5 160	2 320	3 702	4 373
Medium Goods Vehicle	2 079	2 013	2 426	886	2 409	2 455
Heavy Goods Vehicle	68	80	117	135	378	531
Special Purpose Vehicle	69	104	139	125	110	149

¹ Deducting those de-registered newly registered vehicles.

Number of Valid Driving Licences ² (by Vehicle Class)

Class of Vehicles	Number of Valid Driving Licences (as at the end of the year)					
	2000	2001	2002	2003	2004	2005
Private Car	1 472 683	1 567 008	1 634 524	1 686 362	1 743 818	1 801 874
Light Goods Vehicle	1 125 659	1 187 779	1 231 416	1 264 873	1 299 705	1 333 034
Motor Cycle	155 303	166 591	175 309	184 096	193 611	202 336
Private Light Bus	163 326	167 720	178 630	182 646	185 403	187 750
Public Light Bus	156 390	160 789	171 819	175 945	178 792	181 243
Taxi	213 858	219 032	222 059	224 061	225 639	226 509
Private Bus	88 252	93 005	97 099	101 623	118 568	121 957
Public Bus	89 886	94 507	98 435	102 926	119 762	122 973
Invalid Carriage	1	2	1	1	1	0
Government Vehicle	28 991	29 420	28 642	29 111	30 354	30 261
Franchised Bus	18 203	18 845	19 166	19 237	19 356	19 481
Medium Goods Vehicle	170 557	175 455	178 814	182 364	184 868	187 564
Heavy Goods Vehicle	113 445	115 784	116 489	117 427	116 986	116 606
Articulated Vehicle	39 048	40 207	40 895	41 855	42 760	43 658
Special Purpose Vehicle	4 296	4 595	5 078	5 533	6 002	6 664
Motor Tricycle	155 177	166 468	175 207	184 009	193 540	202 271

Class of Vehicles	Number of Valid Driving Licences (as at the end of the year)					
	2006	2007	2008	2009	2010	2011
Private Car	1 858 407	1 817 215	1 770 916	1 770 334	1 827 073	1 915 783
Light Goods Vehicle	1 364 599	1 318 628	1 270 448	1 259 662	1 289 973	1 340 296
Motor Cycle	212 694	213 506	214 370	218 072	226 582	237 214
Private Light Bus	189 884	184 312	179 409	178 384	181 089	184 279
Public Light Bus	183 483	178 482	174 102	173 387	176 093	179 224
Taxi	226 762	215 302	205 334	201 980	205 183	210 214
Private Bus	125 283	124 524	124 169	125 423	128 574	131 953
Public Bus	126 135	125 177	124 710	125 866	128 949	132 232
Invalid Carriage	0	0	0	0	0	0
Government Vehicle	30 625	30 533	29 025	28 245	28 713	29 682
Franchised Bus	19 736	19 378	19 011	19 008	19 449	20 171
Medium Goods Vehicle	190 142	186 185	182 940	182 175	184 640	188 024
Heavy Goods Vehicle	116 173	111 768	107 685	105 340	105 519	106 754
Articulated Vehicle	44 313	43 630	43 094	42 540	43 001	43 847
Special Purpose Vehicle	7 123	7 471	8 087	8 617	9 319	10 135
Motor Tricycle	212 626	213 474	214 336	218 023	226 548	237 177

² Driving licences includes full driving licences, learners' driving licences and probationary driving licences (if applicable).

- (b) The total road length in Hong Kong since 2000 is tabulated below by year and the 18 district boundaries:

District			Road Length (Kilometres)					
			2000	2001	2002	2003	2004	2005
1	Hong Kong Island	Central and Western	260	260	260	260	263	265
2		Wan Chai	194	194	194	193	193	193
3		Eastern	341	342	342	350	350	350
4		Southern	187	187	189	190	194	195
5	Kowloon	Yau Tsim Mong	347	347	349	349	351	349
6		Sham Shui Po	322	322	322	323	324	326
7		Kowloon City	283	285	283	283	285	285
8		Wong Tai Sin	169	169	169	169	169	169
9		Kwun Tong	317	317	317	320	321	320
10	New Territories	Sai Kung	239	241	244	246	247	247
11		Islands	170	170	170	170	180	180
12		Kwai Tsing	387	387	397	397	397	410
13		Tsuen Wan	331	331	333	333	334	334
14		Tuen Mun	337	346	347	349	348	359
15		Yuen Long	452	464	470	476	481	491
16		Tai Po	288	289	289	289	289	289
17		North	295	295	300	301	301	304
18		Sha Tin	432	433	433	433	433	433
Total Length			5 351	5 379	5 408	5 431	5 460	5 499

District			Road Length (Kilometres)					
			2006	2007	2008	2009	2010	2011
1	Hong Kong Island	Central and Western	267	266	271	271	271	270
2		Wan Chai	191	192	192	192	193	192
3		Eastern	359	359	359	359	359	357
4		Southern	200	200	201	201	201	201
5	Kowloon	Yau Tsim Mong	349	348	348	348	349	349
6		Sham Shui Po	335	337	337	338	349	346
7		Kowloon City	285	285	286	290	290	290
8		Wong Tai Sin	169	169	169	169	169	169
9		Kwun Tong	320	321	321	321	322	329
10	New Territories	Sai Kung	247	250	250	251	251	251
11		Islands	218	218	219	219	219	219
12		Kwai Tsing	410	410	410	410	477	480
13		Tsuen Wan	336	337	342	342	342	370
14		Tuen Mun	359	376	376	376	376	377
15		Yuen Long	509	574	581	593	611	613
16		Tai Po	293	309	309	310	312	312
17		North	304	304	305	305	306	306
18		Sha Tin	449	456	459	459	488	488
Total Length			5 600	5 711	5 735	5 754	5 885	5 919

- (c) In the past 3 years, the Transport Department (TD) monitored the growth of private cars on a monthly basis and conducted annual surveys on vehicle speed. The surveys were conducted on major road sections to measure the yearly changes in vehicle speed. The annual expenditure incurred was about \$0.4 million. Other monitoring works are undertaken by TD's existing manpower through internal deployment.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 1.3.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN / SUPPLEMENTARY 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 ad hoc quota trial scheme for private cars travelling between Guangdong and Hong Kong, please advise:

- (a) whether it is aware of the differences between Mainland and Hong Kong drivers in respect of driving habits, cultures, rules and laws; whether any in-depth study and research on such differences has been conducted in each of the past 5 years; if yes, the details, manpower and expenditure involved and the findings; if not, the reasons for that;
- (b) whether there is any estimation on the numbers of drivers and vehicles travelling between the two places, the types of vehicles and overall traffic flow involved upon the implementation of the trial scheme; whether any study has been conducted to assess if Hong Kong's road network and capacity are able to cope with the additional traffic caused by the scheme;
- (c) whether any study has been conducted on the impact on Hong Kong's air quality by the additional traffic caused by the scheme; if yes, the details; if not, the reasons for that;
- (d) whether the driving licences issued by the relevant transport authorities of the two places are mutually recognised at present; if yes, whether it is aware of the numbers of vehicles travelling from the Mainland to Hong Kong and vice versa, the numbers of accidents involving vehicles travelling from the Mainland to Hong Kong and vice versa, the number of casualties involved, the numbers of prosecuted cases and people convicted, and the highest and lowest penalties involved in each of the past 5 years;
- (e) whether Mainland drivers will be required, on a mandatory basis, to take driving tests or courses in Hong Kong prior to their driving in Hong Kong; if yes, the details, manpower and expenditure involved; if not, the reasons for that.

Asked by: Hon. KAM Nai-wai

Reply:

- (a) The quota system jointly administered by the governments of Hong Kong and the Guangdong Province has been operating for over 20 years. At present, more than 40 000 cross-boundary vehicles travel between the two places each day. Overall, the system has been running smoothly and we have thus not conducted any annual in-depth study on the driving cultures, habits, rules and laws of the two places. We understand that the driving environment of Guangdong is different from that of Hong Kong. Therefore, we will definitely take forward the ad hoc quota trial scheme for cross-boundary private cars (the Scheme) in a highly regulated and gradual manner, starting

with a small number of quotas as trial, and will consider factors such as road safety, capacity of road networks, as well as other relevant considerations. For the first phase of the Scheme (i.e. travelling from Hong Kong to Guangdong), only 50 quotas applicable to qualified owners of non-commercial Hong Kong private cars with five seats or less will be available each day. We will remind drivers of the things to take heed of when driving on the other side through education and publicity, so as to raise the safety awareness of the drivers. The relevant Guangdong authorities will produce pamphlets on local traffic rules and laws and points to note on driving for the ad hoc quota applicants' reference. We will also appeal to drivers to familiarise themselves with the local traffic rules and laws as well as relevant driving knowledge prior to commencing their trips in order to ensure driving safety. Some organisations in Hong Kong have offered driving courses in this respect. We encourage motorists who have joined the Scheme to enroll, according to their needs, on training courses about knowledge of driving in the Mainland if they are not familiar with the driving environment in the Mainland.

- (b)&(c) As the first phase of the Scheme involves only Hong Kong private cars entering Guangdong, there should not be any impact on the road traffic and air quality of Hong Kong.

The second phase of the Scheme allows qualified owners of Guangdong private cars to drive their cars to enter Hong Kong for a short stay by using ad hoc quotas. There is no concrete timetable at this time. We will take into consideration factors such as road safety, capacity of road networks, as well as environmental protection, when formulating the relevant arrangements. Experts of the two governments will further study and discuss the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time.

- (d) According to Section 11(3) of the Road Traffic (Driving Licences) Regulations (Cap. 374B), a person who is aged 18 or above and is a holder of a full Mainland driving licence (obtained through passing of driving test) which is valid or has not expired for more than 3 years may apply to the Transport Department (TD) for the issue of a full Hong Kong driving licence (the driving entitlements of the Hong Kong driving licence applied for may only include private car, light goods vehicle, motor cycle and motor tricycle) without test provided that he has satisfied one of the following application requirements:

- (i) he has resided in the place of issue for a period of not less than 6 months during which the licence was issued;
- (ii) he has held the licence for 5 years or more immediately prior to the application; or
- (iii) he holds a Mainland passport or other equivalent travel documents.

Similarly, a resident of Hong Kong may apply to the Mainland for a driving licence for small vehicles without test provided that he has met the relevant requirements of the Mainland in respect of age and physical fitness.

At present, vehicles travelling between Hong Kong and Guangdong are regulated under a quota system jointly administered by the governments of Hong Kong and the Guangdong Province. Such vehicles must have an Approval Notice issued by the Guangdong Provincial Public Security Department and a closed road permit issued by the TD, and have completed other Mainland formalities, before they could travel between Hong Kong and Guangdong. The approximate figures on non-commercial cross-boundary vehicles issued with closed road permits each year since 2007 are as follows:

Year	From Hong Kong to Mainland	From Mainland to Hong Kong
2007	15 500	1 300
2008	19 500	1 400
2009	21 600	1 500
2010	22 800	1 600
2011	24 000	1 900

We do not have figures on accidents and casualties involving Hong Kong vehicles on the Mainland. As for accidents in Hong Kong involving non-commercial Mainland vehicles, the numbers of accidents and casualties in the past five years are as follows:

Year	From Mainland to Hong Kong	
	Number of Accidents	Number of Injuries
2007	7	12
2008	3	22
2009	6	17
2010	0	0
2011	8	8

The enforcement statistics kept by the Police do not contain separate breakdown by the place of origin of the vehicles concerned. Within the time available for answering this question, the Police can only review and provide the prosecution figures about some common moving offences, including careless driving, speeding, disobeying traffic signs/road markings, disobeying traffic light signals, crossing double white lines, as well as parking offences in the past five years. The relevant prosecution figures are shown below:

Year	Number of Prosecutions for Cross-Boundary Mainland Non-commercial Vehicles	
	Common Moving Offences	Parking Offences
2007	164	29
2008	176	30
2009	203	24
2010	194	34
2011	168	29

- (e) There is no concrete timetable for the second phase of the Scheme at this time. Experts of the two governments will further study and discuss the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 2.3.2012

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

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 new air services agreements be signed in the financial year 2012-13 to expand Hong Kong's air services network? What are the work targets for further liberalisation of our air services regime with aviation partners?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

To further expand Hong Kong's air services regime, we plan to negotiate new air services agreements with aviation partners such as Ecuador and Chile in 2012-13. We also seek to further liberalise the existing air services arrangements such as those with the Mainland, Vietnam, Indonesia, Singapore, India, France and Italy, etc.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)083

Question Serial No.

1043

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:

What is the progress of taking forward the planning of the Hong Kong-Shenzhen Western Express Line (WEL) in collaboration with the Shenzhen authorities? What is the estimated expenditure, work plan and target in 2012-13 for this initiative?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The review and update of the Railway Development Strategy 2000 (RDS 2000) started in March 2011. The consultancy study aims to update Hong Kong's long-term railway development blueprint. It will review the railway proposals identified in the RDS 2000 and other railway suggestions made by the Administration or public, including the WEL. The estimated expenditure for the study in 2012-13 is about \$21.8 million.

The consultant is reviewing the latest planning parameters of various railway proposals, making forecasts for future traffic demand, conducting preliminary analysis of possible technical and environmental constraints, and studying ways to tie in with the overall railway network so as to achieve optimum benefits and meet the need for rail transport beyond 2031.

The study is expected to take about 24 months to complete.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)084

Question Serial No.

1044

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

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 this Committee on the progress of the initiative to rationalise and optimise the efficient use of the airspace in the Pearl River Delta region in partnership with the civil aviation authorities of the Mainland and Macao, and to open up more air routes to and from the Mainland. What are the estimated expenditure, work plan and target in 2012-13 for this initiative?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

A tripartite working group, comprising the civil aviation authorities of the Mainland, Hong Kong, and Macao, was established in 2004 to devise short-term and long-term measures to enhance the airspace design and increase air route capacities in the Pearl River Delta (PRD) region. The enhancement measures, based on the principles of joint airspace planning, use of common standards and harmonized flight procedure design, are to be implemented in phases.

Through the collaborative efforts of the three sides, the following measures were implemented in 2011 to enhance airspace management efficiency in the PRD region:

- (a) The Zhuhai Terminal Area was adjusted in April 2011 to enhance the airspace capacity and operational efficiency; and
- (b) An additional handover point between the Hong Kong and Guangzhou Flight Information Regions was established in September 2011. This measure reduces significantly the traffic complexity in the airspace around the Hong Kong International Airport, thereby enhancing airspace management efficiency.

In 2012-2013, the Civil Aviation Department (CAD) will continue to participate in regular discussions through the tripartite working group on resolving PRD air routes and airspace issues. Such tasks include improving and coordinating the use of airspace in the PRD Region.

The above co-ordination work is undertaken by existing CAD staff as part of their normal duties and no additional expenses are involved.

Signature: _____

Name in block letters: FRANCIS HO

Permanent Secretary for

Post Title: Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)085

Question Serial No.

1045

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

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 promotion of e-logistics, what are the estimated expenditure, work plan and target in 2012-13?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

With the support of the Hong Kong Logistics Development Council, the Administration has been promoting e-logistics in the logistics sector through different projects.

Sponsorship was provided to the Hong Kong Productivity Council (HKPC) to develop, in collaboration with the Hong Kong Association of Freight Forwarding and Logistics Limited, a security device applicable to the On-board Trucker Information System for real-time monitoring of cargoes while they are in transit from the depot-to the airport for compliance with security requirements for air cargoes. In 2012-13, the HKPC will launch a pilot project to install the security device free of charge on 130 trucks to assess its functionality, operational efficiency and cost-effectiveness. The pilot project is expected to complete in the second quarter of 2012 and the provision incurred is about \$2.2 million.

In addition, in view of the growing importance of supply chain visibility (SCV) in enhancing the operational efficiency of the cross-boundary movement of goods, the Administration has provided a sponsorship of some \$0.8 million¹ to the GS1 Hong Kong and the Li & Fung Institute of Supply Chain Management & Logistics to conduct a feasibility study on cross-boundary SCV across Guangdong, Hong Kong and other areas in Asia. The study will explore the feasibility and effectiveness of establishing a platform for tracing real-time movement of goods. The study commenced in April 2011 and its first stage has been completed. Preparations are being made for the pilot case studies to be conducted in the second stage of the study. It is expected that the whole study will be completed in 2012.

Signature: _____

Name in block letters: FRANCIS HO

Permanent Secretary for

Post Title: Transport and Housing (Transport)

Date: 29.2.2012

¹ The first payment of the sponsorship amounting to \$0.5 million was made in 2011-12. The remaining sponsorship, amounting to some \$0.3 million, will be paid upon completion of the study in 2012-13.

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

THB(T)086

Question Serial No.

1046

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 enhancement of collaboration with the Guangdong authorities over cross-boundary freight flow, please advise on the latest progress and the estimated expenditure, specific work plan and target in 2012-13 for this initiative.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The Hong Kong Special Administrative Region Government (HKSARG) and Guangdong authorities have made good progress on enhancing the efficiency of cross-boundary freight transport. Last year, the Guangdong Provincial People's Government accepted the proposal of the trucking sector and the HKSARG, and decided to continue to reduce the cross-boundary licence fee by one-third until further notice, thereby reducing the operating cost of the industry. In 2012-13, we will continue to maintain close contact with the Guangdong authorities through existing channels, including the Mainland and Hong Kong Closer Economic Partnership Arrangement, Hong Kong/Guangdong Cooperation Joint Conference and established customs cooperation mechanism, to enhance cargo flow and logistics efficiency of the two sides. We will also continue to press ahead with the implementation of infrastructure projects to further enhance cross-boundary connectivity, such as the Hong Kong-Zhuhai-Macao Bridge and new boundary crossing at Liantang/Heung Yuen Wai.

As the above work is undertaken by existing staff of this Bureau as part of their normal duties under Programme (3), there is no separate breakdown of the resources involved.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

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:

During 2012-13, the Administration will continue to oversee the preliminary feasibility study for Container Terminal 10 at Southwest Tsing Yi. Please advise this Committee on the progress of the study; when the study will be completed and its findings announced; and the resources involved.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

During 2012-13, the Administration will continue to oversee the preliminary feasibility study for Container Terminal 10 at Southwest Tsing Yi. At the same time, the Study on the Strategic Development Plan for Hong Kong Port 2030 is underway. The two studies are expected to be completed by the end of this year. The findings will be announced after the completion of the studies. The estimated expenditure in 2012-13 for the preliminary feasibility study is about \$5 million.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

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 this Committee on the latest progress of and the plans and resources involved in 2012-13 for the following initiatives:

- (a) identifying suitable sites for logistics development;
- (b) considering the development of the Lantau Logistics Park;
- (c) providing land for port and related uses in the Kwai Tsing area; and
- (d) examining ways to reinforce Hong Kong's position as an international maritime centre.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

(a) to (c) To support the logistics sector in providing high-value services, the Administration is gradually making available permanent sites for the development of modern logistics facilities. Further to the successful award of the first long-term logistics site in Tsing Yi in late 2010, we released the second logistics site in Tsing Yi through open tender at the end of last year. During 2012-13, we will continue to consider allocating land in Kwai Tsing or other districts for logistics use in consultation with the relevant government departments to meet the industry's development needs.

We shall continue to keep in view the proposed development of the Lantau Logistics Park, taking into account factors such as our future cargo forecasts, logistics development trends in Southern China, and local and global economic developments, etc.

Regarding land for port back-up uses, we have identified a total of about 30 hectares of land from the former Route 8 construction sites, and have started releasing them to the market in phases for port back-up uses since late 2010. Among them, three sites of about 17 hectares in total were granted respectively in late December 2010, last March and January this year to meet the industry's needs. As at the end of January of this year, we have already tendered out over 100 hectares of land in Kwai Tsing for port back-up uses to facilitate the effective operation of the port.

As the above work is carried out by existing staff of this Bureau as part of their normal duties under Programme (3), there is no separate breakdown of the resources involved.

- (d) During 2012-13, the Administration will continue to strengthen the positioning of Hong Kong as an international maritime centre (IMC) through various initiatives, which include providing support to training for personnel at professional and technical levels, organizing local and overseas publicity activities and seminars to promote Hong Kong's maritime services, and continuing with the consultancy study on mapping out the strategy to further strengthen Hong Kong's positioning as an IMC having regard to prevailing challenges and opportunities. The expenditure for the various plans mentioned above and the relevant work is \$12.33 million.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)089

Question Serial No.

1150

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:

To facilitate vehicular and passenger traffic at all land crossings, the Administration keeps the current quota arrangements for cross-boundary vehicles under review. What is the latest progress? As the Government is working with the relevant Guangdong authorities to implement the ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port, please advise this Committee on the implementation date and details, and the additional resources required for the related arrangements.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

As an on-going initiative, the Administration together with the relevant Guangdong authorities will keep the current quota arrangements for cross-boundary vehicles under regular review, taking into account relevant considerations such as cross-boundary traffic demand, control points' handling capacities of passenger and vehicular flow and room for expansion and improvements, and deployment of frontline manpower resources at control points. The two sides will, on the premise of ensuring safe and smooth operation of every control point, work out the number of quotas for cross-boundary vehicles, including special quotas for cross-boundary school buses, and make appropriate adjustments according to the actual needs.

To further facilitate travel between Hong Kong and Guangdong, we have been studying and discussing the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) with the government of Guangdong for a few years, and have decided to launch the first phase of the Scheme in March 2012. The first phase of the Scheme, applicable to qualified owners of non-commercial Hong Kong private cars with 5 seats or less, allows them to drive their own cars to enter Guangdong for a short stay. Qualified Hong Kong private car owners can apply for ad hoc quotas through the Internet, starting from 30 March 2012. If the application is successful, the applicant can enter Guangdong with an ad hoc quota via the Shenzhen Bay Port (SBP) on 27 April 2012 the earliest, stay for not more than 7 days and has to return to Hong Kong via the SBP within the 7-day period. Applications will be assessed by the governments of Guangdong and Hong Kong separately in accordance with established criteria. Applications rejected by either side will not be approved. During the initial stage of implementation, there will only be 50 quotas each day. The two governments will carefully monitor the situation. We will only consider

gradually increasing the quotas by small amounts provided that there is no adverse impact on the control point and traffic flow, road safety and environment of the place of entry.

The second phase of the Scheme allows qualified owners of Guangdong private cars to enter Hong Kong for a short stay by using ad hoc quotas. Experts of the two governments will further study and discuss the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time. There is no concrete timetable for the second phase at this time.

To take forward the above arrangements, the Transport Department has earmarked \$6.64 million and \$3.9 million for the estimated capital and recurrent expenditures respectively for the Scheme in 2012-13. The provisions will be spent on working out application and monitoring procedures, developing and upgrading the related computer systems, producing publicity materials and conducting publicity work, as well as deploying manpower to process the applications for ad hoc quotas, monitor the implementation of the Scheme and handle public enquiries.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 2.3.2012

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

THB(T)090

Question Serial No.

1151

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:

During 2012-13, the Administration will oversee the progress of construction of the Hong Kong Boundary Crossing Facilities (HKBCF), Hong Kong Link Road (HKLR) and Tuen Mun-Chek Lap Kok Link (TM-CLKL) advance works under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project. What are the resources involved for the initiative? Regarding the transport interchange at the HKBCF, when will the design work be commenced and consultation be conducted?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

During 2012-13, the Highways Department (HyD) will arrange 16 professional staff to manage the reclamation works of HKBCF, the works of HKLR and the advance works of TM-CLKL under the HZMB project. In addition, we will deploy 6 professional resident site staff, through the consultant, for monitoring the progress of construction of the above works.

The detailed design work of the HKBCF (including transport interchange) is underway. The views of the public and various stakeholders will be carefully considered during the design and planning of the traffic support and facilities for the HKBCF. We consulted the transport trade on the arrangements of the transport interchange in mid-2011. We will continue to liaise and communicate with them to understand their views.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)091

Question Serial No.

1152

Head: 158– Government Secretariat : Transport Subhead (No. & title):
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:

During 2012-13, the Administration will continue to monitor the operation of cross-boundary ferry services. What are the resources involved for the initiative? As the demand for cross-boundary ferry services might be affected by the completion of the Hong Kong-Zhuhai-Macao Bridge (HZMB), will the Administration examine the long-term development of cross-boundary ferry services with a view to maintaining their competitiveness and sustainable development? If yes, the details; if not, the reasons for that?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

There are currently 3 cross-boundary ferry terminals in Hong Kong, namely the Macau Ferry Terminal (MFT) in Sheung Wan, China Ferry Terminal (CFT) in Tsim Sha Tsui and Tuen Mun Ferry Terminal (TMFT) in Tuen Mun. All the 3 ferry terminals are owned by the Government, and the former two are managed and operated by the Marine Department (MD). The TMFT is operated by the Hong Kong North West Express Limited under a tenancy agreement and supervised by the Government which also provides essential government services at the terminal. The MD has a total of 77 staff working in the 3 ferry terminals in addition to the staff of other government departments. They also monitor the operation of cross-boundary ferry services.

As the HZMB is expected to complete in 2016, the MD will, having regard to the progress of the relevant works, closely monitor the operation and patronage of the various cross-boundary ferry routes. We will also work with the Planning Department to conduct regular cross-boundary travel surveys and forecasts. The work will give consideration to economic data that have implications on passenger and freight flow, including infrastructure projects that are underway or being planned. We will make use of such data to assess changes in the demand for cross-boundary ferry services, improve the operation and facilities of cross-boundary ferry terminals, in order to continue to meet passengers' needs and maintain the competitiveness of cross-boundary ferry services.

Signature: _____

Name in block letters: _____

FRANCIS HO

Permanent Secretary for

Post Title: _____

Transport and Housing (Transport)

Date: _____

1.3.2012

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

THB(T)092

Question Serial No.

1153

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 is the latest progress of the initiative to take forward the proposed pedestrian improvement schemes in Causeway Bay, Mong Kok and Yuen Long town centre? What are the work plans, targets and expenditures involved in 2012?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

Pedestrian Subway System in Causeway Bay

For the pedestrian subway system in Causeway Bay, the Highways Department (HyD) has engaged consultants to conduct feasibility studies on the proposed alignment, and sought views from relevant stakeholders through various public engagement activities from June to August 2011. The studies, at a cost of about \$5 million, are expected to be completed in late 2012. The HyD will make reference to the views collected and refine the alignment and preliminary design of the system, construction and management options. Activities like public forums and briefings expected to be conducted in mid-2012 will allow further public discussion about the pedestrian subway system. The Department also plans to brief the Wan Chai District Council on the outcome of the consultation and the way forward in late 2012.

Pedestrian Footbridge System in Mong Kok

The feasibility studies of the pedestrian footbridge system in Mong Kok are underway and they are expected to be completed in the second quarter of 2012. The HyD will plan for the preliminary design and public consultation exercise upon completion of the studies so as to estimate the relevant expenditure.

Pedestrian Environment Improvement Scheme in Yuen Long

For the pedestrian environment improvement scheme in Yuen Long, the HyD has made reference to the views collected earlier from the District Council and the public and mapped out a series of improvement measures. The proposed measures can be categorised into four areas: (1) provision of new footbridges; (2) improvement works along Castle Peak Road - Yuen Long Section; (3) improvement to inner streets; and (4) greening and beautification.

The HyD is working with the Transport Department in taking forward the improvement measures for Castle Peak Road - Yuen Long Section, including widening of pedestrian crossings and footpaths at various junctions, in tandem with the improvement measures for inner streets in Yuen Long Town (such as improvement measures of a smaller scale for junctions and implementation of no-stop restriction). We expect that these measures can be carried out gradually within 1 or 2 years and the expenditure involved is about \$36 million. Meanwhile, the HyD commenced feasibility studies on the improvement measures of a larger scale (such as those for footbridges) in September 2011 to ascertain their feasibility and map out detailed implementation plans and timetables. The studies are expected to be completed by the end of 2013 and the expenditure is about \$5.3 million.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)093

Question Serial No.

0917

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 Mainland vehicles running in Hong Kong, please advise on the following:

- (a) the numbers of vehicles and drivers that have cross-boundary (Hong Kong – Mainland) licences in each of the past five years;
- (b) whether it is aware of, among these cross-boundary vehicles, how many of them were vehicles travelling from Hong Kong to the Mainland and how many of them were vehicles travelling from the Mainland to Hong Kong in the past five years;
- (c) whether it is aware of the number of cases of cross-boundary vehicles violating traffic regulations of the two places, the number of people prosecuted, the number of accidents and the number of casualties involved in the past five years; please set out the figures by year and destination of vehicles;
- (d) whether it is aware if Mainland vehicles on official duty bear any special vehicle numbers or logos for their identification by Hong Kong people; and
- (e) the number of cases of Mainland vehicles on official duty violating traffic regulations in Hong Kong, the number of summons, the number of people prosecuted, the number of accidents and the number of casualties involved in the past five years; please set out the figures by year.

Asked by: Hon. LEE Wing-tat

Reply:

(a) and (b)

The numbers of non-commercial cross-boundary vehicles with valid Closed Road Permits and the number of drivers registered for such vehicles in the past five years are as follows –

	From Hong Kong to Mainland		From Mainland to Hong Kong	
	Number of vehicles	Number of drivers	Number of vehicles	Number of drivers
2007	15 500	24 400	1 300	1 900
2008	19 500	29 700	1 400	2 000
2009	21 600	32 400	1 500	2 100
2010	22 800	33 700	1 600	2 400
2011	24 000	34 900	1 900	2 600

(c) and (e)

We do not have the accident and casualty figures on cross-boundary vehicles from Hong Kong to the Mainland. As for accidents involving non-commercial cross-boundary vehicles from the Mainland to Hong Kong, the numbers of accidents and casualties in the past five years are as follows –

	From Mainland to Hong Kong	
	Number of accidents	Number of injuries
2007	7	12
2008	3	22
2009	6	17
2010	0	0
2011	8	8

Note: We do not have information about the purposes of the trips by these vehicles and are therefore unable to provide the relevant breakdown.

The enforcement statistics kept by the Police do not contain separate breakdown by the place of origin of the vehicles concerned. Within the time available for answering this question, the Police can only review and provide the prosecution figures about some common moving offences, including careless driving, speeding, disobeying traffic signs/road markings, disobeying traffic light signals, crossing double white lines, as well as parking offences in the past five years. The relevant prosecution figures are shown below –

	Number of Prosecutions For Cross-Boundary Mainland Non-commercial Vehicles	
	Common Moving Offences	Parking Offences
2007	164	29
2008	176	30
2009	203	24
2010	194	34
2011	168	29

(d) Cross-boundary vehicles from the Mainland are required to be issued with International Circulation Permits for use in Hong Kong, and registration marks with prefix “FU” or “FV” are assigned by the Commissioner for Transport to these vehicles.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 2.3.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN / SUPPLEMENTARY 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 driving licences for cross-boundary driving and the licences for cross-boundary vehicles, please advise on:

Driving Licences

- (a) the formalities and fees (if any) currently involved for holders of Mainland driving licences who wish to drive in Hong Kong; whether they are required to take another driving test or Hong Kong driving courses; the gate-keeping role played by the relevant government departments of Hong Kong; and the expenditure involved for each of the past 3 years;
- (b) the formalities and fees (if any) currently involved for holders of Hong Kong driving licences who wish to drive on the Mainland; whether they are required to take another driving test or Mainland driving courses; and the gate-keeping role played by the relevant Mainland authorities;
- (c) the number of applications made by Mainland people each year for driving in Hong Kong since 2009;
- (d) the number of applications made by Hong Kong people each year for driving on the Mainland since 2009;

Licences for Cross-boundary vehicles

- (e) the formalities and fees (if any) currently involved for driving Mainland-licenced vehicles in Hong Kong;
- (f) the formalities and fees (if any) currently involved for driving Hong Kong-licenced vehicles on the Mainland; and
- (g) the total number of licences for cross-boundary vehicles, and the respective figures on “black licences” and “blue licences” each year since 2009.

Asked by: Hon. LEE Wing-tat

Reply:

- (a) In accordance with the Road Traffic (Driving Licences) Regulations (Cap. 374B), for holders of Mainland driving licences who wish to drive in Hong Kong, they may do so through one of the following means:-
 - (i) apply for a full driving licence by direct issue without test; or
 - (ii) drive on strength of their valid Mainland driving licence if they are visitors to Hong Kong (visitors mean that they arrive in Hong Kong other than to take up residence for a period not exceeding 12 months).

For a holder of Mainland driving licence coming to Hong Kong who intends to apply for direct issue of full driving licence without test (the driving entitlements of full Hong Kong driving licence which can be applied for include private car, light goods vehicle, motor cycle and motor tricycle), he/she must fulfill the following criteria:-

- (i) the Mainland driving licence must be:
 - (1) valid or has not expired for more than 3 years; and
 - (2) obtained through passing relevant driving test held in the issuing place;
- (ii) the driving entitlement(s) applied for must be equivalent to the class(es) of vehicles which the applicant is authorised to drive under the Mainland driving licence; and
- (iii) satisfy any one of the requirements listed below:
 - (1) have resided in the place of issue for a period of not less than 6 months during which the licence was issued; or
 - (2) have held the licence for 5 years or more immediately prior to the application; or
 - (3) hold a passport or equivalent travel document of the place in which the licence was issued.

The applicant must bring along his/her Mainland driving licence, identity document, passport, Hong Kong address proof and other supporting documents certifying that he/she has met the above application conditions to process the relevant application procedures at the Hong Kong Licensing Office of the Transport Department (TD). The fee is HK\$900 (\$520 being the application fee for the driving licence and \$380 being the levy collected for the Traffic Accident Victims Assistance Fund).

- (b) Hong Kong residents who are holders of valid full Hong Kong driving licences may apply for direct issue of Mainland driving licences for small vehicles without test, provided that they meet the relevant requirements of the Mainland, such as age and physical conditions.

Hong Kong residents who wish to apply for direct issue of Mainland driving licences without test should bring along their Hong Kong Identity Cards, Home Visit Permits or passports, Hong Kong driving licences and photographs, etc., to process the application procedures in person at any licensing counter of any Vehicle Control Offices of the Guangdong Provincial Public Security Department (GDPSD). For details of the application procedures and the required fees, enquiries may be made to the relevant Mainland authorities.

- (c) From 2009 to 2011, the numbers of full Hong Kong driving licence directly issued to applicants on the strength of Mainland driving licence were as follows:-

Year	Number of Issue
2009	about 13 660
2010	about 16 290
2011	about 19 680

- (d) As the applications are processed by the GDPSD, the TD does not possess records of the number of Hong Kong residents who are directly issued with Mainland driving licences without test. However, the TD has understood from the GDPSD that, as at the end of 2011, about 140 000 Hong Kong people were issued with Mainland driving licences for small vehicles.

- (e), (f) & (g)

At present, cross boundary vehicles are regulated under a quota system jointly administered by the Hong Kong Government and the Guangdong Provincial Government. These vehicles must have the Approval Notice issued by the GDPSD and closed road permit issued by the TD, and have completed the formalities required by other Mainland authorities, before they could travel between Hong Kong and Guangdong. The numbers of cross boundary vehicles (including commercial and non-commercial vehicles) issued with closed road permits each year since 2009 were as follows:-

Year	Hong Kong Registered Vehicles to the Mainland ^{Note 1}	Mainland Registered Vehicles to Hong Kong ^{Note 2}
2009	about 38 000	about 1 500
2010	about 39 500	about 1 600
2011	about 40 500	about 1 900

Note 1: the Mainland registration mark of such vehicles displays letters and numerals in white on a black background.

Note 2: the Mainland registration mark of such vehicles displays letters and numerals in white on a blue background.

As at the end of 2011, about 25 900 non-commercial vehicles were issued with permits under this quota system. These vehicles can be categorized into two types. The first type are vehicles registered and licensed in Hong Kong, including Hong Kong Government vehicles and Hong Kong private cars that meet investment requirements of the Mainland. There were about 24 000 such vehicles. Another type are those belonging to the Mainland governments, departments directly under the Mainland authorities or some enterprise units. Such vehicles are issued with international circulation permits for use in Hong Kong. There are about 1 900 such vehicles. At present, the annual fee of closed road permit for a private car is HK\$540 while that for a goods vehicle or a bus is HK\$456. The international circulation permit is issued free of charge. The validity period of these two permits should not exceed 12 months.

For the formalities and fees required for cross-boundary vehicles from Hong Kong travelling in the Mainland, enquiries may be made to the relevant Mainland authorities.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 2.3.2012

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

THB(T)095

Question Serial No.

0002

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:

The financial provision for 2012-13 under Programme (3) is estimated to be \$52.4 million. What is the provision for further liberalising our air services regime with aviation partners, thereby strengthening Hong Kong's status as an international and regional aviation centre? Please advise on the details of the work involved.

Asked by: Hon. LEUNG Kwan-yuen, Andrew

Reply:

To further expand Hong Kong's air services regime, we plan to negotiate new air services agreements with aviation partners such as Ecuador and Chile in 2012-13. We also seek to further liberalise the existing air services arrangements such as those with the Mainland, Vietnam, Indonesia, Singapore, India, France and Italy, etc. The relevant tasks are undertaken by the staff of the Transport and Housing Bureau as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)096

Question Serial No.

0873

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 community is highly concerned about the “Guangdong/Hong Kong private cars ad hoc quota scheme” to be launched in March, particularly its second phase which will allow Mainland private cars to enter Hong Kong. There are public concerns that allowing Mainland private cars to enter Hong Kong may result in higher vehicular flow and traffic overload for our road facilities. Different regimes of the two places also increase vulnerability to loopholes in terms of environment, road safety and security.

Under *Matters Requiring Special Attention of Programme (2)*, the Bureau has mentioned, inter alia, that it will work with the relevant Guangdong authorities to monitor the operation of the first phase of the ad hoc quota trial scheme, and prepare for and implement the second phase.

The Secretary has publicly undertaken to carefully consider the capacity of the control points and road networks of both sides and other related factors when deciding on the number of quotas and supporting initiatives, and review the outcome of the first phase to prepare for the second phase of the trial scheme. In this connection, please advise this Committee on the following:

- (a) What are the staffing and financial provisions for the trial scheme (including the preparation for the first and second phases)? It is announced in the Estimates that one post will be created to provide support to Programme (2) and Programme (3). Will this be sufficient to cover all the above initiatives undertaken by the Bureau?
- (b) As the scheme will require assessments on environmental, security, insurance, traffic law enforcement and traffic flow implications, how many government departments are involved at this stage? What are the staffing and financial provisions involved? Have the departments concerned provided the Bureau with their estimates on staffing and financial provisions?
- (c) The scheme is under *Matters Requiring Special Attention in 2012-13* and it has aroused grave concerns and worries in the community. What are the work targets of the Bureau in respect of the various reviews and assessments that it has undertaken to carry out? What are the quantitative and qualitative targeted performances and the implementation timeframe to facilitate this Committee’s subsequent inspection and examination?

Asked by: Hon. LEUNG Kwok-hung

Reply:

- (a) Internal manpower within the Bureau will be deployed to deal with the work arising from the ad hoc quota trial scheme for cross-boundary private cars (the Scheme). The post to be created in the Bureau to provide support to Programme (2) and Programme (3) is not for the Scheme. The first phase of the Scheme to be implemented at the Shenzhen Bay Port will be launched on 30 March 2012. The daily quota is set at 50. It is only applicable to qualified owners of non-commercial Hong Kong private cars with five seats or less, allowing them to drive their own cars to enter Guangdong for a short stay. 3 clerical posts have been created since 2010-11 under the establishment of the Transport Department (TD) who are responsible for processing the applications, monitoring the implementation process and handling public enquiries relating to the Scheme. The estimated capital and recurrent expenditures for the Scheme for TD in 2012-13 are \$6.64 million and \$3.9 million respectively.
- (b) The Transport and Housing Bureau, TD, Immigration Department, Customs and Excise Department, the Police as well as the Department of Health have taken part actively in the discussion of and preparation for the implementation of the first phase of the Scheme. Existing manpower within the bureau and departments have been deployed to carry out the relevant assessments required for implementing the first phase of the Scheme.

Arrangements for Guangdong private cars to enter Hong Kong fall under the second phase of the Scheme, of which there is no concrete timetable. Experts of the governments of Guangdong and Hong Kong will further study and discuss cautiously the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time.

- (c) The work target of the TD for the first phase of the Scheme is to complete the processing of applications and issue Closed Road Permits to approved applicants in about 10 working days. We will carefully monitor the situation after implementation of the first phase of the Scheme and indicators such as smooth operation of the administrative procedures, utilisation of quotas, feedback from the private car owners, effect on the operation of the control point, impact on traffic and environment, effectiveness of enforcement, coordination with the Mainland authorities, etc. will be taken into account in evaluating the effectiveness of the trial scheme. We will take into consideration factors such as road safety, capacity of road networks, as well as environmental protection, when formulating the relevant arrangements for the second phase of the Scheme.

Signature: _____

Name in block letters: _____ FRANCIS HO _____

Post Title: _____ Permanent Secretary for
Transport and Housing (Transport) _____

Date: _____ 2.3.2012 _____

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

THB(T)097

Question Serial No.

1880

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 ferry services between Hong Kong Island and Kowloon, will the Administration inform this Committee of the following:

- (a) To enhance the long-term financial viability of ferry services, the Administration has taken various measures to help ferry operators. They include taking over pier maintenance responsibility, waving fuel duty, and reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme. What is the related expenditure in each financial year since the implementation of these measures? What is the expenditure for each subsidised item? Has the Administration assessed the effectiveness of such measures on maintaining ferry services? In future, will the Administration increase the expenditure for the relevant subsidised items and consider introducing new subsidised items?
- (b) The government has always stressed that business establishments should be operated without direct government subsidy. The operation of ferry services, however, is costly and the revenue is low although most of the Hong Kong people wish to preserve its local characters. In this connection, will the Administration review its long-standing policy such as considering the purchase of vessels for operators, increasing future estimated expenditure to develop waterfront amenity and complementary facilities to inject sightseeing elements into ferry services, and, in collaboration with such institutions as the Hong Kong Tourism Board, enhance the promotion of Hong Kong ferry services to overseas and Mainland tourists? If not, the reasons for that?

Asked by: Hon. LEUNG Mei-fun, Priscilla

Reply:

The Government has been providing various measures to enhance the long-term financial viability of ferry services (including both the inner harbour and outlying island ferry routes). They include taking over pier maintenance responsibility, waving fuel duty, and reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme.

For inner harbour ferry services, the expenditure involved in taking over pier maintenance responsibilities since the implementation of the above measures has been absorbed by the existing provisions of the relevant works departments (i.e. the Civil Engineering and Development Department, the Architectural Services Department, and the Electrical and Mechanical Services Department). There is no expenditure involved in waiving fuel duty. The expenditure involved in reimbursing pier rentals and exempting vessel licence fees for ferry operators under the Elderly Concessionary Fares Scheme for financial years 2006-07 to 2011-12 is as follows:

Financial year	2006-07 (\$million)	2007-08 (\$million)	2008-09 (\$million)	2009-10 (\$million)	2010-11 (\$million)	2011-12 (as at end of Jan 2012) ¹ (\$million)
Reimbursing pier rentals	0.43	0.43	0.42	0.40	0.42	0.16
Exempting vessel licence fees	0.03	0.04	0.04	0.04	0.04	0.01

Note 1: Some applications for reimbursing pier rentals and exempting vessel licence fees are still being processed.

Since their implementation, these measures have been useful in reducing the operating cost of inner harbour ferry operators. The Administration will continue to keep in view the effectiveness of these measures.

It is the established policy that public transport services (including ferry) should be operated by the private sector in accordance with commercial principles in order to provide efficient and quality public transport services. Inner harbour ferry services are regarded as supplementary transport services and there are other alternative modes for the public to choose from. In this connection, the Administration has no plan to change the mode of operation of existing inner harbour ferry services.

There are at present sightseeing tour services operated by ferry service operators in the market. The Hong Kong Tourism Board has also promoted the ferry services in the Victoria Harbour. The Administration will continue to develop waterfront open space and related supporting facilities in accordance with local development planning.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 1.3.2012

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

THB(T)098

Question Serial No.

1602

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

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 Mainland vehicles running in Hong Kong, please advise this Committee on the following:

- (a) the numbers of vehicles and drivers that have cross-boundary (Hong Kong – Mainland) licences in each of the past five years;
- (b) whether it is aware of, among these cross-boundary vehicles, the number of vehicles travelling from Hong Kong to the Mainland and the number of vehicles travelling from the Mainland to Hong Kong in the past five years;
- (c) whether it is aware of the number of cases of cross-boundary vehicles violating traffic regulations of the two places, the number of people prosecuted, the number of accidents and the number of casualties involved in the past five years; please set out the figures by year and destination of vehicles;
- (d) whether it is aware if Mainland vehicles on official duty bear any special vehicle numbers or logos for their identification by Hong Kong people; and
- (e) the number of cases of Mainland vehicles on official duty violating traffic regulations in Hong Kong, the number of summons, the number of people prosecuted, the number of accidents and the number of casualties involved in the past five years; please set out the figures by year.

Asked by: Hon. LI Wah-ming, Fred

Reply:

(a) and (b)

The numbers of non-commercial cross-boundary vehicles issued with valid Closed Road Permits and the number of drivers registered for such vehicles in the past five years are as follows:

Year	From Hong Kong to Mainland		From Mainland to Hong Kong	
	Number of Vehicles	Number of Drivers	Number of Vehicles	Number of Drivers
2007	15 500	24 400	1 300	1 900
2008	19 500	29 700	1 400	2 000
2009	21 600	32 400	1 500	2 100
2010	22 800	33 700	1 600	2 400
2011	24 000	34 900	1 900	2 600

- (c) We do not have figures on accidents and casualties involving Hong Kong vehicles on the Mainland. As for accidents in Hong Kong involving non-commercial Mainland vehicles, the numbers of accidents and casualties in the past five years are as follows:

Year	From Mainland to Hong Kong	
	Number of Accidents	Number of Injuries
2007	7	12
2008	3	22
2009	6	17
2010	0	0
2011	8	8

The enforcement statistics kept by the Police do not contain separate breakdown by the place of origin of the vehicles concerned. Within the time available for answering this question, the Police can only review and provide the prosecution figures about some common moving offences, including careless driving, speeding, disobeying traffic signs/road markings, disobeying traffic light signals, crossing double white lines, as well as parking offences in the past five years. The relevant prosecution figures are shown below:

Year	Number of Prosecutions For Cross-Boundary Mainland Non-commercial Vehicles	
	Common Moving Offences	Parking Offences
2007	164	29
2008	176	30
2009	203	24
2010	194	34
2011	168	29

- (d) At present, cross-boundary vehicles from the Mainland are required to be issued with International Circulation Permits for use in Hong Kong, and registration marks with prefix “FU” or “FV” are assigned by the Commissioner for Transport to these vehicles.
- (e) Figures in item (c) cover all traffic prosecutions and accidents involving Mainland non-commercial vehicles, including Mainland official vehicles.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 2.3.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN / SUPPLEMENTARY 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 driving licences for cross-boundary driving and the licences for cross-boundary vehicles, please advise on:

Driving Licences

- (a) the formalities and fees (if any) currently involved for holders of Mainland driving licences who wish to drive in Hong Kong; whether they are required to take another driving test or Hong Kong driving courses; the gate-keeping role played by the relevant government departments of Hong Kong; and the expenditure involved for each of the past 3 years;
- (b) the formalities and fees (if any) currently involved for holders of Hong Kong driving licences who wish to drive on the Mainland; whether they are required to take another driving test or Mainland driving courses; and the gate-keeping role played by the relevant Mainland authorities;
- (c) the number of applications made by Mainland people each year for driving in Hong Kong since 2009;
- (d) the number of applications made by Hong Kong people each year for driving on the Mainland since 2009;

Licences for Cross-boundary vehicles

- (e) the formalities and fees (if any) currently involved for driving Mainland-licenced vehicles in Hong Kong;
- (f) the formalities and fees (if any) currently involved for driving Hong Kong-licenced vehicles on the Mainland; and
- (g) the total number of licences (by licence type) for cross-boundary vehicles each year since 2009.

Asked by: Hon. LI Wah-ming, Fred

Reply:

- (a) In accordance with the Road Traffic (Driving Licences) Regulations (Cap. 374B), for holders of Mainland driving licences who wish to drive in Hong Kong, they may do so through one of the following means:-
 - (i) apply for a full driving licence by direct issue without test; or
 - (ii) drive on strength of their valid Mainland driving licence if they are visitors to Hong Kong (visitors mean that they arrive in Hong Kong other than to take up residence for a period not exceeding 12 months).

For a holder of Mainland driving licence coming to Hong Kong who intends to apply for direct issue of full driving licence without test (the driving entitlements of full Hong Kong driving licence which can be applied for include private car, light goods vehicle, motor cycle and motor tricycle), he/she must fulfill the following criteria:-

- (i) the Mainland driving licence must be:
 - (1) valid or has not expired for more than 3 years; and
 - (2) obtained through passing relevant driving test held in the issuing place;
- (ii) the driving entitlement(s) applied for must be equivalent to the class(es) of vehicles which the applicant is authorised to drive under the Mainland driving licence; and
- (iii) satisfy any one of the requirements listed below:
 - (1) have resided in the place of issue for a period of not less than 6 months during which the licence was issued; or
 - (2) have held the licence for 5 years or more immediately prior to the application; or
 - (3) hold a passport or equivalent travel document of the place in which the licence was issued.

The applicant must bring along his/her Mainland driving licence, identity document, passport, Hong Kong address proof and other supporting documents certifying that he/she has met the above application conditions to process the relevant application procedures at the Hong Kong Licensing Office of the Transport Department (TD). The fee is HK\$900 (\$520 being the application fee for the driving licence and \$380 being the levy collected for the Traffic Accident Victims Assistance Fund). The annual staff cost involved for handling applications for direct issue of full Hong Kong driving licences without test (including applications on the strength of Mainland driving licences) for the past 3 years was about \$1.6 million.

- (b) Hong Kong residents who are holders of valid full Hong Kong driving licences may apply for direct issue of Mainland driving licences for small vehicles without test, provided that they meet the relevant requirements of the Mainland, such as age and physical conditions.

Hong Kong residents who wish to apply for direct issue of Mainland driving licences without test should bring along their Hong Kong Identity Cards, Home Visit Permits or passports, Hong Kong driving licences and photographs, etc., to process the application procedures in person at any licensing counter of any Vehicle Control Offices of the Guangdong Provincial Public Security Department (GDPSD). For details of the application procedures and the required fees, enquiries may be made to the relevant Mainland authorities.

- (c) From 2009 to 2011, the numbers of full Hong Kong driving licence directly issued to applicants on the strength of Mainland driving licence were as follows:-

Year	Number of Issue
2009	about 13 660
2010	about 16 290
2011	about 19 680

- (d) As the applications are processed by the GDPSD, the TD does not possess records of the number of Hong Kong residents who are directly issued with Mainland driving licences without test. However, the TD has understood from the GDPSD that, as at the end of 2011, about 140 000 Hong Kong people were issued with Mainland driving licences for small vehicles.

- (e), (f) & (g)

At present, cross boundary vehicles are regulated under a quota system jointly administered by the Hong Kong Government and the Guangdong Provincial Government. These vehicles must have the Approval Notice issued by the GDPSD and closed road permit issued by the TD, and have completed the formalities required by other Mainland authorities, before they could travel between Hong Kong

and Guangdong. The numbers of cross boundary vehicles (including commercial and non-commercial vehicles) issued with closed road permits each year since 2009 were as follows:-

Year	Hong Kong Registered Vehicles to the Mainland	Mainland Registered Vehicles to Hong Kong
2009	about 38 000	about 1 500
2010	about 39 500	about 1 600
2011	about 40 500	about 1 900

As at the end of 2011, about 25 900 non-commercial vehicles were issued with permits under this quota system. These vehicles can be categorized into two types. The first type are vehicles registered and licensed in Hong Kong, including Hong Kong Government vehicles and Hong Kong private cars that meet investment requirements of the Mainland. There were about 24 000 such vehicles. Another type are those belonging to the Mainland governments, departments directly under the Mainland authorities or some enterprise units. Such vehicles are issued with international circulation permits for use in Hong Kong. There are about 1 900 such vehicles. At present, the annual fee of closed road permit for a private car is HK\$540 while that for a goods vehicle or a bus is HK\$456. The international circulation permit is issued free of charge. The validity period of these two permits should not exceed 12 months.

For the formalities and fees required for cross-boundary vehicles from Hong Kong travelling in the Mainland, enquiries may be made to the relevant Mainland authorities.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 2.3.2012

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

THB(T)100

Question Serial No.

2710

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:

In matters requiring special attention in 2012-13, the Administration will continue to keep the current quota arrangements for cross-boundary vehicles under review with a view to facilitating vehicular and passenger traffic at all land crossings, and to work with the relevant Guangdong authorities to monitor the operation of the first phase of the ad hoc quota trial scheme, and prepare for and implement the second phase. In this connection, please provide the following information:

- (a) the implementation timetable for the first phase and the second phase of the ad hoc quota trial scheme;
- (b) quotas on the number of vehicles from Hong Kong and the Mainland to be approved per week, per month and per year for the two phases of the trial scheme;
- (c) criteria for applying for the ad hoc quota trial scheme; and
- (d) the provision and manpower reserved for the preparation work and implementation of the ad hoc quota trial scheme.

Asked by: Hon. Abraham SHEK Lai-him

Reply:

- (a) The first phase of the ad hoc quota trial scheme for cross-boundary private cars (the Scheme), applicable to qualified owners of non-commercial Hong Kong private cars with five seats or less, allows them to drive their own cars to enter Guangdong for a short stay. Qualified Hong Kong vehicle owners can apply for ad hoc quotas through the Internet, starting from 30 March 2012. If the application is successful, the applicant can enter Guangdong with ad hoc quota via the Shenzhen Bay Port on 27 April 2012 the earliest, stay for not more than seven days and has to return to Hong Kong via the Shenzhen Bay Port within the seven-day period. There is no concrete timetable for the second phase at this time.
- (b) During the initial stage of implementation in the first phase, there will only be 50 quotas each day. The relevant arrangements and implementation details for the second phase of the Scheme, including the number of quotas, would require further deliberation by the experts of Guangdong and Hong Kong authorities.

- (c) Under the first phase of the Scheme, the applicant must be the registered owner of a right-hand drive private car with five seats or less that is registered and licensed in Hong Kong. The vehicle owner can register the car in the name of an individual or a company. If the registered owner of the vehicle is a company, the company must be incorporated in Hong Kong and must authorise a director or staff member of the company to act as the applicant. The applicant must be a resident of Hong Kong holding a valid “Home Visit Permit”, and should also be the designated driver. Applications will be assessed by the governments of Guangdong and Hong Kong separately. Applications rejected by either side will not be approved. The relevant arrangements and implementation details for the second phase of the Scheme would require further deliberation by the experts of Guangdong and Hong Kong authorities.
- (d) The estimated capital and recurrent expenditures for the Scheme for 2012-13 are \$6.64 million and \$3.9 million respectively. Three clerical posts have been created since 2010-11 under the establishment of the Transport Department, who are responsible for processing the applications, monitoring the implementation process and handling public enquiries relating to the Scheme.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 2.3.2012

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

THB(T)101

Question Serial No.

1496

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 *Brief Description* concerning 2011-12 mentions the monitoring of the technical feasibility studies on the proposals on the provision of hillside escalator links and elevator systems. Please set out the proposals on the list and their respective districts / housing estates. Please also advise on the proposals for which works will be commenced in 2012-13; when other proposals on the list will be implemented; and whether the public affected will be informed of the commencement and completion dates of the proposals.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

We have developed a set of comprehensive, objective, fair and highly transparent assessment criteria to assess the proposals for the provision of hillside escalator links and elevator systems to determine the priority of conducting feasibility studies.

Based on the assessment system, we have assessed the 20 proposals received earlier. Feasibility studies have been or are being conducted by batches for those ranked top 10 in the assessment in order to ascertain whether they are technically feasible and their detailed cost estimates. The respective districts concerning the ten proposals and progress of their feasibility studies are set out in the table below. The Highways Department will commence preliminary design for those projects that are found technically feasible. We will conduct consultations with District Councils and report to them on the arrangements for the further implementation of the relevant proposals in due course.

Rank	District	Proposal	Progress of Technical Feasibility Study
1	Wong Tai Sin	Pedestrian Link at Tsz Wan Shan	Completed
2	Eastern	Pedestrian Link at Braemar Hill	Completed
3	Kwai Tsing	Lift and Pedestrian Walkway System between Tsing Yi Road West and Tsing Yu Street	Completed

Rank	District	Proposal	Progress of Technical Feasibility Study
4	Central & Western	Escalator System at Ladder Street (<i>the alternative alignment along Pound Lane is adopted for the proposal</i>)	Completed
5	Kwai Tsing	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	Underway
6	Kwai Tsing	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	Underway
7	Kwai Tsing	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	Underway
8	Wong Tai Sin	Pedestrian Link at Chuk Yuen North Estate	Underway
9	Kowloon City	Lift and Pedestrian Walkway System at Waterloo Hill	Completed
10	Kwai Tsing	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	Underway

When the implementation of the ten proposals is on track, we will follow up those proposals for which feasibility studies have not been arranged at this stage due to their lower ranking.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)102

Question Serial No.

1497

Head: 158– Government Secretariat : Transport Subhead (No. & title):
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 districts where there will be retrofitting of barrier-free access facilities at public footbridges, elevated walkways and subways and what is the progress of the project?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

In July 2011, we sought and obtained funding approval of \$292.1 million from the Legislative Council for the design work for the retrofitting of barrier-free access facilities at over 180 public footbridges, elevated walkways and subways, and the implementation of phase 1 retrofitting works. Funding approval for the other phases of the retrofitting works will be sought in due course.

The Highways Department (HyD) has initiated a consultancy study for the said 180-odd structures to explore the feasibility of retrofitting of barrier-free access facilities. Feasibility studies for some 140 structures have been completed.

The HyD will conduct detailed design, by phases, for those technically-feasible retrofitting works. The detailed design work for the retrofitting works of the first batch of some 60 structures has started. As regards the remaining structures, the detailed design work for the retrofitting works will also be taken forward by phases.

The HyD will press ahead with the retrofitting of barrier-free access facilities. The aim is to complete the majority of the works by 2016-17 and the rest (such as those that involve public objections or are technically complex) by 2017-18.

The above retrofitting works involve structures in various districts, among them about 30% are located on Hong Kong Island, 30% in Kowloon and 40% in the New Territories.

Signature: _____

Name in block letters: _____

FRANCIS HO

Permanent Secretary for

Post Title: _____

Transport and Housing (Transport)

Date: _____

29.2.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN / SUPPLEMENTARY 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:

What are the criteria for monitoring the operation of cross-boundary ferry services? How to access the effectiveness of the Tuen Mun Ferry Terminal?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

There are currently 3 cross-boundary ferry terminals in Hong Kong, namely the Macau Ferry Terminal in Sheung Wan, China Ferry Terminal in Tsim Sha Tsui and Tuen Mun Ferry Terminal in Tuen Mun. The Marine Department liaises closely with their operators on the provision of reasonable and appropriate services, with much effort made to ensure service punctuality, passenger safety and that passenger needs are taken care of. Effective and stable services are provided at the 3 cross-boundary ferry terminals, with 99% of trips on schedule and rare cases of lost trip.

The Tuen Mun Ferry Terminal commenced operation in 2006. It has been providing cross-boundary ferry services between Hong Kong and Macau since April 2011. There are currently 8 day trips and 3 night trips between Hong Kong and Macau, with an average daily patronage of 1 300 passengers. The services have been supported by the residents and District Council of Tuen Mun. We will continue to liaise closely with the operator to ensure that its ferry services can meet passenger needs.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 1.3.2012

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

THB(T)104

Question Serial No.

1499

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 assessment criteria adopted by the Administration for monitoring the measures for the 6 major outlying island ferry trunk routes? Is assessment made on a regular basis to ensure the regular and sustainable operation of such ferry services? Are contingency measures in place to avoid abrupt cessation of ferry services?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

Under the Ferry Services Ordinance, licensed ferry operators are obliged to maintain and provide proper and efficient ferry services during licence periods. With a view to monitoring the performance of ferry operators and ensuring the sustainable operation of ferry services, the Transport Department (TD) requires all ferry operators to submit their operational and financial records on a regular basis for inspection of their operation and financial status. To monitor the overall performance of operators as well as the service levels and patronage of various ferry service routes, the TD also conducts surveys from time to time and collects the public opinions on ferry services through various channels including the District Councils, Transport Complaints Unit and 1823 Call Centre.

Under the licensing conditions for the 6 major outlying island ferry trunk routes, operators shall give 12 months' advance notice to the Commissioner for Transport (the Commissioner) in case they do not want to continue with the operation of their ferry services. Upon receiving such a notice, the Commissioner will consider the need to tender the ferry service again in order to secure an operator for the continued provision of the service. The TD also has established contingency measures to cater for various emergencies including the abrupt cessation of any ferry service.

Signature: _____

Name in block letters: _____

FRANCIS HO

Post Title: _____
Permanent Secretary for
Transport and Housing (Transport)

Date: _____
1.3.2012

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

THB(T)105

Question Serial No.

1501

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:

Since Hong Kong community has reacted strongly to the implementation of the ad hoc quota trial scheme for cross-boundary private cars (the Scheme) at Shenzhen Bay Port, are there other options or thoughts of shelving the scheme or inclusion of public consultation to address the public outcry?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

We understand the public's concern about the Scheme. We will definitely take forward the Scheme in a highly regulated and gradual manner, starting with a small number of quotas as trial, and will consider factors such as road safety, capacity of road networks, as well as environmental protection. We have just announced that the first phase of the Scheme will be launched in March 2012. Qualified owners of non-commercial Hong Kong private cars with five seats or less may apply for ad hoc quotas to drive their own cars to enter Guangdong for a short stay of not more than 7 days. Arrangements for Guangdong private cars to enter Hong Kong with ad hoc quotas fall under the second phase of the Scheme. Experts of the two governments will further study and discuss the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time. There is no concrete timetable for the second phase at this time.

We note the following motion passed by the Legislative Council's Panel on Transport at its special meeting on 16 February 2012:-

“That this Panel urges the Administration to take effective measures before the implementation of the first phase of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars to ensure that Hong Kong people will have a full grasp of the traffic conditions and points to note while driving on the Mainland, and to conduct a review as soon as possible after the implementation of the first phase of the Scheme, and to consult Hong Kong people, dispel their worries and obtain a consensus in the community before deciding to go ahead with the second phase of the Scheme.”

We will listen to the views of the Legislative Council and members of the public when formulating the arrangements for the second phase of the Scheme. As the implementation of the second phase of the Scheme will involve legislative amendments, we will address the views of different parties of our society properly, including considerations in respect of road safety, driving culture and environment, in order to obtain the Legislative Council's approval of the legislative amendments to be proposed.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 2.3.2012

**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN / SUPPLEMENTARY 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:

As requested by the public, will measures be formulated to allow an increase in the seating capacity of public light buses (PLBs) as a means to control their fare increases?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

PLBs serve to supplement the mass carriers mainly by providing feeder services to public transport interchanges and serving areas where it is not operationally feasible or financially viable for the mass carriers to provide services.

As there is little likelihood of increase in the total patronage, any change in the passenger seating capacity of PLBs will upset the balance of the roles played by other transport modes, causing re-distribution of market share. Some public transport modes may have to increase fares to compensate for the loss in patronage. This could cause operational difficulties to the relevant trades. Besides, even if the passenger seating capacity of PLBs is increased, operators of green mini buses (GMBs) may still have to apply for fare increase to cope with rising operating costs caused by unforeseeable changes in the operating environment such as oil prices.

In fact, we have established and adopted effective mechanisms to assess fare adjustment applications from major public transport operators (including those of GMBs). For GMB operators, the Transport Department will examine their applications on individual merits, taking account of all relevant factors including:

- (a) the financial condition of the service concerned, including the operating cost and revenue;
- (b) the operator's financial condition;
- (c) the service quality and service improvement plan;
- (d) the availability of other services on similar route and their fares; and
- (e) passenger acceptability.

We will have to maintain a balance between public affordability and sustainability of efficient public transport services that can meet public needs.

All in all, the proposal on increasing the passenger seating capacity of GMBs as a means to control their fare increases is not justified. Moreover, as the fares of red mini buses are not regulated, it is also not practical to control their fare increases by means of increasing their passenger seating capacity.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)107

Question Serial No.

1503

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:

What is the progress of the Hong Kong International Airport Master Plan 2030 Study and the related consultation conducted in 2011-12? What is the expected progress of such work and the content of the related promotion work in 2012-13?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The Airport Authority (AA) completed the Hong Kong International Airport Master Plan 2030 (Master Plan 2030) Study and launched a public consultation in mid-2011. On the basis of the outcome of the consultation, the AA submitted their report to the Government in end 2011, recommending that the three-runway system should be adopted as the basis for the airport's future development for planning purpose. The Government is at present carefully considering the AA's recommendation with a view to making an early decision for the commencement of the next stage of work, which includes the environmental impact assessment, the associated detailed design and the financing arrangements.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)108

Question Serial No.

1527

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 recent years, my office has received increasing complaints about overselling of air tickets by airlines resulting in denied boarding even though the passengers concerned have arrived on time to check in for their flights. During 2012-13, will the Administration reserve manpower and resources or establish any office dedicated to assisting the public in handling and resolving such disputes (particularly during the peak seasons before and after festive occasions)? If yes, what are the details of the staffing arrangement? If not, the reasons for that? Will the Administration consider the above proposal on reserving manpower and resources?

Asked by: Hon. TSE Wai-chun, Paul

Reply:

The services provided by airlines to passengers are governed by the commercial contracts entered between the two parties. It is inappropriate for the Government to be involved in it and the Transport and Housing Bureau has no plan to reserve resources for this purpose. Passengers having consumer disputes with airlines may lodge a complaint with the Consumer Council.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)109

Question Serial No.

1220

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:

On overseeing the various railway projects underway, please provide the following information by project since their commencement:

- (a) the annual figures on the industrial accidents and casualties involved in these projects;
- (b) the initiatives, manpower, expenditure and equipment involved in overseeing the projects; and
- (c) the number and details of complaints received in respect of such projects, the follow-up actions taken and their progress and the improvements made.

Asked by: Hon. WONG Sing-chi

Reply:

- (a) Regarding the various railway projects underway, the West Island Line (WIL) commenced in 2009 and was followed by the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) in 2010, and then the South Island Line (East) (SIL(E)), Kwun Tong Line Extension (KTE) and Shatin to Central Link (SCL) advance works in 2011. Under these projects, 1 industrial accident happened in 2009 with 1 injury; 15 accidents in 2010 with 25 injuries; and 84 accidents in 2011 with 82 injuries and 2 deaths.
- (b) The Highways Department (HyD) is responsible for supervising the MTR Corporation Limited (MTRCL) which takes forward the planning of the railway projects and monitors their progress and implementation. The HyD has deployed in-house resources for such supervision. The MTRCL is required to oversee the construction works carried out by its contractors in accordance with the relevant laws, rules and project guidelines. The MTRCL has set up ad hoc groups on safety supervision headed by professional safety officers for each railway project to closely monitor the implementation of site safety measures.
- (c) Complaints received by the Government in respect of the new railway projects are mainly about works-related noises, air quality, traffic, works-related nuisances and site management. The respective numbers of complaints received in respect of the WIL, Hong Kong section of XRL, SIL(E), KTE and SCL advance works after their commencement are 162, 251, 93, 64 and 6. Follow-up actions have been taken on all these cases. All complaints in respect of the railway projects are taken very seriously. The HyD will continue to closely monitor the

implementation of these projects by the MTRCL. The MTRCL has also established a number of community liaison groups for the railway projects to maintain close communication with members of the local community by holding regular meetings with them to discuss the details and progress of the projects and temporary traffic arrangements.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 1.3.2012

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

THB(T)110

Question Serial No.

1221

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

Programme:

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding overseas duty visits, exchanges and other work by the Secretary for Transport and Housing and officers of the Transport Branch in the past five years (i.e. 2007-08 to 2011-12), please provide information on the number of activities, officials, days, details of work, expenditure and manpower involved by year.

Asked by: Hon. WONG Sing-chi

Reply:

The requested information is set out in the table below:

Year	Number of overseas activities	Number of officers involved	Number of days	Expenditure (\$ million)	Details of work
2007-08	9	19	45	0.32	The activities included duty visits, exchanges and meetings for the development, promotion and experience sharing on issues related to the transport portfolio, in particular air services and maritime development.
2008-09	14	35	61	0.97	
2009-10	10	25	62	1.46	
2010-11	16	38	60	1.40	
2011-12 (as at 17.2.2012)	11	32	63	1.49	

The related work is carried out by the existing staff of the Transport Branch as part of their normal duties and there is no separate breakdown on the manpower involved.

Signature: _____

Name in block letters: _____

FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 29.2.2012

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

THB(T)111

Question Serial No.

2046

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:

Has the Government considered setting up a fund for stabilising the MTR fares by making use of the cash dividend and stock dividend received as a shareholder of the MTR Corporation Limited (MTRCL)? If yes, what are the expenditure and manpower involved? If not, what are the reasons?

Asked by: Hon. WONG Sing-chi

Reply:

Pursuant to section 3 of the Public Finance Ordinance (Cap. 2), the dividends that the Government receives from the MTRCL form part of the general revenue. The Government will give holistic consideration to and conduct policy planning on the utilisation of resources, and compile the annual Estimates for submission to the Legislative Council (LegCo) for deliberation. Upon approval of the Estimates by the LegCo, individual policy bureaux will make funding applications to the LegCo Finance Committee on expenditure items under their jurisdiction for implementing the policies concerned. In other words, financial resources of the Government will be spent on the public at large via appropriate deployment under the above established procedures in response to different policies and priorities, with a view to ensuring that public money is put to the best use for the benefit of the community in general.

Signature: _____

Name in block letters: FRANCIS HO

Post Title: Permanent Secretary for
Transport and Housing (Transport)

Date: 1.3.2012

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

THB(T)112

Question Serial No.

2484

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 estimates in 2012-13 for the study on and implementation of the ad hoc quota trial scheme for cross-boundary private cars? Will the detailed work plan be made public?

Asked by: Hon. WONG Yuk-man

Reply:

The first phase of the ad hoc quota trial scheme for cross-boundary private cars (the Scheme), applicable to qualified owners of non-commercial Hong Kong private cars with five seats or less, allows them to drive their own cars to enter Guangdong for a short stay of not more than 7 days. The Scheme will start receiving applications from 30 March 2012. Specific work mainly includes working out application and monitoring procedures, developing and upgrading computer systems, producing publicity materials and conducting publicity work, as well as deploying manpower to process the applications for ad hoc quotas, monitor the implementation of the Scheme and handle public enquiries. The estimated capital and recurrent expenditures for the Scheme for the Transport Department in 2012-13 are \$6.64 million and \$3.9 million respectively.

Similarly, the second phase of the Scheme allows qualified owners of Guangdong private cars to enter Hong Kong for a short stay by using ad hoc quotas. Experts of the two governments will further study and discuss the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time. The implementation of the second phase of the Scheme also involves legislative amendments to provide legal basis for the issuance of temporary licences to Guangdong private cars and for charging the relevant fees.

Signature: _____

Name in block letters: _____

FRANCIS HO

Permanent Secretary for

Post Title: Transport and Housing (Transport)

Date: _____

2.3.2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)113

Question Serial No.

2437

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 :

Under *Matters Requiring Special Attention in 2012-13* of Programme (2), the Transport Department will continue to support the implementation of Phase I of the ad hoc quota trial scheme for cross-boundary private cars at Shenzhen Bay Port and to make preparations for Guangdong vehicles to enter Hong Kong under Phase II of the scheme. Since Mainland drivers may not be familiar with the traffic regulations of Hong Kong, are there any measures to tackle that? If yes, what are the details of provision of funding, manpower establishment and expected performance target?

Asked by : Hon. CHAN Mo-po, Paul

Reply :

The first phase of the ad hoc quota trial scheme for cross-boundary private cars (the Scheme) to be implemented at the Shenzhen Bay Port will be launched on 30 March 2012.

Arrangements for Guangdong private cars to enter Hong Kong fall under the second phase of the Scheme, of which there is no concrete timetable. Experts of the governments of Guangdong and Hong Kong will further study and discuss cautiously the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time. In formulating the relevant arrangements, the Administration will take into consideration factors such as road safety, capacity of road networks, as well as environmental protection.

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

2 March 2012

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

THB(T)114

3314

Head : 186 – Transport Department Subhead (No. & title) : 000 Operational Expenses

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question :

Does the Government have a plan to review the effectiveness in controlling the growth of the private car fleet by increasing First Registration Tax? If so, what is the plan and its estimated cost?

Asked by : Hon. CHAN Tanya

Reply :

Since the increase in First Registration Tax (FRT) for private cars in February 2011, the number of newly registered private cars (deducting those de-registered newly registered private cars) from March to December 2011 has increased by 4.2% when compared with that during the same period in 2010. The rate of growth has significantly reduced, as compared with the average rate of growth during the same period over the past five years which was about 10%. The year-on-year growth rate of the number of licensed private cars has also reduced since the increase in FRT, from 5.8% in January 2011 to 4.3% in January 2012. Furthermore, as a result of the additional concession in FRT for newly registered environment-friendly petrol private cars, more car buyers have opted to buy these cars. The number of environment-friendly petrol private cars, as a proportion of the newly registered private cars, has increased from 17% during the period from March to December 2010 to about 30% during the same period in 2011.

The monitoring of the growth of the car fleet is undertaken by the Transport Department's existing resources.

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

29 February 2012

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

THB(T)115

3315

Head : 186 – Transport Department Subhead (No. & title) : 000 -
Operational
Expenses

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question :

What is the Administration's work plan in respect of the mid-term review of the six major outlying island ferry trunk routes? What is the estimated expenditure involved?

Asked by : Hon. CHAN Tanya

Reply :

The Transport Department (TD) plans to carry out the mid-term review of the six major outlying island ferry trunk routes in the third quarter of 2012. The review will examine, amongst other things, the latest financial position and service level of the six ferry routes, as well as the utilisation of the helping measures for the operators of these six routes. TD aims to complete the review in six months and will report the findings to the Transport and Housing Bureau. The review will be carried out by TD's existing staff.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	28 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)116

Question Serial No.

3316

Head : 186 – Transport Department Subhead (No. & title) : 000 Operational Expenses

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question :

In respect of advising on building development proposals and town planning matters, what is the work plan of the Administration? How does the Administration provide advice? What is the expenditure involved?

Asked by : Hon. CHAN Tanya

Reply :

For building development proposals and town planning applications, the Transport Department (TD) provides inputs to the Planning Department on traffic engineering and transport planning issues, including traffic impact assessments, as well as the adequacy of traffic and transport facilities, access arrangement, provision of car parking and loading/unloading spaces, etc.

TD also provides traffic engineering advice to the Buildings Department in the processing of building plans arising from building development proposals. The advice covers mainly traffic engineering aspects such as vehicular and pedestrian accesses, car parking and loading/unloading spaces, need for road/footpath widening, geometry of internal roads etc.

In-house staff is deployed to carry out the above work and no additional expenditure is required.

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

29 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)117

Question Serial No.

3317

Head : 186 – Transport Department Subhead (No. & title) : 000 Operational Expenses

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question :

Will the Government review the policies on monitoring railway services and reporting railway incidents? If yes, what will be the expenditure involved?

Asked by : Hon. CHAN Tanya

Reply :

The Transport and Housing Bureau is responsible for overseeing the overall policy on railway safety and regulation of railway services. The Transport Department (TD) and the Electrical and Mechanical Services Department (EMSD) are responsible for monitoring the service and safety performance aspects of railway services provided by the MTR Corporation Limited (MTRCL) respectively.

MTRCL is required to notify TD within eight minutes on any service disruption incident that has occurred for eight minutes or is expected to last for eight minutes or more. Besides, MTRCL should report to EMSD any incident that occurred at any part of the entire railway premises which has a direct bearing on the safe operation of the railway.

The existing arrangements on monitoring railway safety and regulating railway services have been working satisfactorily. There is no plan at the moment to change these arrangements.

Signature

Name in block letters

JOSEPH Y T LAI

Post Title

Commissioner for Transport

Date

28 February 2012

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

THB(T)118

3503

Head : 186 – Transport Department Subhead (No. & title) : 000 Operational Expenses

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question :

- (a) In the past three years, how many trade licences were issued by the Government each year?
- (b) In the past three years, has the Government taken any enforcement action under trade licence conditions? If yes, what are the actions taken? If no, will additional resources be allocated for this purpose?
- (c) Will the Government review the conditions governing the usage of trade licence and the penalty for non-compliance? If yes, what is the review programme and the estimated expenditure?

Asked by : Hon. CHAN Tanya

Reply :

- (a) The number of trade licences issued in the past three years (from 2009 to 2011) is as follows –

Year	Number of new trade licences issued	Total number of valid trade licences as at year end
2009	213	2 182
2010	263	2 350
2011	243	2 490

- (b) The Hong Kong Police Force will take enforcement action against alleged abuse / misuse of trade licence in accordance with the existing legislation. The Commissioner for Transport may also cancel a trade licence if it is proved that the licence has been abused or misused. From 2009 to 2011, a total of 61 trade licences were cancelled by the Transport Department due to contravention of trade licence conditions.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)118

Question Serial No.

3503

- (c) The Administration has proposed to introduce legislative amendments to existing regulations related to trade licence, to introduce a new form of trade licence to facilitate the re-export trade of left-hand drive vehicles, and to improve the control mechanism to prevent the abuse of both existing and proposed new trade licence. The Legislative Council Panel on Transport (the Panel) was consulted on the proposal on 6 February 2012. Panel Members in general supported the proposal. The Administration plans to introduce the proposed legislative amendments into the Legislative Council for approval by negative vetting within the current legislative session. The relevant work is undertaken by existing staff and with existing resources.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	2 March 2012

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

THB(T)119

2015

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 Examination of Estimates of Expenditure 2011-12, the Administration listed out seven bus-bus interchange (BBI) schemes to be implemented in 2011 which were expected to benefit about 1 600 passengers a day (Reply serial no.: THB(T)167). However, in the analysis of expenditure under this Head for this coming financial year, it is mentioned in the indicator that the actual number of BBI schemes introduced is only four in 2011 and the estimated number for 2012 is five. Please advise:

- (a) the BBI schemes introduced in 2011. Please also provide the bus routes involved, the interchange arrangements, fare discounts, and the number of passengers benefitted;
- (b) the BBI schemes to be introduced in 2012. Please provide the bus routes involved, the interchange arrangements, fare discounts, and the number of passengers benefitted; and
- (c) why the number of BBI schemes introduced in 2011 is less than the original estimate.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) & (b) The details of the bus-bus interchange (BBI) schemes implemented in 2011 and proposed for 2012 are given in the Annex.
- (c) The proposed BBI schemes in 2011 were intended to facilitate the bus route rationalisation schemes to be introduced that year. After taking into account the views gathered during the District Council consultations, changes were made to the bus route rationalisation proposals and in turn the proposed BBI

Examination of Estimates of Expenditure 2012-13

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

Reply Serial No.

THB(T)119

Question Serial No

2015

schemes. The Government will continue to encourage public transport operators to introduce BBI schemes as an on-going exercise.

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

28 February 2012

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

Annex

(a) Bus-Bus Interchange Schemes implemented in 2011

Item	Interchange Locations	Bus Routes Involved	Fare Discounts
1	Shek Lei (Tai Loong Street)	KMB ¹ Routes 31B, 31M, 35A and 43A	\$1.7
2	Po Ning Road o/s Hau Tak Estate/ Po Lam Road North o/s King Lam Estate/ Lung Cheung Road o/s Wong Tai Sin Station	Citybus ² Routes A29, E22, E22A, E22P and NWFB ³ Routes 694, 792M, 798	\$3.7 - \$24.0
3	Lantau Link Toll Plaza / Lung Cheung Road o/s Wong Tai Sin Station	Citybus ² Routes E11, E21, E22, E22A, E22P and E23	\$5.2 - \$18.0
4	Tai Chung Kiu Road Belair Garden/ Regal Riverside Hotel	KMB ¹ Routes 85A and 86K	\$3.7

On average, around 120 passengers benefited from the above BBI schemes each day.

(b) Bus-Bus Interchange Schemes planned for implementation in 2012

Item	Interchange Locations	Bus Routes Involved	Fare Discounts
1	Choi Hung Estate / San Po Kong	KMB ¹ Routes 74A and 74X	\$5.5 - \$8.8
2	Nathan Road	KMB ¹ Routes 1, 1A and 2C	\$0.8 - \$2.9
3	Queensway	Cross Harbour Routes 101, 104 and 113	\$5.2

¹ Kowloon Motor Bus Company (1933) Limited (KMB).

² Citybus Limited (CTB).

³ New World First Bus Services Limited (NWFB).

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

Reply Serial No.

THB(T)119

Question Serial No.

2015

Item	Interchange Locations	Bus Routes Involved	Fare Discounts
4	Argyle Street / Castle Peak Road	NWFB ³ Routes 701, 702 and 796C	\$3.4 / \$3.7
5	Siu Lam Bus-Bus Interchange	Details to be discussed with Tuen Mun District Council Traffic and Transport Committee	

The above BBI schemes are expected to benefit around 1 000 passengers each day.

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

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) What is the progress of the traffic and transport study on cycling networks and parking facilities in existing new towns in Hong Kong? Has it been completed?
- (b) Will the study results and recommendations be made available to the public? If so, when will they be available?
- (c) When will stakeholders and the public be consulted on the study results and recommendations? Has the consultation been completed?
- (d) Will resources be reserved in 2012-13 for implementation of the improvements to the cycling networks and parking facilities recommended in the study? If so, please provide details.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) The consultancy study commenced in May 2010. The consultant proposed a number of improvement measures to address the problems commonly found along cycle tracks and in respect of bicycle parking facilities in the existing new towns. The consultant has further recommended carrying out a pilot scheme in Tai Po to test the effectiveness of the said improvement measures before application across the new towns. Subject to local consultation, we will proceed with implementation of the said pilot scheme, starting in mid 2012.
- (b) & (c) The Tai Po District Council and local cycling associations will be consulted on the proposed pilot scheme in March/April 2012. Subject to the feedback obtained, the consultant will finalise the study results and recommendations, which will be made available to the public.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)120

Question Serial No.

2017

- (d) The improvement works for the pilot scheme in Tai Po will be implemented in 2012-13 at an estimated cost of \$3 million.

Signature	_____
Name in block letters	<u>JOSEPH Y T LAI</u>
Post Title	<u>Commissioner for Transport</u>
Date	<u>1 March 2012</u>

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

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 :

During examination of the Estimates of Expenditure 2011-12, the Administration mentioned that the Transport Department had earmarked \$1.4 million for the testing of advanced technologies for Red Light Camera (RLC) system to streamline its operation, so as to pave the way for possible expansion of the system in future (Reply Serial No. THB(T)181). However, in the expenditure analysis under this Head for 2012-13, an indicator reveals that the number of junctions with RLCs installed (cumulative) in 2012 remains as 155.

- (a) Please advise on the progress of the above testing of technologies. Has it been completed? What are the conclusions?
- (b) Have funds been earmarked in this financial year for expansion of the RLC system? If affirmative, what are the details? If not, what is the reason?

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) The testing is related to the application of advanced technologies to connect red light cameras (RLCs) with a central computer for transmitting violation data. It will streamline RLC operations as downloading of data manually at individual RLC sites will no longer be necessary. We have started the preparatory work and the testing is scheduled to be completed in the third quarter of 2012.
- (b) We will seek Finance Committee's approval in the second quarter of 2012 of a new commitment of \$48.135 million for the expansion of the RLC system, which will increase the number of road junctions with RLCs from 155 to 195. The estimated expenditure in 2012-13 is \$2.050 million.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)121

Question Serial No.

2018

Signature	_____
Name in block letters	_____ JOSEPH Y T LAI _____
Post Title	_____ Commissioner for Transport _____
Date	_____ 29 February 2012 _____

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

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 :

During the examination of Estimates in last year (2011-12), the Government had mentioned that “An expansion project for the Speed Enforcement Camera (SEC) system to bring the total number of camera housings to 120 is being carried out for completion in 2011”. (Reply Serial No. THB(T)187) However, in the Estimate 2012-13, the indicator shows that the locations with SEC system installed (cumulative) in 2011 are only 111.

- (a) What is the current progress of the said project? Have all the planned camera housings locations at long and steep road sections been installed?
- (b) At present, what is the ratio of cameras to camera housings?
- (c) In this financial year, will resources be reserved to study further expansion of the SEC system, including increase of camera housing locations and upgrade of the ratio of cameras to camera housings? If yes, what is the detail? If not, what is the reason?

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) The SEC expansion project comprises the procurement of 20 new digital cameras, installation of new camera housings and upgrading of existing camera housings to bring the total number of housing locations to 120 in mid 2012. At present, 20 new digital cameras have been procured and satisfactorily tested for use and 111 camera housing locations have been in operation. The remaining works will be completed by mid 2012 comprising the following housing locations:

- (1) Tai Po Road (Shatin Section) near Racecourse;
- (2) Tai Po Road near old north Kowloon Magistracy;
- (3) Wo Yee Hop Road near Wo Yee Hop Road Sports Ground;

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

THB(T)122

2019

- (4) Castle Peak Road near Yip Shing Street;
- (5) Castle Peak Road near Lam Tei Station;
- (6) Tolo Highway near Ma Li Shui Station;
- (7) Fanling Highway near Ka Shing Estate;
- (8) Fanling Highway near Fung Ying Sin Kwun; and
- (9) North Lantau Highway near Tai Ho Wan.

For the 26 locations on long and steep road sections planned for installation of camera housings, works have been completed at 23 locations. For the remaining three locations, viz. Old Peak Road, Magazine Gap Road and Tai Mo Shan Road, strong objections from locals were received during consultation. The relevant District Councils and District Offices had been informed and they had no objection to dropping these locations. Three replacement sites were subsequently identified at Wo Yee Hop Road (near Wo Yee Hop Road Sports Ground), Castle Peak Road (near Yip Shing Street) and Tai Po Road (near old north Kowloon Magistracy), so the total number of locations will still be 120.

- (b) At present, the ratio of cameras to camera housings is 1 to 5.55 (20 cameras to 111 housing locations).
- (c) Upon completion of all 120 camera housing locations in mid 2012, we will continuously review the effectiveness of the SEC system, the prevailing situation of speeding behaviour and relevant accident statistics. If necessary, we will plan for further expansion of SEC system. The relevant work will be carried out with existing resources of the Transport Department.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	1 March 2012

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

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 :

The provision for 2012-13 under this Programme is \$33.2 million higher than the estimate for 2011-12 due to the creation of 12 posts. Please provide details of these 12 posts, including the divisions, posts and salaries involved.

Asked by : Hon. CHEUNG Hok-ming

Reply :

There will be a net increase of 12 posts under Programme (1) as a result of the creation of 15 posts offset by the deletion of three time-limited posts. The duties and annual staff costs, in terms of notional annual mid-point salary, of the 15 posts to be created under Programme (1) are as follows –

Rank	No. of Post	Annual Staff Cost	Division	Duties
Engineer/Assistant Engineer ^{Note 1}	1	\$587,880	Priority Railway Division	For enhancing cycling safety, planning and development of cycling facilities.
Clerical Assistant	1	\$157,740		For assisting in office administration as well as carrying out daily filing work in the General Registry of the Priority Railway Division.

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

THB(T)123

0408

Rank	No. of Post	Annual Staff Cost	Division	Duties
Principal Transport Officer ^{Note 2}	1	\$1,357,200	Ferry and Paratransit Division	To strengthen support for dealing with increasingly complex issues relating to ferry, taxi and transport services for people with disabilities.
Technical Officer (Traffic)/Technical Officer Trainee (Traffic)	1	\$206,850		For providing technical support to the Ferry Team and Ferry Review Team.
Senior Transport Officer ^{Note 1}	1	\$783,600	Bus and Railway Branch	For implementing new railways and public transport re-organisation plans.
Transport Officer I ^{Note 1}	1	\$565,620		
Assistant Clerical Officer	1	\$202,260		
Motor Vehicle Examiner I ^{Note 1}	1	\$683,700	Vehicle Safety and Standards Division	For providing support in the project of the franchised bus companies acquiring 36 electric buses and related charging facilities for trial.

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

THB(T)123

0408

Rank	No. of Post	Annual Staff Cost	Division	Duties
Motor Vehicle Examiner II	1	\$516,120	Vehicle Safety and Standards Division	For enhancing the safety and service quality of public light bus operation.
Vehicle Tester	1	\$214,740		
Assistant Clerical Officer	1	\$202,260	Departmental Secretariat	For providing general clerical support to the General Registry/ Headquarters.
Clerical Assistant	1	\$157,740	Information and Public Relations Unit	For providing general clerical support to the Information and Public Relations Unit.
	1	\$157,740	Human Resource Development Unit	For performing the general clerical duties relating to training and development initiatives.
	1	\$157,740	Strategic Roads Division	For providing general clerical support to the Strategic Roads Division.
	1	\$157,740	Traffic and Transport Survey Division	For providing clerical support in the procurement of IT equipment and maintenance of inventory records.
Total :	15	\$6,108,930		

Note 1 These posts are time-limited for taking forward specific initiatives as appropriate.

Note 2 The creation of the Principal Transport Officer post is subject to the approval of the Establishment Subcommittee/Finance Committee.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)123

Question Serial No.

0408

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	27 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)124

Question Serial No.

0409

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 mobile applications and mobile website of Hong Kong eTransport :

- (a) Please provide the usage by the public since launch, and the related manpower and the details of funding provision for the system maintenance.
- (b) Please provide the details of future development of the system.

Asked by : Hon. CHEUNG Hok-ming

Reply :

- (a) Since the launch of mobile applications and mobile website of Hong Kong eTransport, there have been some 380 000 downloads of the mobile applications. The total average daily number of visitors accessing the mobile applications and mobile website was 3 200 as at end January 2012. The cost for system maintenance is about \$100,000 per annum. In addition to the maintenance contractor, an Engineer and a Senior Technical Officer in the Transport Department are involved in the system maintenance.
- (b) We will continue to enhance the services provided by Hong Kong eTransport, in response to views and suggestions from the public. For example, we are exploring the feasibility of integrating more traffic information into the mobile services, so that users can get information on the latest traffic conditions along the public transport routes chosen.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)124

Question Serial No.

0409

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	27 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)125

Question Serial No.

0410

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 :

Please list out the respective number of in-service buses aged ten years or above and the number of in-service environment-friendly buses of each franchised bus company.

Franchised Bus Company	Number of Buses aged ten years or above	Number of Environment-friendly Buses	Average Age of Bus Fleet

Asked by : Hon. CHEUNG Hok-ming

Reply :

As at 31 December 2011, there are a total of 5 798 franchised buses operating in Hong Kong. Among which, 5 797 buses have environment-friendly engines that meet European emission standards.

A breakdown of the number of in-service buses aged ten years or above; the number of in-service environment-friendly buses; and the average age of the respective fleet for each franchised bus company are given below:

Franchised Bus Company	Number of Buses aged ten years or above	Number of Environment-friendly Buses	Average Age of Bus Fleet
The Kowloon Motor Bus Company (1933) Limited	2 525	3 889	11
New World First Bus Services Limited	575	703	11

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

Reply Serial No.

THB(T)125

Question Serial No.

0410

Franchised Bus Company	Number of Buses aged ten years or above	Number of Environment-friendly Buses	Average Age of Bus Fleet
Citybus Limited	782	938	12
Long Win Bus Company Limited	99	163	9
New Lantao Bus Company (1973) Limited	8	104	6

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

27 February 2012

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

THB(T)126

0411

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 :

Please provide the following details regarding the \$120 million helping measures provided to the six major outlying island ferry trunk routes by the Administration.

The amounts applied respectively by the six outlying island ferry trunk routes and the amounts approved by the Administration for reimbursement on accountable basis in respect of items (a) to (d) below up till now-

“Central – Cheung Chau”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions		

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

THB(T)126

0411

“Inter-islands”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions		

“Central – Mui Wo”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions		

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

THB(T)126

0411

“Central – Peng Chau”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions		

“Central – Yung Shue Wan”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions		

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
 INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)126

Question Serial No.

0411

“Central – Sok Kwu Wan”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions		

Asked by : Hon. CHEUNG Hok-ming

Reply :

As at 10 February 2012, the amounts applied respectively by the operators of the six outlying island ferry trunk routes since the commencement of their current licences on 1 April 2011 (for “Central – Mui Wo” route) and 1 July 2011 (for the remaining five routes, namely “Central – Cheung Chau”, “Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau” (“Inter-islands”), “Central – Peng Chau”, “Central – Yung Shue Wan” and “Central – Sok Kwu Wan” routes), and the amounts approved by the Administration for reimbursement in respect of the relevant items of the helping measures are set out in the following tables –

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

THB(T)126

0411

“Central – Cheung Chau”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	\$146,705	\$146,705
(b) Reimbursing pier water charges	\$9,392	The application is being processed.
(c) Reimbursing pier cleansing and electricity charges	\$769,505	\$769,505
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$1,020,000	\$1,020,000

“Inter-islands”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	The vessel operated on the route is hired from another ferry operator. The subject operator is therefore not required to pay the annual vessel survey fee and private mooring fee of the vessel concerned.	
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$89,423	\$89,423

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

THB(T)126

0411

“Central – Mui Wo”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	\$90,440	\$90,440
(b) Reimbursing pier water charges	\$8,960	The application will be processed upon receipt of supplementary information from the operator.
(c) Reimbursing pier and cleansing and electricity charges	\$359,580 (for cleansing)	\$359,580 (for cleansing)
	\$355,552 (for electricity)	The application will be processed upon receipt of supplementary information from the operator (for electricity).
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$640,465	\$640,465

“Central – Peng Chau”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	\$22,950	\$22,950
(b) Reimbursing pier water charges	No application has yet been made.	Pending application from the operator.
(c) Reimbursing pier and cleansing and electricity charges	\$135,228	The application will be processed upon receipt of supplementary information from the operator.

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

Reply Serial No.

THB(T)126

Question Serial No.

0411

“Central – Peng Chau”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$333,530	\$333,530

“Central – Yung Shue Wan”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	\$25,920	\$25,920
(b) Reimbursing pier water charges	No application has yet been made.	Pending application from the operator.
(c) Reimbursing pier cleansing and electricity charges	\$188,390	The application will be processed upon receipt of supplementary information from the operator.
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$229,579	\$229,579

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

Reply Serial No.

THB(T)126

Question Serial No.

0411

“Central – Sok Kwu Wan”	Details of applications from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	\$7,470	\$7,470
(b) Reimbursing pier water charges	No application has yet been made.	Pending application from the operator.
(c) Reimbursing pier cleansing and electricity charges	\$32,435	The application will be processed upon receipt of supplementary information from the operator.
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$39,279	\$39,279

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

28 February 2012

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

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 :

Please provide the following information concerning the operation of cross-boundary vehicles in the tables below -

(a) Number of Closed Road Permit applications received from cross-boundary vehicles and permits issued (including renewal) in the past five years

Shenzhen Bay Port

		2011	2010	2009	2008	2007
Private Cars	No. of applications					
	No. of permits issued					
Goods Vehicles	No. of applications					
	No. of permits issued					
Non-Franchised Buses	No. of applications					
	No. of permits issued					

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

THB(T)127

0412

Lok Ma Chau Control Point

		2011	2010	2009	2008	2007
Private Cars	No. of applications					
	No. of permits issued					
Goods Vehicles	No. of applications					
	No. of permits issued					
Non-Franchised Buses	No. of applications					
	No. of permits issued					

Man Kam To Control Point

		2011	2010	2009	2008	2007
Private Cars	No. of applications					
	No. of permits issued					
Goods Vehicles	No. of applications					
	No. of permits issued					
Non-Franchised Buses	No. of applications					
	No. of permits issued					

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

Sha Tau Kok Control Point

		2011	2010	2009	2008	2007
Private Cars	No. of applications					
	No. of permits issued					
Goods Vehicles	No. of applications					
	No. of permits issued					
Non-Franchised Buses	No. of applications					
	No. of permits issued					

- (b) Number of applications received from cross-boundary buses for providing school bus service and number of approvals granted in the past four school years

		2011-12	2010-11	2009-10	2008-09
Shenzhen Bay Port	No. of applications				
	No. of approvals				
Lok Ma Chau Control Point	No. of applications				
	No. of approvals				
Man Kam To Control Point	No. of applications				
	No. of approvals				
Sha Tau Kok Control Point	No. of applications				
	No. of approvals				

Asked by : Hon. CHEUNG Hok-ming

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

THB(T)127

0412

Reply :

- (a) As one application might apply for more than one Closed Road Permit if a vehicle has to cross more than one control point, hence, there is no breakdown of number of applications received in respect of individual control points. The approximate total numbers of applications (including renewals) received in the past five years are as follows –

	2011	2010	2009	2008	2007
No. of applications received	48 000	46 800	44 700	44 200	40 000

Approximate numbers of permits issued (including renewal) in the past five years are as follows –

Closed Road Permits issued for multiple crossings

	2011	2010	2009	2008	2007
Goods Vehicles	14 420	14 610	14 350	15 440	16 150

Closed Road Permits issued for single crossing

Shenzhen Bay Port

	2011	2010	2009	2008	2007
Private Cars ^{Note 1}	13 410	11 790	10 060	8 470	3 200
Goods Vehicles	30	10	20	20	0
Buses ^{Note 2}	720	690	490	430	190

Lok Ma Chau Control Point

	2011	2010	2009	2008	2007
Private Cars ^{Note 1}	14 690	14 930	14 810	13 840	13 950
Goods Vehicles	1 330	1 470	1 540	1 770	1 970
Buses ^{Note 2}	660	640	650	690	730

Man Kam To Control Point

	2011	2010	2009	2008	2007
Private Cars ^{Note 1}	420	520	1 430	1 430	1 460
Goods Vehicles	270	290	320	340	380
Buses ^{Note 2}	30	50	180	170	190

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

Sha Tau Kok Control Point

	2011	2010	2009	2008	2007
Private Cars ^{Note 1}	3 100	2 850	2 620	2 540	3 190
Goods Vehicles	170	260	210	240	280
Buses ^{Note 2}	250	190	220	220	210

Note 1 : Including private cars issued with hire car permits.

Note 2 : Including both franchised and non-franchised buses.

- (b) Exact numbers of applications received from cross-boundary buses for providing school bus service and exact numbers of approvals granted in the past four school years are –

		2011/12	2010/11	2009/10	2008/09
Shenzhen Bay Port	No. of applications	58	49	29	24
	No. of approvals	58	49	29	11*
Lok Ma Chau Control Point	No. of applications	9	29	28	27
	No. of approvals	9	29	28	23*
Man Kam To Control Point	No. of applications	23	11	22	15
	No. of approvals	19*	11	22	15
Sha Tau Kok Control Point	No. of applications	16	14	14	0
	No. of approvals	16	14	14	0

* The number of approvals is less than the number of applications either because some applications were withdrawn or because some were rejected when the relevant boundary control point had reached its maximum handling capacity.

Signature _____
 Name in block letters **JOSEPH Y T LAI**
 Post Title **Commissioner for Transport**
 Date **1 March 2012**

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)128

Question Serial No.

0418

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 provide details of the eight new green minibus routes, including the routing, fare, etc. that the Administration plans to introduce in 2012.

Asked by : Hon. CHEUNG Hok-ming

Reply :

The Administration introduced/plans to introduce the following eight new green minibus service routes in 2012:

Origin – Destination		Proposed Fare
1.	Siu Hang Tsuen – Tuen Mun Town Centre (Circular) [Introduced on 1 January 2012]	\$5.5 (actual fare)
2.	San Po Kong (The Latitude) – Kwun Tong (Circular)	\$7.0
3.	Fu Shan Public Transport Terminus – Kowloon City (Circular)	\$6.8
4.	Hilltop Garden/King Lai Court – Diamond Hill Station	\$4.1
5.	Hilltop Garden – Wong Tai Sin Station	\$4.6
6.	Sai Kung – Nam Shan San Tsuen [Introduced on 27 February 2012]	\$4.1 (actual fare)
7.	Sai Kung – Tui Min Hoi (Seaside Villas) [Introduced on 27 February 2012]	\$3.1 (actual fare)
8.	Wonderland Villas – Cheung Sha Wan (Cheung Fat Street)	\$6.8

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)128

Question Serial No.

0418

Signature	_____
Name in block letters	_____ JOSEPH Y T LAI _____
Post Title	_____ Commissioner for Transport _____
Date	_____ 1 March 2012 _____

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

THB(T)129

0419

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 provide the average speeds at AM peak hours for the following roads and tunnels in the past five years:

Road	Average Speed at AM peak hours (km/hr)				
	2011	2010	2009	2008	2007
Gloucester Road (Central bound)					
Harcourt Road (Central bound)					
Hennessy Road (Central bound)					
Queen's Road Central (Central bound)					
Princess Margaret Road (Tsim Sha Tsui and Cross-Harbour Tunnel bound)					

Tunnel	Average Speed at AM peak hours (km/hr)				
	2011	2010	2009	2008	2007
Cross-Harbour Tunnel					
Eastern Harbour Crossing					
Western Harbour Crossing					
Lion Rock Tunnel					
Tate's Cairn Tunnel					
Route 8 (Section between Cheung Sha Wan and Sha Tin)					

Asked by : Hon. CHEUNG Hok-ming

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
 INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)129

Question Serial No.

0419

Reply :

The average traffic speeds at AM peak hours for the following roads and tunnels in the past five years were as follows:

Road	Average Speed at AM peak hours (km/hr)				
	2011	2010	2009	2008	2007
Gloucester Road (Central bound)	43.6	29.6	34.5	34.2	26.2
Harcourt Road (Central bound)	44.9	40.2	44.0	46.2	22.3
Hennessy Road (Central bound)	13.9	14.4	16.2	16.6	18.3
Queen's Road Central (Central bound)	15.4	21.1	20.6	15.9	14.0
Princess Margaret Road (Tsim Sha Tsui and Cross-Harbour Tunnel bound)	8.6	10.6	7.4	13.1	13.7

Tunnel	Average Speed at AM peak hours (km/hr)				
	2011	2010	2009	2008	2007
Cross-Harbour Tunnel	31.4	35.5	34.5	34.7	34.0
Eastern Harbour Crossing	34.9	36.8	37.7	38.5	43.8
Western Harbour Crossing	56.6	57.9	56.6	53.8	47.7
Lion Rock Tunnel	34.5	37.0	34.7	32.5	36.4
Tate's Cairn Tunnel	37.3	40.0	36.5	39.1	39.8
Route 8 (Section between Cheung Sha Wan and Sha Tin) *	66.1	66.1	-	-	-

* The average speed data for Route 8 (Section between Cheung Sha Wan and Sha Tin) before 2010 are not available because car journey time surveys on Route 8 were conducted only after the opening of the whole section of Route 8 from Shatin to Tsing Yi in December 2009.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	27 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)130

Question Serial No.

0420

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 :

Concerning the management of government multi-storey car parks, please provide the respective peak hour and non-peak hour usage of each of them.

Government multi-storey car parks	Peak hour usage (%)	Non-peak hour usage (%)

Asked by : Hon. CHEUNG Hok-ming

Reply :

The average daily peak hour and non-peak hour usage of government multi-storey car parks in 2011 is provided below.

Government multi-storey car parks	Average daily usage in 2011 (%)	
	Peak hour ^(Note 1)	Non-peak hour ^(Note 2)
Aberdeen Carpark	64	55
City Hall Carpark	24	11
Kennedy Town Carpark	95	92
Kwai Fong Carpark	16	15
Middle Road Carpark	54	26
Murray Road Carpark	47	30

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)130

Question Serial No.

0420

Government multi-storey carpark	Average daily usage in 2011 (%)	
	Peak hour ^(Note 1)	Non-peak hour ^(Note 2)
Rumsey Street Carpark	50	36
Shau Kei Wan Carpark	56	50
Sheung Fung Street Carpark	52	42
Star Ferry Carpark	63	29
Tin Hau Carpark	47	41
Tsuen Wan Carpark	33	27
Tsuen Wan Transport Complex Carpark	19	16
Yau Ma Tei Carpark	35	21

Notes

- (1) Peak hour: hour with highest usage within a day
(2) Non-peak hour: hours other than peak hour

Signature _____
Name in block letters JOSEPH Y T LAI
Post Title Commissioner for Transport
Date 28 February 2012

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

THB(T)131

0541

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 :

Concerning the continued support for the implementation of Phase I of the ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port and preparations for Guangdong private cars to enter Hong Kong under Phase II of the scheme, please advise the details including timetable, expected numbers of applications and approvals, the burden and impact on Hong Kong's road network, supporting measures and manpower and expenditure required.

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply :

The first phase of the ad hoc quota trial scheme for cross-boundary private cars (the Scheme) to be implemented at the Shenzhen Bay Port will be launched on 30 March 2012. It is only applicable to qualified owners of non-commercial Hong Kong private cars with five seats or less, allowing them to drive their own cars to enter Guangdong for a short stay. On the basis of the daily quota which is set at 50, the impact on the traffic situation in Shenzhen Bay Port area is expected to be insignificant. The estimated capital and recurrent expenditures in 2012-13 are \$6.64 million and \$3.9 million respectively. Three clerical posts have been created for processing the applications, monitoring the implementation process and handling public enquiries relating to the Scheme.

Arrangements for Guangdong private cars to enter Hong Kong fall under the second phase of the Scheme, of which there is no concrete timetable. Experts of the governments of Guangdong and Hong Kong will further study and discuss cautiously the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time. In formulating the relevant arrangements, the Administration will take into consideration factors such as road safety, capacity of road networks, as well as environmental protection.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)131

Question Serial No.

0541

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

2 March 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)132

Question Serial No.

0542

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 :

Discounting vehicles under change of ownership, how many private cars were first registered in the past three years? Among those private cars first registered, how many were environment-friendly vehicles (i.e. environment-friendly petrol private cars or electric private cars)? What are the estimated figures of the vehicles in the coming year?

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply :

From 2009 to 2011, a total of 114 241 private cars were first registered, 22 525 of which were environment-friendly petrol private cars or electric private cars. It is difficult to estimate the number of first registered vehicles in the coming year as it would be affected by many factors including prevailing economic situation, availability and affordability of new models of environment-friendly petrol private cars and electric private cars, etc.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	27 February 2012

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

THB(T)133

1894

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 :

Regarding the performance target on conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence, please provide information on the following:

- (a) The Administration pointed out that the compliance rate was dropped from 95% in 2010 to 48% in 2011 “due to an unexpected upsurge of applications since 2010 after a continuous decline for ten years”. Can the Administration provide the number of applications in the past three years? Has the Administration studied the reason for such unexpected upsurge?
- (b) The Administration stated that they would keep the performance target under review in the light of the trend in number of applications. What are the details of the review and action timetable? What are the manpower and expenditure involved?
- (c) What were the manpower and expenditure for conducting the written tests in each of the past five years?
- (d) Apart from keeping the target under review, what other measures will the Administration plan to implement to improve the present situation?

Asked by : Hon. KAM Nai-wai

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)133

Question Serial No.

1894

Reply :

- (a) After a continuous decline for ten years, there was an upsurge in the number of applications for motorcycle, private car and light goods vehicle driving licence received between 2009 and 2011. The details are as follows:

Year*	Number of Applications
2009	82 779
2010	92 382 (+11.6%)#
2011	100 860 (+9.2%)#

* Calendar Year

#Percentage change over the preceding year

There is no discernible reason for this upsurge.

- (b) Given the recent upsurge in the number of applications, it is estimated that 50% of applicants for the relevant driving licences will be able to take road tests within 82 days upon application. The Transport Department will monitor the situation closely and will review the performance target for 2013 nearer the time. The relevant work will be carried out using existing resources of the department.
- (c) The written test service is provided by a team headed by one Executive Officer I and eight clerical staff providing administrative and logistic support. The staff costs in the past five years were as follows:

Financial Year	Staff Costs
2007-08	\$1.77 million
2008-09	\$1.87 million
2009-10	\$1.87 million
2010-11	\$1.88 million
2011-12	\$2.00 million

- (d) In view of the sustained increase in applications since 2009, the Transport Department commenced recruitment of new Driving Examiner II in August 2011 to fill about ten vacancies, which were not filled because of the decade-long decline in the number of applications at the time. It is expected that the exercise would be completed in mid-2012 and the waiting time would be improved.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)133

Question Serial No.

1894

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	1 March 2012

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

THB(T)134

1895

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 daily spot checks on franchised buses, please provide the work details; the expenditure incurred; and the manpower involved in the past three years. What are the selection criteria for spot check? What actions will be taken if non-compliance is found? Will there be any penalty? If yes, what are the details?

Asked by : Hon. KAM Nai-wai

Reply :

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

TD staff select in-service buses for spot check randomly at different bus depots. The selected buses, after completion of their service trip, have to return to the concerned bus depot for TD's inspection. TD staff will go through all the inspection items as for the annual inspection, including braking system, suspension system, steering system, lighting system, body structure, seats and emission test.

For any defect found on the buses during spot check, TD will demand the bus companies to rectify immediately before the buses are released back to service. Serious safety defects found will be prosecuted in accordance with Road Traffic (Construction and Maintenance of Vehicles) Regulations, Cap. 374A. There were a total of four prosecutions in the past three years. The penalty imposed ranged from \$450 to \$1,000.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)134

Question Serial No.

1895

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	28 February 2012

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

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 :

What was the annual manpower and expenditure involved in planning and introducing new green minibus services in the past five years? How many new green minibus routes were introduced in each of the past five years, and what are the details? What are the criteria adopted by the Administration for planning and introducing green minibus services?

Asked by : Hon. KAM Nai-wai

Reply :

The work involved in the planning and introduction of new green minibus (GMB) services is absorbed by the existing staff resources of the Transport Department (TD).

The new GMB routes introduced in the past five years are shown below:

Year	Origin – Destination	Date of Introduction
2007	1. Tin Shui Wai North (Tin Yan Estate) – Shenzhen Bay Port	1 July 2007
	2. Kwai Chung Estate – Northeast Kwai Chung (Circular)	23 August 2007
	3. Kwai Chung (Lai Kong Street) – Sham Shui Po (Un Chau Street) (Circular)	1 September 2007
	4. Kowloon City (Kowloon City Road) – Kowloon Hospital (Circular)	14 October 2007
	5. Kowloon City (Wyler Garden) – Lok Fu Station	14 October 2007

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

Year	Origin – Destination	Date of Introduction
2008	No new GMB route was introduced.	Not applicable
2009	1. Tai Po Nethersole Hospital – Ching Ho Estate	17 June 2009
	2. Choi Ying Estate – Ping Shek	22 June 2009
2010	1. Stubbs Road (Hong Kong Adventist Hospital) – Causeway Bay (Hoi Ping Road) (Circular)	26 September 2010
2011	1. LOHAS Park Station Public Transport Interchange – Tseung Kwan O Industrial Estate (Chun Cheong Street)	14 February 2011
	2. Tai Kok Tsui (Cherry Street) – Mong Kok East Station (Circular)	10 April 2011
	3. San Po Kong (The Latitude) – Festival Walk Public Transport Terminus	28 August 2011

Public light bus plays a supplementary role in the public transport system providing services to areas where it is not feasible to operate high-capacity transport modes. GMB routes are thus introduced to supplement railway and franchised buses, and serve areas where the patronage does not justify the provision of high capacity transport services.

TD takes into account the following factors in planning and introducing new GMB services:

- (a) the existing and forecast transport demand and travel pattern;
- (b) the availability of existing and planned public transport services;
- (c) the provision of new transport infrastructure/ facilities in the areas concerned;
- (d) the financial viability of the proposed GMB route; and
- (e) the requests and suggestions from the public.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)135

Question Serial No.

1896

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	1 March 2012

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

THB(T)136

1897

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 processed 92 and 122 bus route rationalisation packages respectively in 2010 and 2011 while the estimated number of packages to be processed in 2012 drops to 60. What are the reasons for the decrease in number? Please advise on the manpower and expenditure involved each year in the bus route rationalisation programme since 2010. Besides, what are the total numbers of franchised bus routes in the past five years? Please provide a list of the franchised bus routes by franchised bus companies and 18 District Councils. Please also provide details on the guidelines for assessing bus route rationalisation proposals.

Asked by : Hon. KAM Nai-wai

Reply :

In response to changes in passenger demand, to improve operational efficiency of bus network, as well as to optimise resource utilisation, the Transport Department (TD) puts forward bus service rationalisation proposals for consultation with the local District Councils each year. Bus service rationalisation proposals may include adjustment of bus routing, service frequency and timetable, truncation of routes, amalgamation or cancellation of routes. The number of rationalisation packages planned for implementation in any given year is affected by factors such as changes in population, changes in passenger demand for existing services, commissioning of new railways and other transport infrastructure which would affect the demand for franchised bus services. These factors vary from year to year, leading to variation in the number of rationalisation packages to be implemented each year. The actual number of packages pursued will also depend on the outcome of local consultation. The work involved in planning the bus network is undertaken by staff of TD as an integral part of their normal duties.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)136

Question Serial No.

1897

The total number of franchised bus routes by franchised bus companies and by districts are given in Annexes I and II.

The guidelines on rationalisation measures, such as adjustment to service frequency and timetable, route cancellation / amalgamation, route truncation, etc., are given in Annex III.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	28 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)136

Question Serial No.

1897

Annex I

Total numbers of franchised bus routes by franchised bus companies

Franchised Bus Company	2007	2008	2009	2010	2011
Kowloon Motor Bus Company (1933) Limited (KMB)	383	380	377	375	374
New World First Bus Services Limited (NWFB)	94	91	93	92	92
Citybus Limited (Franchise 1) (CTB(F1))	94	92	92	92	92
Citybus Limited (Franchise 2) (CTB(F2))	18	18	18	18	19
Long Win Bus Company Limited (LW)	18	18	19	19	19
New Lantao Bus Company (1973) Limited (NLB)	23	23	23	23	23
Total number of bus routes*	577	570	570	567	567

* The total number of bus routes is fewer than the summation of bus route numbers of all bus companies as some of the routes are jointly operated by two companies.

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

Annex II

Total numbers of franchised bus routes by districts in 2011^{Note}

I. Hong Kong Island and Kowloon

Franchised Bus Company	Central and Western	Wanchai	Eastern	Southern	Kwun Tong	Kowloon City	Wong Tai Sin	Yau Tsim Mong	Sham Shui Po
KMB	40	57	31	6	101	108	99	141	99
NWFB	51	57	43	25	15	11	10	24	12
CTB(F1)	57	67	40	41	11	6	4	19	6
CTB(F2)	5	4	3	1	5	8	7	11	7
LW	0	0	0	0	0	0	0	0	0
NLB	0	0	0	0	0	1	0	1	1

II. New Territories

Franchised Bus Company	Kwai Tsing	Tsuen Wan	Tuen Mun	Yuen Long	North District	Tai Po	Shatin	Sai Kung	Islands District
KMB	76	71	39	32	25	34	92	27	0
NWFB	1	0	0	0	0	0	7	9	0
CTB(F1)	1	1	3	3	0	1	7	2	0
CTB(F2)	2	16	0	0	0	0	0	2	18
LW	5	16	4	2	1	1	4	0	16
NLB	0	0	0	1	0	0	0	0	22

Note : Some bus routes operate in more than one district.

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

Guidelines on Service Reductions

(I) Frequency Reduction

If the average occupancy rate of an individual route is below 85% during the peakiest half-hour of the peak period, or below 30% during the off-peak period, TD will consider reducing bus deployment for the route.

Railway feeder routes, socially essential routes (such as bus routes serving remote areas or where the majority of the passengers are elderly) with no alternatives available, and routes with peak headways at 15 minutes or more will be considered on individual merits.

(II) Route Cancellation / Amalgamation

If the utilisation of a low-frequency route does not improve (i.e. a bus route with average occupancy rate lower than 50%, despite its headways having already been reduced to 15 minutes and 30 minutes during peak hours and off-peak hours respectively), TD will consider proposing cancellation of the route or amalgamation of the route with other route(s) in consultation with the bus operators.

(III) Route Truncation

To optimise the use of resources, TD will review with relevant bus operators the feasibility of truncating routes, in particular those where majority of the passengers will have alighted en route. In formulating truncation proposals, TD will consider whether the number of affected passengers is excessive (i.e. the occupancy rate of not more than 20% to 30% at the proposed truncated section during the peakiest hour); whether enough roadside space is available to accommodate the affected passengers for interchange; and whether terminal space for the changed route is available.

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

Factors to be Considered in Bus Service Rationalisation

In formulating rationalisation proposals, in particular those where drastic measures are to be adopted, TD would give due consideration to ensure that the interests of passengers would be taken care of and to minimise impact on them as far as possible. Factors that will be taken into account include:

- (i) nature of the services proposed to be cancelled: For services the utilisation rates of which have been consistently low but are socially essential (i.e. those serving remote areas or where majority of the passengers are elderly) and without reasonable alternatives, TD would consider other means to improve the service performance, such as through the use of vehicles with smaller carrying capacities, provision of alternatives such as introduction of replacement green minibus services, etc.;
- (ii) availability of reasonable alternatives: In proposing service cancellation, measures have to be taken to ensure that reasonable alternatives for the affected passengers are provided as far as possible. Factors such as the availability of spare capacity of alternative services in taking up the diverted passengers, the number and convenience of interchanges involved, the total journey time (including interchange and on-vehicle time) as compared with the existing services, etc, would be assessed carefully to ensure the reasonableness of the alternative services;
- (iii) fare of the best available alternative service: The total journey fare as compared with the fare of the existing service would be assessed. Positive consideration to route cancellation will be given if the total journey fare is not higher than that of the service being considered for cancellation. The relevant bus operators would also be requested to consider the provision of fare concessions, such as interchange discounts, section fares, special discounts to elderly, and other incentives wherever appropriate and feasible, to provide attraction to the affected passengers to facilitate the implementation of the rationalisation proposals;
- (iv) transport operational considerations: The proposed service rationalisation should not cause undue hardship to passengers or operational problems. Factors such as the number of passengers requiring interchanges, the availability of space for interchange activities, etc. would be carefully assessed. The deployment of the saved vehicles to improve services within the same district would also be spelt out where appropriate;

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- (v) impact of the proposed service rationalisation on bus captains: Factors to be considered include the number of bus captains that would be affected by the proposed service rationalisation, and whether the excess bus captains could be absorbed through natural wastage or other means without causing any major staff issues; and
- (vi) environmental benefits arising from the service rationalisation: Environmental benefits such as the reduction in emission, reduction of bus trips in busy corridors, etc. would be spelt out in the consultation documents for the public to take note of.

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

THB(T)137

1898

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 :

Please provide the number of cases of passengers falling onto rail tracks due to various reasons (e.g. under the influence of alcohol or medicine, due to sickness, suicides and attempted suicides, and trespasses onto the track, etc.) by year since 2006 and the number of casualties involved. Please list out the passenger-on-track cases by causes and by railway lines and stations for each year. What measures has the Government taken to reduce the number of passenger-on-track cases and the expenses and manpower involved?

Asked by : Hon. KAM Nai-wai

Reply :

The MTR Corporation Limited (MTRCL) completed the retrofitting of platform screen doors and automatic platform gates (APGs) for 30 underground stations¹ in 2006 and eight at-grade or aboveground stations² at the end of 2011 respectively. The MTRCL will carry out the retrofitting of APGs at stations along the East Rail Line and Ma On Shan Line in tandem with the Shatin to Central Link project. In the interim, Platform Assistants of MTRCL are assigned to maintain platform order and provide assistance to passengers to board and alight at the East Rail Line and Ma On Shan Line platforms, with special attention paid to passengers who are suspected to be affected by alcohol, drugs, medicine, etc. Additional Platform Assistants are assigned to help control the crowd during peak hours.

The Transport Department (TD) regularly conducts on-site inspections on station facilities and crowd control arrangements, and discusses with MTRCL on measures to maintain platform order when necessary. The monitoring work is undertaken by existing staff of TD as part of their normal duties and no additional expenses were involved.

¹ 30 stations of the Tsuen Wan Line, Kwun Tong Line and Island Line.

² They are: Tsuen Wan, Kwai Fong, Kwai Hing, Heng Fa Chuen, Chai Wan, Kowloon Bay, Ngau Tau Kok and Kwun Tong Stations.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)137

Question Serial No.

1898

The number of passenger-on-track cases is set out in Annex.

Signature	_____
Name in block letters	<u>JOSEPH Y T LAI</u>
Post Title	<u>Commissioner for Transport</u>
Date	<u>28 February 2012</u>

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)137

Question Serial No.

1898

Annex

Table 1: Number of passenger-on-track cases from 2006 to 2011 by causes

Year	Suicide and attempted suicide	Fallen onto the track by accident	Trespassing	Total
2006	10	23	43	76
2007	10	15	51	76
2008	7	13	40	60
2009	19	20	59	98
2010	6	22	65	93
2011	7	19	58	84

Table 2: Number of passenger-on-track cases from 2006 to 2011 categorized by stations (including the number of injured and fatality)

Station	2006			2007			2008			2009			2010			2011		
	No. of cases	No. of injured	No. of fatality	No. of cases	No. of injured	No. of fatality	No. of cases	No. of injured	No. of fatality	No. of cases	No. of injured	No. of fatality	No. of cases	No. of injured	No. of fatality	No. of cases	No. of injured	No. of fatality
Island Line																		
Heng Fa Chuen	2	0	0	5	0	1	2	1	0	3	1	0	1	0	0	0	0	0
Chai Wan	0	0	0	2	1	0	1	0	0	2	1	0	2	1	0	0	0	0
Kwun Tong Line																		
Kowloon Bay	4	0	0	3	1	0	0	0	0	6	2	1	0	0	0	1	1	0
Ngau Tau Kok	0	0	0	2	0	2	2	2	0	3	1	0	1	0	1	1	0	0
Kwun Tong	5	2	0	2	0	0	2	2	0	0	0	0	6	3	1	1	1	0
Tsuen Wan Line																		
Kwai Fong	0	0	0	2	2	0	2	0	2	2	1	1	2	2	0	1	1	0
Kwai Hing	0	0	0	2	0	0	1	1	0	4	1	0	1	0	0	1	1	0
Tsuen Wan	1	1	0	2	2	0	1	0	0	3	1	0	1	1	0	1	0	0
East Rail Line																		
Hung Hom	2	1	0	2	0	0	1	0	0	2	0	0	1	0	0	2	1	0
Mong Kok East	2	0	0	2	1	0	4	1	0	3	0	1	3	0	0	2	1	0
Kowloon Tong	5	1	1	10	2	1	6	0	1	5	1	1	9	0	0	7	0	0
Sha Tin	0	0	0	3	1	0	0	0	0	6	0	2	1	0	0	1	0	1
Tai Wai	2	1	0	0	0	0	2	1	0	4	0	1	4	1	0	1	0	0
Fo Tan	2	0	1	3	0	1	2	0	1	3	0	0	2	0	0	2	1	0
University	1	0	0	0	0	0	2	0	0	3	0	1	2	0	0	2	0	0

Station	2006			2007			2008			2009			2010			2011		
	No. of cases	No. of injured	No. of fatality	No. of cases	No. of injured	No. of fatality	No. of cases	No. of injured	No. of fatality	No. of cases	No. of injured	No. of fatality	No. of cases	No. of injured	No. of fatality	No. of cases	No. of injured	No. of fatality
Tai Po Market	0	0	0	2	0	0	1	1	0	1	0	0	4	0	1	4	0	0
Tai Wo	4	0	0	1	0	0	0	0	0	2	0	0	1	0	0	2	1	0
Fanling	6	1	1	4	1	1	1	1	0	1	0	0	0	0	0	0	0	0
Sheung Shui	7	2	1	10	1	0	7	1	0	5	1	0	4	0	1	5	1	0
Lok Ma Chau	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0
Lo Wu	0	0	0	0	0	0	8	0	0	11	0	0	14	1	0	12	0	0
Ma On Shan Line																		
Tai Wai	1	1	0	1	0	0	1	0	0	3	2	0	3	1	0	0	0	0
Che Kung Temple	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	1	0
City One	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Heng On	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Ma On Shan	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0
West Rail Line																		
Hung Hom	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	1	0
Light Rail																		
Light Rail	23	12	0	10	3	0	11	5	0	14	7	2	19	8	0	26	12	0

Note: The above figures excluded 39 cases involving trespassing or attempted suicide between stations on different rail lines and 1 case at a station with automatic platform gates.

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

THB(T)138

2056

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 deployment of environment-friendly buses to serve busy corridors, please advise :

- (a) The number of buses in the respective fleet of each franchised bus company, classified by emission standards, in the past five years; and
- (b) The average number of franchised buses deployed daily by each franchised bus company to serve the busy corridors (including Hennessy Road, Queensway, Causeway Bay and Yau Tsim Mong district, etc.), classified by emission standards, in the past five years.

Asked by : Hon. KAM Nai-wai

Reply :

- (a) The number of buses, classified by emission standards, in the respective fleet of each franchised bus company in the past five years is given in Annex I.
- (b) The average number of buses deployed by each franchised bus company daily to serve the busy corridors (including Des Voeux Road Central, Hennessy Road, Queensway, Yee Wo Street and Nathan Road), classified by emission standards, in the past five years is given in Annex II.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	28 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)138

Question Serial No.

2056

Annex I

Number of buses by bus company classified by emission standards

a) The Kowloon Motor Bus Company (1933) Limited

Year	Number of Buses by Emission Standards in the fleet					
	Pre-Euro	Euro I	Euro II	Euro III	Euro IV	Euro V
2007	511	940	1 492	1 081	3	0
2008	397	938	1 487	1 099	4	0
2009	300	938	1 486	1 100	55	0
2010	97	932	1 506	1 098	98	88
2011	1	855	1 518	1 099	109	308

b) New World First Bus Services Limited

Year	Number of Buses by Emission Standards in the fleet					
	Pre-Euro	Euro I	Euro II	Euro III	Euro IV	Euro V
2007	47	91	481	75	0	0
2008	34	86	479	75	18	0
2009	32	86	475	74	38	0
2010	11	80	480	75	38	20
2011	0	65	481	75	38	44

c) Citybus Limited

Year	Number of Buses by Emission Standards in the fleet					
	Pre-Euro	Euro I	Euro II	Euro III	Euro IV	Euro V
2007	48	318	539	9	5	0
2008	48	318	532	10	10	0
2009	44	313	536	10	28	0
2010	15	274	538	10	28	73
2011	0	246	535	10	28	119

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INITIAL WRITTEN QUESTION**

Reply Serial No.

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2056

d) Long Win Bus Company Limited

Year	Number of Buses by Emission Standards in the fleet					
	Pre-Euro	Euro I	Euro II	Euro III	Euro IV	Euro V
2007	3	0	136	16	0	0
2008	3	0	136	18	0	0
2009	2	0	136	18	11	0
2010	0	0	116	18	31	0
2011	0	0	99	18	31	15

e) New Lantao Bus Company (1973) Limited

Year	Number of Buses by Emission Standards in the fleet					
	Pre-Euro	Euro I	Euro II	Euro III	Euro IV	Euro V
2007	0	2	63	24	5	0
2008	0	2	61	24	15	0
2009	0	0	35	54	15	0
2010	0	0	13	66	15	9
2011	0	0	8	67	15	14

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

THB(T)138

2056

Annex II

Number of buses deployed to serve the busy corridors
by bus company and classified by emission standards

a) The Kowloon Motor Bus Company (1933) Limited

Year	Number of buses deployed to serve the busy corridors					
	Pre-Euro	Euro I	Euro II	Euro III	Euro IV	Euro V
2007	46	22	553	728	2	0
2008	29	23	378	907	3	0
2009	26	23	390	903	16	0
2010	10	25	343	881	49	47
2011	1	11	310	747	63	220

b) New World First Bus Services Limited

Year	Number of buses deployed to serve the busy corridors					
	Pre-Euro	Euro I	Euro II	Euro III	Euro IV	Euro V
2007	2	14	319	67	0	0
2008	1	8	330	51	17	0
2009	0	3	314	50	35	0
2010	0	2	305	51	36	20
2011	0	5	277	54	33	39

Examination of Estimates of Expenditure 2012-13
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INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)138

Question Serial No.

2056

c) Citybus Limited

Year	Number of buses deployed to serve the busy corridors					
	Pre-Euro	Euro I	Euro II	Euro III	Euro IV	Euro V
2007	31	196	361	2	0	0
2008	31	198	360	4	3	0
2009	30	190	351	5	18	0
2010	10	149	351	6	17	64
2011	0	107	357	6	19	107

d) Long Win Bus Company Limited

No bus was operated along busy corridors in the past five years.

e) New Lantao Bus Company (1973) Limited

No bus was operated along busy corridors in the past five years.

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INITIAL WRITTEN QUESTION

Reply Serial No.

THB(T)139

Question Serial No.

2057

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 the past five years, how many full driving licences and learner's driving licences in respect of motorcycle, private car, light goods vehicle, light bus, bus, medium goods vehicle, heavy goods vehicle and articulated vehicle have been issued? How many full driving licences for taxi have been issued?

Asked by : Hon. KAM Nai-wai

Reply :

The numbers of full driving licences in respect of motorcycle, private car, light goods vehicle, light bus (private and public), bus (private and public), medium goods vehicle, heavy goods vehicle, articulated vehicle and taxi issued/endorsed in the past five years are as follows:

Number of Full Driving Licence Issued

Vehicle Class	2007	2008	2009	2010	2011
Motorcycle	11 844	11 815	9 717	8 840	10 104
Private Car	66 294	67 847	43 036	44 066	62 763
Lights Goods Vehicle	37 450	37 138	21 331	20 870	31 017
Private Light Bus	3 443	3 436	3 447	2 830	2 813
Public Light Bus	3 460	3 449	3 461	2 842	2 824
Private Bus	3 288	3 282	3 193	2 662	2 634
Public Bus	3 290	3 293	3 190	2 663	2 635
Medium Goods Vehicle	3 544	3 509	2 671	2 675	2 993
Heavy Goods Vehicle	1 176	998	887	906	1 193
Articulated Vehicle	575	499	394	393	519
Taxi	1 654	1 679	2 579	2 489	2 541

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)139

Question Serial No.

2057

We have no breakdown on the number of learner's driving licence issued by vehicle class. The total number of learner's driving licences issued in the past five years is provided below:

2007	2008	2009	2010	2011
43 618	38 197	39 511	42 962	47 476

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

29 February 2012

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

THB(T)140

2235

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 social enterprise, in collaboration with a taxi company, has launched a trial service with a fleet of several wheelchair accessible vehicles, known as “Diamond Cab”, to provide 24-hour taxi hiring services for wheelchair users. Please advise:

- (a) if the Administration has the number of wheelchair accessible vehicles switched to providing taxi services in each of the past five years;
- (b) on the procedures, criteria and legislative requirements to be followed by such vehicles if they were to provide taxi services;
- (c) on the numbers of complaints and prosecutions against wheelchair accessible taxis violating relevant legislations (e.g. not charging fares according to meters) over the past five years by year and offence; and
- (d) if the Administration has conducted any study on the introduction of more wheelchair accessible taxis over the past five years; if so, please provide the details, timetable, progress, and the expenditure and manpower involved.

Asked by : Hon. KAM Nai-wai

Reply :

- (a) There were two new wheelchair accessible vehicles registered as taxis in 2007 but they were deregistered in 2008. No wheelchair accessible vehicle was registered as taxi between 2008 and 2010. Since early 2011, five new wheelchair accessible vehicles have been registered as taxis, namely “Diamond Cab”.
- (b) The requirements stipulated in the Road Traffic Ordinance, Cap. 374 and its subsidiary legislation on the provision of taxi service are equally applicable to vehicles which are wheelchair accessible as well as vehicles which are not.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)140

Question Serial No.

2235

- (c) The Force does not have information on the prosecution figures for wheelchair accessible taxis.
- (d) TD has been in liaison with the taxi trade and the vehicle suppliers, assisting the former to identify suitable vehicle models for use as wheelchair accessible taxis and helping the latter to better understand the requirements for introduction of new vehicle types. As a result, two new wheelchair accessible hybrid vehicles were registered as taxis in 2007, and five petrol-powered wheelchair accessible vehicles were introduced for use as taxis in 2011.

The manpower and expenditure incurred for carrying out these activities are absorbed by existing resources of TD.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	28 February 2012

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

THB(T)141

2236

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 :

Please advise on the number of complaints against taxi drivers for overcharging in each of the past five years; and the manpower, expenditures, time and follow-up work involved in handling these cases.

Asked by : Hon. KAM Nai-wai

Reply :

Complaints against taxi drivers overcharging received by the Transport Department (TD) are mainly referred by the Transport Complaints Unit (TCU). The numbers of such referrals over the past five years are shown below:

	2007	2008	2009	2010	2011
No. of complaints referred by TCU	63	87	89	81	127

If a complainant is willing to testify, TCU will refer the complaint to the Force for enforcement. Otherwise, it will be referred to TD to follow up. If the suspected vehicle involved in an overcharging complaint can be identified, TD will issue a letter to the owner of the taxi to caution the driver concerned. TD also reminds the taxi trade from time to time to charge fares according to the approved scale of fares. The same reminder is regularly publicised at the Taxi Newsletter, a publication for frontline taxi drivers.

The manpower and expenditure incurred for handling such complaints are absorbed by existing resources of TD.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)141

Question Serial No.

2236

Signature	_____
Name in block letters	_____ JOSEPH Y T LAI _____
Post Title	_____ Commissioner for Transport _____
Date	_____ 28 February 2012 _____

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)142

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 :

What were the respective numbers of passengers with disabilities taking each public transport mode in Hong Kong in each of the past three years, and what were the fare concession provided to persons with disabilities and the amount involved? Please provide a breakdown by mode of transport.

Asked by : Hon. KAM Nai-wai

Reply :

Since December 2009, the MTR Corporation Limited has been offering fare concessions to recipients of the Comprehensive Social Security Assistance Scheme aged between 12 and 64 with 100% disability and to recipients of Disability Allowance in the same age group. Persons with disabilities can also enjoy fare concessions of about 10% to 50% on 17 ferry routes and about 15% to 30% on five green minibus routes.

The Government does not have information on the number of passengers with disabilities using public transport services, and the revenue foregone by the public transport operators in providing fare concessions to passengers with disabilities.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	29 February 2012

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

THB(T)143

2241

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 :

Has the Administration collected any statistical data on the number of professional drivers, their wage level and working hours for the past ten years? If yes, please provide details by types of vehicles. In respect of measures implemented and activities carried out in enhancing the health of commercial vehicle drivers, such as “Safe Driving and Health Campaign”, “Health Check Days”, please provide the details of such measures and activities as well as the manpower and expenses by year for the past five years.

According to information of the Government, the Transport Department commissions independent contractors to conduct sample surveys on the working hours of bus captains of franchised bus companies every year in order to monitor whether franchised bus companies follow “Guidelines on Bus Captains’ Working Hours, Rest Times and Meal Breaks”. Please provide the expenditure and manpower involved, results of surveys, as well as follow-up action and improvement made in view of the survey results in the past five years.

Asked by : Hon. KAM Nai-wai

Reply :

The Transport Department (TD) has record of the number of full driving licences issued for different vehicle classes, but not the exact number of people taking up driving as a profession in a particular field, except for the number of drivers employed by franchised bus companies. As at end January 2012, the franchised bus companies employ in total 12 400 full-time / part-time drivers.

Regarding the wage level of drivers, at present, the average take home income for full-time franchised bus drivers ranges from \$14,000 to \$18,000. The average monthly net income of taxi rentee-drivers ranged from around \$9,800 to \$18,500, according to information collected in January - June 2010. As for green minibus drivers, the current pay level ranges from about \$260 to \$500 per shift. TD does not have information on the wage level of other trades.

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

Reply Serial No.

THB(T)143

Question Serial No.

2241

In respect of the working hours of franchised bus and green minibus drivers, TD has issued guidelines for the operators to follow. The detailed guidelines for franchised bus drivers and green minibus drivers are at Annexes I and II respectively. TD does not have information on the working hours of drivers in other trades.

In collaboration with the Occupational Safety and Health Council and relevant trade unions, the Labour Department (LD) has since 2011 been conducting publicity activities to promote professional drivers' awareness of occupational safety and health. The promotional programme included promotional visits to transport stations, distribution of occupational safety leaflets and related souvenirs, and broadcasting of educational video on mobile advertising media and health tips on the radio. As the programme is an integral part of LD's occupational safety and health programme, the expenditure cannot be separately identified.

Since 2009-10, TD has been conducting annual Safe Driving and Health Campaign to promote road safety by enhancing safe driving behaviour and health awareness of commercial vehicle drivers. A wide range of services are provided under the campaign, including safe driving and health related seminars and workshops, dissemination of safe driving and health messages through radio stations, advertisements on newspapers/at tunnel portals/prominent sites near trunk roads, posters and stickers, free health checks to professional drivers, etc. About 1 800 and 2 000 drivers attended the free health checks in 2010 and 2011 respectively. We also plan to provide free health checks to similar number of drivers in 2012. The expenses of the campaign in 2009-10, 2010-11 and 2011-12 are \$1 million, \$3 million and \$3 million respectively. The work is absorbed by existing staff resources in TD.

To ensure compliance with the Guidelines, TD employed independent contractors to carry out surveys on the working hours, rest times and meal breaks of bus captains of franchised bus companies. The results of the surveys reveal that franchised bus companies generally adhere to the prevailing guidelines in arranging rest times and meal breaks for bus captains. The total expenses for the monitoring surveys carried out in the past five years is about \$2 million. The work is absorbed by existing staff resources in TD.

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

2 March 2012

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

Annex I

**Guidelines on Bus Captain
Working Hours, Rest Time and Meal Breaks**

- Guideline A - Bus captains should have a rest time¹ of at least 30 minutes after 6 hours of duty and within that 6-hour duty, they should have rest times of 20 minutes of which no less than 12 minutes should be within the first 4 hours of duty. The time bus captains spend at a terminal point preparing for the next departure and monitoring passenger boarding should not be regarded as rest time.
- Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours.
- Guideline C - Driving duty (i.e. maximum duty less all rest times each of 30 minutes or more) in a working day should not exceed 11 hours.
- Guideline D - The break between successive working days should not be less than 10 hours.
- Guideline E - Bus captains working for a duty of not less than 8 hours in a working day should have a meal break. Bus companies should complete the improvement of meal breaks to no less than 45 minutes by the third quarter of 2011, and further improvement to no less than one hour in one year thereafter.

¹ Meal break is also regarded as rest time.

Examination of Estimates of Expenditure 2012-13
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INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)143

Question Serial No.

2241

Annex II

Guidelines on the Working Hours of Green Minibus (GMB) Drivers

- Guideline A - Each shift period of GMB drivers, including all rest breaks, should not exceed 14 hours at the maximum per day;
- Guideline B - The driving hours of GMB drivers (i.e. the maximum hours of a shift period less all rest breaks that last for 15 minutes or more) should not exceed 11 hours per day.

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

THB(T)144

1146

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 :

Please provide the details, schedule (including the time of completion and result announcement), the required resources and expenditure associated with the mid-term review of the six major outlying island ferry trunk routes in 2012-13.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

The Transport Department (TD) plans to carry out the mid-term review of the six major outlying island ferry trunk routes in the third quarter of 2012. The review will examine, amongst other things, the latest financial position and service level of the six ferry routes, as well as the utilisation of the helping measures for the operators of these six routes. TD aims to complete the review in six months and will report the findings to the Transport and Housing Bureau. The review will be carried out by TD's existing staff.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	27 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)145

Question Serial No.

1147

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 2012-13, the Transport Department would continue to pursue amendments on motor vehicle construction regulations. Please give an account of the amendment areas, progress and expenditure involved.

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

In 2012-13, the Administration aims to implement new legislation on the installation of speed limiter and black box on public light buses. The proposed legislation was introduced into the Legislative Council in July 2011. The Administration will also continue to consider legislative amendments regarding vehicle lighting, door systems, safety glass standards and reversing video devices.

The relevant work is absorbed by the existing staff of the Transport Department. One full-time Engineer, assisted by other staff working on a part-time basis, is responsible for the above work. The annual staff cost involved, in terms of notional annual mid-point salary, is about \$0.9 million.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	28 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)146

Question Serial No.

1148

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 provide details of the eight new green minibus routes planned by the Transport Department for introduction in 2012, including district to be served, fare and introduction date. Has the Department considered introducing new public light bus routes for Tung Chung new town to give more choices to the residents having regard that currently the choices of public transport modes in Tung Chung are limited to franchised bus and MTR services? If there is a plan, what is it? If not, what is the reason?

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

The Transport Department (TD) introduced/plans to introduce the following eight new green minibus service routes in 2012:

Origin – Destination		Proposed Fare	Planned Date of Introduction
1.	Siu Hang Tsuen – Tuen Mun Town Centre (Circular)	\$5.5 (actual fare)	Introduced on 1 January 2012
2.	San Po Kong (The Latitude) – Kwun Tong (Circular)	\$7.0	6 April 2012
3.	Fu Shan Public Transport Terminus – Kowloon City (Circular)	\$6.8	1 April 2012
4.	Hilltop Garden/King Lai Court – Diamond Hill Station	\$4.1	1 April 2012

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

THB(T)146

1148

Origin – Destination		Proposed Fare	Planned Date of Introduction
5.	Hilltop Garden – Wong Tai Sin Station	\$4.6	1 April 2012
6.	Sai Kung – Nam Shan San Tsuen	\$4.1 (actual fare)	Introduced on 27 February 2012
7.	Sai Kung – Tui Min Hoi (Seaside Villas)	\$3.1 (actual fare)	Introduced on 27 February 2012
8.	Wonderland Villas – Cheung Sha Wan (Cheung Fat Street)	\$6.8	24 March 2012

Public light bus (PLB) plays a supplementary role in the public transport system, providing services to areas where operation of high-capacity transport modes is not feasible. Tung Chung new town is well served by railway and franchised bus services at present and thus there is no plan to introduce PLB services for the area. TD will continue to monitor the level of public transport services in Tung Chung and consider introducing PLB or other types of public transport services as and when necessary.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	1 March 2012

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

THB(T)147

1149

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 will continue to implement the Speed Map Panel project and the Traffic and Incident Management System in 2012-13. What are the details of the projects and the expenditure involved?

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

Speed Map Panel Project

The Transport Department (TD) is installing five sets of Speed Map Panels (SMP) with map-type display on strategic roads in the New Territories to let motorists know the congestion levels/estimated journey time along different routes to Kowloon. They are located at:

- (i) Tai Po Road – Sha Tin Section southbound near the Racecourse;
- (ii) Tate's Cairn Highway southbound near Shek Mun;
- (iii) Tolo Highway southbound near the Science Park;
- (iv) San Tin Highway southbound near the Fairview Park; and
- (v) Tuen Mun Road southbound near Tuen Mun San Hui.

The project also includes installation of vehicle speed detectors, a central computer system and data communication equipment for collection, processing, transfer and dissemination of real-time traffic information and the associated civil engineering works.

The installation of the SMP commenced in 2010 and is scheduled for completion by mid 2012. The total cost of the project is estimated to be \$70.9 million. The estimated expenditure for 2012-13 is about \$23 million.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)147

Question Serial No.

1149

Traffic and Incident Management System

The Traffic and Incident Management System (TIMS) will enhance TD's efficiency and effectiveness in managing traffic and transport incidents, and in disseminating traffic and transport information to the public. The key functions of TIMS include automatic incident detection, coordination of traffic control and surveillance systems, consolidation and formulation of traffic and transport contingency plans, and provision of traffic information to stakeholders and the public. The system analysis and design for TIMS commenced in July 2011, and the system development and implementation are scheduled to commence in early 2013 for completion in mid 2015. The total cost of the system is estimated to be \$100 million. The estimated expenditure for 2012-13 is about \$11 million.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	28 February 2012

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

THB(T)148

2283

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

Programme : (1) Planning and Development &
(3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question :

In recent years, there have been many traffic accidents involving bicycles and cyclist casualties. Is there any increase in resources in 2012-13 to improve the safety facilities at the black spots of the cycle tracks at various districts, to step up enforcement and strengthen publicity? If yes, what are the details? If no, what are the reasons? Will the Government propose any long term planning and policy to encourage cycling activities?

Asked by : Hon. LAU Kong-wah

Reply :

Hong Kong is a densely populated city. General road traffic is heavy and road space is limited. The Government does not encourage the use of bicycles as a transport mode in urban areas, due to road safety considerations. If situation permits, cycle tracks and ancillary facilities will be built in new towns and new development areas to enable the public to cycle safely for recreational purposes and short distance travel.

The Government attaches great importance to enhancing cycling safety. On infrastructure, the Transport Department (TD) will deploy additional resources in 2012-13 to identify and propose improvement works at locations which have more cycling accidents along the cycle tracks in the Sha Tin and Tai Po Districts. In this respect, we will conduct trial of some improvement measures in Tai Po District to test their effectiveness. We will also expedite the replacement of metal bollards with plastic bollards on more heavily utilised cycle tracks, and erect new warning traffic signs to alert drivers at roads where cycling activities are frequent.

On publicity and education, TD will produce an educational video on cycling safety in 2012 for viewing by the general public including motorists, pedestrians and students, to further promote proper and safe road users behaviour. In collaboration with the Road Safety Council, TD will also produce two new leaflets in 2012 to encourage the use of bicycle helmet and provide cycling safety tips.

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

Reply Serial No.

THB(T)148

Question Serial No.

2283

On enforcement, the Police will launch a territory-wide cycling safety publicity cum enforcement operation that aims to deter improper cycling behaviour on public roads.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	1 March 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)149

Question Serial No.

1011

Head : 186 – Transport Department Subhead (No. & title) :
(2) Licensing of Vehicles and Drivers

Programme :
Commissioner for Transport

Controlling Officer :
Secretary for Transport and Housing

Director of Bureau :

Question :

The community is highly concerned about the “Guangdong/Hong Kong private cars ad hoc quota scheme” to be launched in March, particularly its second phase which will allow Mainland private cars to enter Hong Kong. There are public concerns that allowing Mainland private cars to enter Hong Kong may result in higher vehicular flow and traffic overload for our road facilities. Different regimes of the two places also increase vulnerability to loopholes in terms of environment, road safety and security.

Under *Matters Requiring Special Attention in 2012-13* of Programme (2), the Department has mentioned, inter alia, that with additional provisions, it will continue to support implementation of the first phase of the ad hoc quota trial scheme and prepare for the second phase.

In this connection, please advise this Committee of the following:

- (a) What are the department’s staffing and financial provisions for the trial scheme (including the preparation for the first and second phases)?
- (b) What are the major tasks of the staff involved? Since the title of Programme (2) is Licensing of Vehicles and Drivers, apart from the issuing of permits, what are the additional staffing for? In particular, what is the preparatory work for Phase II, which is to allow Mainland vehicles to enter Hong Kong?
- (c) The scheme is under *Matters Requiring Special Attention in 2012-13*. Please provide the work target, quantitative and qualitative performance targets and the implementation timeframe so as to facilitate this Committee’s subsequent inspection and examination.

Asked by : Hon. LEUNG Kwok-hung

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)149

Question Serial No.

1011

Reply :

- (a) The first phase of the ad hoc quota trial scheme for cross-boundary private cars (the Scheme) to be implemented at the Shenzhen Bay Port will be launched on 30 March 2012. Three clerical posts have been created. The estimated capital and recurrent expenditures in 2012-13 are \$6.64 million and \$3.9 million respectively.
- (b) The additional staffing are required to provide support for processing the applications, monitoring the implementation process and handling public enquiries relating to the Scheme. To complement Phase II of the Scheme as and when it is implemented, the department will need to introduce legislative amendments so as to provide legal basis for the issuance of temporary licences to Guangdong private cars and for charging the relevant fees.
- (c) The department's work target for the first phase of the Scheme is to complete the processing of applications and issue Closed Road Permits to approved applicants in about ten working days. We will carefully monitor the situation after implementation of the first phase of the Scheme and indicators such as smooth operation of the administrative procedures, utilization of quotas, feedback from the private car owners, effect on the operation of the control point, impact on traffic and environment, effectiveness of enforcement, coordination with the Mainland authorities, etc. will be taken into account in evaluating the effectiveness of the trial scheme. The Administration will take into consideration factors such as road safety, capacity of road networks, as well as environmental protection when formulating the relevant arrangements for the second phase of the Scheme.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	2 March 2012

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

THB(T)150

2072

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 processing of licence of vehicles and drivers, would the Administration advise –

- (a) with regard to the processing of vehicle licences, how many left hand drive (LHD) vehicles are at present issued with valid movement permits and closed road permits? Please provide the number of applications received and cases approved in the past three years, breakdown by vehicle class;
- (b) with regard to the processing of driving licences, please provide the number of driving licence holders of the People's Republic of China (PRC) who obtained their Hong Kong full driving licence by way of direct issue in the past three years, breakdown by vehicle class;
- (c) the number of mainland people who were issued with Hong Kong full driving licences for bus and articulated vehicle in the past three years; and
- (d) why there is a significant increase in the number of Mandatory Attendance of Driving Improvement Course (MDIC) summonses issued from 2010 to 2011, but a significant decrease in the number of new Driving Offence Point (DOP) summonses issued from 2010 to 2011?

Asked by : Hon. LI Fung-ying

Reply :

- (a) Under the prevailing arrangement, TD does not issue closed road permit to LHD vehicles issued with movement permit for accessing closed roads of the boundary area.

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

- (b) The numbers of directly issued Hong Kong full driving licence to applicants on the strength of PRC driving licence in the past three years are as follows:

Year	No. of Cases
2009	13 660
2010	16 290
2011	19 680

The numbers of driving endorsement by vehicle class are as follows:

Year	Vehicle Class			
	Private Car	Lights Goods Vehicle	Motor Cycle	Motor Tricycle
2009	12 971	3 327	3 082	3 082
2010	15 791	3 848	3 528	3 528
2011	19 234	4 618	4 481	4 481

An applicant may apply for more than one vehicle class entitlement at the same time. The “direct issue” mechanism is restricted to the issue of driving licences for private car, light goods vehicle, motor cycle and motor tricycle.

- (c) In the past three years between 2009 and 2011, a total of 107 driving licences for private / public bus and 757 driving licences for articulated vehicle were issued to Mainland drivers through the driving test mechanism, with breakdown below:

Year	Private / Public Bus	Articulated Vehicle
2009	59	201
2010	17	224
2011	31	332

- (d) The MDIC scheme requires a traffic offender who has been convicted of certain serious offences or who has accumulated ten or more DOPs within a period of two years to attend a driving improvement course. The scheme was introduced in February 2009 and the full effect of the two years’ window was reflected in 2011, hence the number of MDIC summons issued increased significantly in 2011 (as compared with 2010).

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

Reply Serial No.

THB(T)150

Question Serial No.

2072

The decrease in the number of new DOP summonses issued in 2011, as compared with 2010, was due to the decreasing number of drivers who incurred 15 or more DOPs. This may be attributable to the following factors: (i) the “deem-served” provision of summons implemented since 29 May 2009 which is an effective deterrent to DOP offenders; (ii) the MDIC scheme which further enhances awareness of road safety and fosters good driving behaviour; and (iii) by attending the MDIC, drivers can get deduction of three DOPs thereby reducing the chance of reaching 15 DOPs within a period of two years.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	1 March 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)151

Question Serial No.

0394

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

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question :

The Transport Department has stated that the number of non-directorate posts will be increased by 82 to 1 362 posts as at 31 March 2013. Please inform this Committee of the nature of work, ranks and salaries of these new posts.

Asked by : Hon. SHEK Lai-him, Abraham

Reply :

There will be a net increase of 82 non-directorate posts in 2012-13 as a result of the creation of 85 non-directorate posts offset by the deletion of three time-limited non-directorate posts. The duties and annual staff costs, in terms of notional annual mid-point salary, of the 85 posts to be created are as follows –

Rank	No. of Post	Annual Staff Cost	Duties
Senior Transport Officer ^{Note 1}	1	\$783,600	For implementing new railways and public transport re-organisation plans.
Transport Officer I ^{Note 1}	1	\$565,620	
Motor Vehicle Examiner I ^{Note 1}	1	\$683,700	For providing support in the franchised bus companies acquiring 36 electric buses and related charging facilities for trial.

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

THB(T)151

0394

Rank	No. of Post	Annual Staff Cost	Duties
Motor Vehicle Examiner II	1	\$516,120	For enhancing the safety and service quality of public light bus operation.
Vehicle Tester	1	\$214,740	
Senior Executive Officer	1	\$783,600	For strengthening cross-boundary and related services.
Assistant Clerical Officer	1	\$202,260	
Clerical Assistant	2	\$315,480	
Analyst/Programmer II	1	\$374,520	
Executive Officer I	1	\$565,620	For strengthening manpower support in the Licensing Section to meet increasing workload.
Clerical Officer	1	\$324,360	
Assistant Clerical Officer	2	\$404,520	
Engineer/Assistant Engineer ^{Note 1}	1	\$587,880	For enhancing cycling safety, planning and development of cycling facilities.
Transport Officer II ^{Note 2}	1	\$357,540	For ensuring efficient and effective operation of the parking meter system and proper performance of the parking meter contractor.
	1	\$357,540	For supporting the administrative and operational work relating to cross-boundary coach quota.

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

THB(T)151

0394

Rank	No. of Post	Annual Staff Cost	Duties
Transport Officer II ^{Note 2}	1	\$357,540	For providing assistance and support in the administration and implementation of enhancements related to e-Services for Transport Department systems.
	1	\$357,540	For providing assistance and support in planning and implementing business process re-engineering initiatives as well as office management and administrative matters of VALID Project Section.
Assistant Clerical Officer ^{Note 2}	1	\$202,260	For providing general clerical support to VALID Project Section.
	1	\$202,260	For providing general clerical support in daily office administration for smooth and efficient operation of the Business Management Section.
	1	\$202,260	For providing general clerical support in dealing with driving test appointments and answering enquiries.
	1	\$202,260	For providing support in processing Lantau Closed Road Permit applications.

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

THB(T)151

0394

Rank	No. of Post	Annual Staff Cost	Duties
Assistant Clerical Officer ^{Note 2}	2	\$404,520	For providing general clerical support to the Transport Operations (New Territories) Division.
	1	\$202,260	For providing general clerical support to the General Registry/Headquarters.
	1	\$202,260	For providing general clerical support in monitoring the operation of six government tunnels, four Build-Operate-Transfer tunnels, Tsing Ma and Tsing Sha Control area.
	4	\$809,040	For providing general clerical support to the Vehicle Inspection & Records Unit.
	1	\$202,260	For providing general clerical support services to the Licensing Section.
	22	\$4,449,720	For providing counter services at the Licensing Offices.
	1	\$202,260	For providing support to the Boundary Team to monitor the operation of cross-boundary coach operators.
	1	\$202,260	For providing general clerical support to the Bus & Railway Branch.

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

Reply Serial No.

THB(T)151

Question Serial No.

0394

Rank	No. of Post	Annual Staff Cost	Duties
Assistant Clerical Officer ^{Note 2}	1	\$202,260	For providing support to the written driving test services.
	1	\$202,260	For providing general clerical support to the Public Vehicles Unit and enquiry service to the public.
	2	\$404,520	For providing clerical support to the Transport Incident Management Section.
	1	\$202,260	For assisting in the e-Park card refunding operation and monitoring the Octopus-card-operated parking meter system.
Clerical Assistant ^{Note 2}	1	\$157,740	For providing counter services to the Licensing Offices.
	1	\$157,740	For providing general clerical support to the daily receipt and delivery service for over 100 officers in the Kowloon Regional Office.
	4	\$630,960	For providing general clerical support to the Vehicle Safety and Standards Division.

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

THB(T)151

0394

Rank	No. of Post	Annual Staff Cost	Duties
Clerical Assistant ^{Note 2}	1	\$157,740	For operating two VALID IV interface systems i.e. the Repeater Queue Early Test Balloting System and the Transport Department's e-service - "Online Booking for Driving Tests" under GovHK.
	1	\$157,740	For providing general clerical support to both Traffic Engineering (Hong Kong) Division and Transport Operations (Hong Kong) Section.
	1	\$157,740	For providing general clerical support to the Strategic Roads Division.
	6	\$946,440	For handling the issuance of closed road permits and international circulation permits to cross-boundary vehicles.
	1	\$157,740	For providing clerical support in the procurement of IT equipment and maintenance of inventory records.
	1	\$157,740	For providing general clerical support to the Information and Public Relations Unit.

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

THB(T)151

0394

Rank	No. of Post	Annual Staff Cost	Duties
Clerical Assistant ^{Note 2}	1	\$157,740	For performing the general clerical duties relating to training and development initiatives.
	1	\$157,740	For assisting in office administration as well as carrying out daily filing work in the General Registry of the Priority Railway Division.
Technical Officer (Traffic)/Technical Officer Trainee (Traffic) ^{Note 2}	1	\$206,850	For providing technical support to the Traffic Engineering (New Territories East) Division.
	1	\$206,850	For providing technical support to the Ferry Team and Ferry Review Team.
Electronics Engineer/Assistant Electronics Engineer ^{Note 2}	1	\$587,880	For implementing traffic control equipment projects and conducting evaluation on new traffic control equipment.
Assistant Electronics Inspector ^{Note 2}	1	\$324,360	For providing technical support to the Traffic Control Division.
Statistician ^{Note 2}	1	\$716,040	For conducting statistical analysis in the Statistics Section of the Road Safety and Standards Division.
Total :	85	\$21,286,140	

Note 1 These posts are time-limited for taking forward specific initiatives as appropriate.

Note 2 For replacing non-civil service contract positions.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)151

Question Serial No.

0394

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	2 March 2012

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

THB(T)152

2724

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 :

Concerning Mainland vehicles entering Hong Kong for self-drive tours, has the Transport Department carried out any consultation or study up till now? If yes, what were the results? If not, what are the reasons?

Asked by : Hon. SHEK Lai-him, Abraham

Reply :

Back in December 2008, the Administration explained to the Legislative Council (LegCo) about the ad hoc quota trial scheme for cross-boundary private cars (the Scheme) in response to a question raised by a LegCo Member. At the meeting of the LegCo Panel on Transport on 23 January 2009, we explained to Members the current control regime for cross-boundary vehicles and the future direction for relaxing the private car quota system, and reported the progress regarding our discussions with the Guangdong Provincial Government on the Scheme. Members generally welcomed the proposal to issue ad hoc quotas and the general response of the public was also positive. LegCo Members have subsequently followed up on the progress of the Scheme by raising a number of questions.

We have just announced that the first phase of the Scheme will be launched in March 2012 and presented the relevant arrangements to the LegCo Panel on Transport on 16 February 2012. It is applicable to qualified owners of non-commercial Hong Kong private cars with five seats or less, allowing them to drive their own cars to enter Guangdong for a short stay of not more than seven days. Arrangements for Guangdong private cars to enter Hong Kong fall under the second phase of the Scheme. Experts of the two governments will further study and discuss the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time. There is no concrete timetable for the second phase at this time.

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

2 March 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)153

Question Serial No.

1512

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 :

The Department mentioned carrying out a territory-wide travel characteristics survey in 2011-12. Please advise the results of the survey. Are there any follow-up measures? If so, what are these measures and what are they expected to achieve?

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

The field work for the travel characteristics survey was carried out from September 2011 to January 2012. Analysis of the survey data is now in progress. Preliminary survey results are expected to be available in late 2012. We will use the survey results to update our transport database to facilitate planning of transport infrastructures and public transport services.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	27 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)154

Question Serial No.

1513

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 :

The actual number of new or extension of licences for ferry services granted increased to 75 in 2011. This is different from the actual figure of 2010 and the estimated figure for 2012. What is the reason for this and what are the bases adopted in making the estimate for 2012?

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

Before 2009, licences for kaito services needed to be renewed annually. Since 2009, new licences are granted for two or three years to provide more certainty to the kaito operators in terms of their licences to run the services. Therefore, the number of licences requiring extension was fewer in 2010. The licences granted in 2011 included the extension of the two-year licences granted in 2009 and new licences granted in that year. In making the estimate for 2012, we have taken into account the number of ferry/kaito service licences due for expiry and new applications for licence received from ferry/kaito operators.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	27 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)155

Question Serial No.

1514

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 :

What are the respective routings of the eight new green minibus routes planned for introduction in 2012?

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

The Transport Department introduced/plans to introduce the following eight new green minibus service routes in 2012:

Origin – Destination	
1.	Siu Hang Tsuen – Tuen Mun Town Centre (Circular) [Introduced on 1 January 2012]
2.	San Po Kong (The Latitude) – Kwun Tong (Circular)
3.	Fu Shan Public Transport Terminus – Kowloon City (Circular)
4.	Hilltop Garden/King Lai Court – Diamond Hill Station
5.	Hilltop Garden – Wong Tai Sin Station
6.	Sai Kung – Nam Shan San Tsuen [Introduced on 27 February 2012]
7.	Sai Kung – Tui Min Hoi (Seaside Villas) [Introduced on 27 February 2012]
8.	Wonderland Villas – Cheung Sha Wan (Cheung Fat Street)

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)155

Question Serial No.

1514

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	1 March 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)156

Question Serial No.

1515

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 estimated that it would process 60 bus route rationalisation packages in 2012 which is 50% less than that of 2011. What are the reasons for the decrease? What are the details of the bus routes involved in these 60 rationalisation packages?

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

In response to changes in passenger demand, and to improve the operational efficiency of bus networks, as well as to optimise resource utilisation, the Transport Department (TD) puts forward service rationalisation proposals for consultation with the local District Councils each year. Bus service rationalisation proposals may include adjustment of bus routing, service frequency and timetable, truncation of routes, amalgamation or cancellation of routes. The number of rationalisation packages planned for implementation in any given year is affected by factors such as changes in population, changes in passenger demand for existing services, commissioning of new railways and other transport infrastructure which would affect the demand for franchised bus services. These factors vary from year to year, leading to variation in the number of rationalisation packages to be implemented each year. The actual number of packages pursued will depend on the outcome of local consultation.

In 2012, TD plans to implement 60 rationalisation packages. The breakdowns are as follows:

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)156

Question Serial No.

1515

Nature	Number of Rationalisation Packages
Route cancellation	7
Frequency reduction	40
Replacement of double-deck buses with single-deck buses	12
Route truncation	1

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

27 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)157

Question Serial No.

1516

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 :

It is estimated that the number of franchised bus service route development programme items to be implemented in 2012 will be reduced, as compared to the actual number implemented in 2011, returning to the actual level in 2010. What are the considerations behind the aforesaid estimation?

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

The Transport Department regularly monitors passenger demand for franchised bus services. It will implement route development programme items to match changes in passenger demand, improve the efficiency of the bus network, as well as reduce bus congestion and roadside emission. The number of route development programme items planned for implementation in any given year is affected by factors such as community development, changes in population, commissioning of new railways and other transport infrastructure which would affect the demand for franchised bus services. These factors vary from year to year, leading to variation in the estimated number of route development programme items to be implemented each year.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	27 February 2012

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

THB(T)158

1517

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 2012-13, the Government will continue to enhance road safety through legislation, publicity and use of technology. What have been done on publicity and what technology has been used? What is their effectiveness? What is the publicity plan in future?

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

The Transport Department (TD) has been collaborating with the Road Safety Council (RSC) in undertaking publicity and educational activities to enhance road safety in Hong Kong. Road safety messages targeting various road user groups including pedestrians, drivers and cyclists are disseminated through different channels such as television (TV), radio, bus body advertisements, and printed materials. Publicity campaigns focusing on smart driving, pedestrian safety, cycling safety, drink driving, etc. were organised. Recently, a new website “Cycling Information Centre” was launched to further promote cycling safety. Publicity events have also been held to promote road safety, such as Elderly Pedestrian Safety Day, Safe Driving and Health Campaign for commercial vehicle drivers, etc.

Following the enactment of the legislative amendments to combat drug driving which will come into effect in March 2012, we will be stepping up publicity to alert drivers of possible side effects of some common drugs on driving ability and advise them to stop driving when initial sign of drug effects is recognised. TV and radio Announcement of Public Interests will be broadcast. Posters and leaflets will also be displayed and distributed at various locations including carparks, tunnels, licensing offices, etc. Seminars will be arranged for commercial vehicle drivers.

Looking ahead, we will continue to work with the RSC and other stakeholders to arrange publicity activities to promote road safety through various channels.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)158

Question Serial No.

1517

TD has been making use of technology to enhance road safety. For example, traffic signals are installed at about 1 800 road junctions for safe control and regulation of vehicular and pedestrian traffic at these locations. A total of 155 red light cameras (RLCs) have been installed to deter red light jumping. We will seek Finance Committee's approval in the second quarter of 2012 for the expansion of the RLC system, which will increase the number of road junctions with RLCs from 155 to 195. In addition, 111 speed enforcement camera housings have been in operation to deter speeding.

The use of technology, together with efforts in publicity and enforcement have proved to be effective in enhancing road safety in Hong Kong, as reflected in the general downward trend of the numbers of people killed and seriously injured in road traffic accidents over the years.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	1 March 2012

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

THB(T)159

1518

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 :

- (a) The Transport Department co-ordinates the tendering of management contract for government-owned covered public transport interchanges. Please advise whether or not utilisation rate of public transport interchanges is one of the factors under consideration in formulation of the management contract. If not, how is the manpower requirement of the management contract determined?
- (b) Please advise if the Transport Department has ever revised the tender conditions due to very low utilisation rate of public transport interchanges revealed in the past one year.
- (c) Please advise if the management company is required to report on the utilisation rate of public transport interchanges to facilitate the Transport Department to review the utilisation efficiency of public transport interchanges.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

- (a) The contractor of the proposed management contract will be required to conduct regular patrols and inspection of the facilities at government-owned covered public transport interchanges (PTIs), and to provide cleansing services for internal walls and columns; ventilation ducts and louvers at the PTIs to maintain the general environment of the PTIs. The contractor will have to provide the necessary manpower to fulfil the service standard and to carry out the scope of services stipulated by the Transport Department.
- (b) The preparatory work for tendering a new management contract for government-owned covered public transport interchanges is in progress.
- (c) Monitoring of the utilisation of PTIs will continue, as now, to be carried out by the Transport Department direct.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)159

Question Serial No.

1518

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	1 March 2012

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

THB(T)160

1519

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 :

Does the Transport Department conduct regular review on the contingency measures or conduct drills, having regard to serious traffic accidents happened in the tunnel areas previously, for effective prevention of accidents?

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

There are contingency measures to handle serious traffic accidents in the tunnel areas. All tunnel operators provide regular training for their staff and conduct regular drills, which involve relevant government departments including the Transport Department (TD), the Hong Kong Police Force and the Fire Services Department, to ensure efficient and effective implementation of the contingency measures in time of need. Following each serious traffic accident in tunnel areas, TD will conduct an immediate review in association with the tunnel operator concerned and other relevant government departments with a view to identifying the cause of the accident and examining the need for refining the contingency measures. When the contingency measures are refined, TD will require the tunnel operators to promulgate and to comply with them accordingly.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	27 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)161

Question Serial No.

0481

Head : 186 – Transport Department Subhead (No. & title) : 000 Operational Expenses

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question :

Please provide the following information on the employment of non-civil service contract (NCSC) staff to provide services:

	2012-13	2011-12	2010-11
a. Number of NCSC staff	()	()	()
b. Details of NCSC positions			
c. Total expenditure on the salaries of NCSC staff	()	()	()
d. Monthly wages of NCSC staff			
• \$30,001 or above	()	()	()
• \$16,001 to \$30,000	()	()	()
• \$8,001 to \$16,000	()	()	()
• \$6,501 to \$8,000	()	()	()
• \$5,001 to \$6,500	()	()	()
• \$5,000 or below	()	()	()
• No. of NCSC staff with monthly wages less than \$5,824	()	()	()
• No. of NCSC staff with monthly wages between \$5,824 and \$6,500	()	()	()
e. Year of service of NCSC staff			
• Five years or above	()	()	()
• Three to five years	()	()	()
• One to three years	()	()	()
• Less than one year	()	()	()
f. No. of NCSC staff appointed as civil servants	()	()	()
g. No. of NCSC staff who had chances for appointment as civil servants on permanent terms through open recruitment but have failed to do so	()	()	()
h. Percentage of NCSC staff out of the total no. of staff of the Department (%)	()	()	()
i. Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the department (%)	()	()	()
j. No. of NCSC staff with paid meal break	()	()	()
k. No. of NCSC staff without paid meal break	()	()	()
l. No. of NCSC staff under five-day work week	()	()	()
m. No. of NCSC staff under six-day work week	()	()	()

Figures in () denote year-on-year changes

Asked by : Hon. WONG Kwok-hing

Examination of Estimates of Expenditure 2012-13

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

Reply Serial No.

THB(T)161

Question Serial No.

0481

Reply :

The figures for 2012-13 are not available as the number of NCSC staff varies over time in accordance with the changing service needs. The figures for 2010-11 and 2011-12 are provided below –

	2011-12 ^{Note 1}	2010-11 ^{Note 2}
a. Number of NCSC staff	163 (-9.4%)	180 (-7.2%)
b. Details of NCSC positions		
• transport operations, traffic engineering,	46 (+2.2%)	45 (-2.2%)
• executive and administrative support duties	8 (no change)	8 (-20%)
• general clerical support and other duties	109 (-14.2%)	127 (-8%)
c. Total expenditure on the salaries of NCSC staff	\$24.1 million (-27%)	\$33.0 million (-10.3%)
d. Monthly wages of NCSC staff		
• \$30,001 or above	16 (+6.7%)	15 (-6.3%)
• \$16,001 to \$30,000	31 (+3.3%)	30 (-9.1%)
• \$8,001 to \$16,000	107 (-12.3%)	122 (-10.9%)
• \$6,501 to \$8,000	9 (-25%)	12 (+71.4%)
• \$5,001 to \$6,500	0 (-100%)	1 (no change) Part-time staff ^{Note 3} , hourly rate: \$53
• \$5,000 or below	0 (no change)	0 (no change)
• No. of NCSC staff with monthly wages less than \$5,824	0 (-100%)	1 (no change) Part-time staff ^{Note 3} , hourly rate: \$53
• No. of NCSC staff with monthly wages between \$5,824 and \$6,500	0 (no change)	0 (no change)
e. Year of service of NCSC staff in TD		
• Five years or above	45 (-2.2%)	46 (+21.1%)
• Three to five years	34 (+9.7%)	31 (-3.1%)
• One to three years	46 (-33.3%)	69 (-1.4%)
• Less than one year	38 (+11.8%)	34 (-37%)
f. No. of NCSC staff appointed as civil servants	19 (+58.3%)	12 (-57.1%)
g. No. of NCSC staff who had chances for appointment as civil servants on permanent terms through open recruitment but have failed to do so	Information not available.	
h. Percentage of NCSC staff out of the total no. of staff of the Department	11.2% (-1.2%)	12.4% (-0.9%)
i. Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the department	5.1% (-0.5%)	5.6% (-0.6%)
j. No. of NCSC staff with paid meal break	154 (-8.3%)	168 (-10.2%)
k. No. of NCSC staff without paid meal break	9 (-25%)	12 (+71.4%)
l. No. of NCSC staff under five-day work week	163 (-9.4%)	180 (-7.2%)
m. No. of NCSC staff under six-day work week	0 (no change)	0 (no change)

() percentage of year-on-year changes

Note 1 The figures for 2011-12 refer to position as at 31 December 2011.

Note 2 The figures for 2010-11 refer to position as at 31 March 2011.

Note 3 The part-time staff meet the conditions of continuous contract as defined by the Employment Ordinance.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)161

Question Serial No.

0481

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	29 February 2012

Examination of Estimates of Expenditure 2012-13

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

Reply Serial No.

THB(T)162

Question Serial No.

0506

Head : 186 – Transport Department Subhead (No. & title) : 000 Operational Expenses

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question :

Please provide the following information for procurement of services from employment agencies (EAs):

	2012-13	2011-12	2010-11
a. Number of contracts with the EAs	()	()	()
b. Contract sum for each EA			
c. Total expenditure on the commission for each EA	()	()	()
d. Term of service for each EA			
e. Number of workers supplied by EA contracts			
f. Details of positions of the workers supplied by EA contracts			
g. Monthly wages of agency workers supplied			
• \$30,001 or above	()	()	()
• \$16,001 to \$30,000	()	()	()
• \$8,001 to \$16,000	()	()	()
• \$6,501 to \$8,000	()	()	()
• \$5,001 to \$6,500	()	()	()
• \$5,000 or below	()	()	()
• No. of agency workers with monthly wages less than \$5,824	()	()	()
• No. of agency workers with monthly wages between \$5,824 and \$6,500	()	()	()
h. Year of service of agency workers			
• Five years or above	()	()	()
• Three to five years	()	()	()
• One to three years	()	()	()
• Less than one year	()	()	()
i. Percentage of agency workers out of the total number of staff of the Department (%)	()	()	()
j. Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the department (%)	()	()	()
k. No. of agency workers with paid meal break	()	()	()
l. No. of agency workers without paid meal break	()	()	()
m. No. of agency workers under five-day work week	()	()	()
n. No. of agency workers under six-day work week	()	()	()

() percentage of year-on-year changes

Asked by : Hon. WONG Kwok-hing

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)162

Question Serial No.

0506

Reply :

The figures for 2012-13 are not available as the number of agency workers varies over time in accordance with the changing service needs. The figures for 2011-12 and 2010-11 are provided below –

	Type of contract	2011-12 ^{Note 1}		2010-11 ^{Note 2}	
a. Number of contracts with the EAs	Others	16 (+33.3%)		12 (+140%)	
	T-contract <i>Note 3</i>	1 (no change)		1 (no change)	
b. Contract sum for each EA (in million) for the whole contract term	Others				
	Total:	\$6.1(+8.9%)		\$5.6 (+51.4%)	
	Range:	\$0.08 to \$1.14		\$0.04 to \$1.2	
	T-contract	\$23.2 (-2.5%)		\$23.8 (+10.2%)	
c. Total expenditure on the commission for each EA		In procuring employment agency service, Bureaux/Departments (B/Ds) must comply with the relevant Stores and Procurement Regulations, Financial Circulars and guidelines issued by the Civil Service Bureau. These regulations and guidelines do not require B/Ds to specify the amount or the rate of commission payable to employment agencies. As such, the Transport Department (TD) does not have comprehensive information on this matter.			
d. Term of service for each EA	Others	9 months			
	T-contract	6 months to 1 year for individual workers supplied through T-contract			
e. Number of workers supplied by EA contracts	Others				
	Total:	61 (+15.1%)		53 (+29.3%)	
	Range:	1 to 12		1 to 14	
	T-contract	60 (+1.7%)		59 (+28.3%)	
f. Details of positions of the workers supplied by EA contracts	Others	to provide temporary executive support, general support, assistance in project management and record services		to provide temporary executive support, general support, assistance in project management and record services	
	T-contract	to provide temporary IT support services		to provide temporary IT support services	
g. Monthly wages of agency workers supplied		Others	T-contract	Others	T-contract
		<i>Note 4</i>		<i>Note 4</i>	
		0	-	0	-
• \$30,001 or above		0	-	0	-
• \$16,001 to \$30,000		57 (+159.1%)	-	22	-
• \$8,001 to \$16,000		4 (-87.1%)	-	31	-
• \$6,501 to \$8,000		0	-	0	-
• \$5,001 to \$6,500		0	-	0	-
• \$5,000 or below		0	-	0	-
• No. of agency workers with monthly wages less than \$5,824		0	-	0	-
• No. of agency workers with monthly wages between \$5,824 and \$6,500		0	-	0	-

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)162

Question Serial No.

0506

	Type of contract	2011-12 ^{Note 1}	2010-11 ^{Note 2}
h. Year of service of agency workers	Others	TD does not keep information on the years of service of agency workers.	
	T-contract		
	• Five years or above		
	• Three to five years		
	• One to three years		
	• Less than one year		
i. Percentage of agency workers out of the total number of staff of the Department ^{Note 5} (%)	Others	4.2% (+0.6%)	3.6% (+0.8%)
	T-contract	4.1% (+0.1%)	4% (+0.8%)
j. Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the department (%)	Others	1.2% (+0.2%)	1% (+0.4%)
	T-contract	4.4% (+0.3%)	4.1% (+0.4%)
k. No. of agency workers with paid meal break	Others	TD does not keep information on whether the agency workers have paid meal break or not.	
	T-contract		
l. No. of agency workers without paid meal break	Others		
	T-contract		
m. No. of agency workers under five-day work week	Others	61 (+15.1%)	53 (+29.3%)
	T-contract	60 (+1.7%)	59 (+28.3%)
n. No. of agency workers under six-day work week	Others	0 (no change)	0 (no change)
	T-contract	0 (no change)	0 (no change)

() percentage of year-on-year changes

Note 1 The figures for 2011-12 refer to position as at 1 February 2012.

Note 2 The figures for 2010-11 refer to position as at 31 March 2011.

Note 3 T-contract refers to term contract centrally administered by the Office of the Government Chief Information Officer.

Note 4 Starting from April 2010, with the exception of the T-contract, TD has required all bidders of agency service to state what wages they will pay to their employees to be assigned to work in TD should their bids be successful.

Note 5 The percentage of agency workers as compared with total staff in the Department is arrived at with reference to a specific date (i.e. 1 February 2012 for 2011-12 and 31 March 2011 for 2010-11).

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

29 February 2012

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

THB(T)163

2952

Head : 186 – Transport Department Subhead (No. & title) : 000 Operational Expenses

Programme : -

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding staff employed under the outsourcing service contracts, please provide information as follows:

	2012-13	2011-12	2010-11
Number of outsourcing service contracts	()	()	()
Total contract value of these contracts	()	()	()
Contract duration of each contract	()	()	()
Number of staff employed under these contracts	()	()	()
Ranks of staff employed under these contracts (e.g. customer service, property management, security guarding, cleansing and information technology etc.)	()	()	()
Monthly salaries of staff employed under these contracts			
- \$30,001 or above	()	()	()
- \$16,001 to \$30,000	()	()	()
- \$8,001 to \$16,000	()	()	()
- \$6,501 to \$8,000	()	()	()
- \$5,001 to \$6,500	()	()	()
- \$5,000 or below	()	()	()
- Number of staff with monthly salary below \$5,824	()	()	()
- Number of staff with monthly salary between \$5,824 and \$6,500	()	()	()

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

THB(T)163

2952

	2012-13	2011-12	2010-11
Year of service of staff employed under these contracts			
- Five years or above	()	()	()
- Three to five years	()	()	()
- One to three years	()	()	()
- Less than one year	()	()	()
Percentage of total number of staff employed under these contracts out of the total number of departmental staff (%)	()	()	()
Percentage of total contract value of these contracts out of the total departmental personal emoluments (%)	()	()	()
No. of staff with paid meal break	()	()	()
No. of staff without paid meal break	()	()	()
No. of staff under five-day work week	()	()	()
No. of staff under six-day work week	()	()	()

() year-on-year change

Asked by : Hon. WONG Kwok-hing

Reply :

Almost all of the outsourcing services (in terms of contract value) currently used by the Transport Department (TD) relate to the management, operation and maintenance of transport infrastructure and services such as government tunnels, bridges, parking meters, carparks etc. Details about the actual/forecast positions of these contracts as at the financial year end (i.e. 31 March) of 2010-11, 2011-12 and 2012-13 are provided below:

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

THB(T)163

2952

	2012-13	2011-12	2010-11
(1) Number of outsourcing service contracts	14 (-) [forecast]	14 (-)	14 (-)
(2) Total contract value of these contracts (\$ billion) (Note 1)	Not available at this stage due to re-tendering of some existing contracts	3.8 (-)	3.8 (+2.7%) (Note 2)
(3) Contract duration of each contract	Not available at this stage due to re-tendering of some existing contracts	Ranging from three to six years	Ranging from three to six years
(4) Number of staff employed under these contracts (Note 3)	Not available at this stage due to re-tendering of some existing contracts	2 335 (-0.8%)	2 353 (+1.6%)
(5) Ranks of staff employed under these contracts	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks
(6) Monthly salaries of staff employed under these contracts - \$30,001 or above - \$16,001 to \$30,000 - \$8,001 to \$16,000 - \$6,501 to \$8,000 - \$5,001 to \$6,500 - \$5,000 or below - Below \$5,824 - Between \$5,824 and \$6,500	Not available at this stage due to re-tendering of some existing contracts	- Professional and managerial ranks (around \$40,000 or above) - Supervisory ranks (ranging from around \$10,000 to \$50,000) - Technical, clerical and non-skilled ranks (ranging from around \$6,000 to \$20,000)	- Professional and managerial ranks (around \$40,000 or above) - Supervisory ranks (ranging from around \$10,000 to \$50,000) - Technical, clerical and non-skilled ranks (ranging from around \$6,000 to \$20,000)
(7) Year of service of staff employed under these contracts - Five years or above - Three to five years - One to three years - Less than one year	No such requirement specified in these contracts	No such requirement specified in these contracts	No such requirement specified in these contracts

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

THB(T)163

2952

	2012-13	2011-12	2010-11
(8) Percentage of total number of staff employed under these contracts out of the total number of departmental staff (%) (Note 4)	Not available at this stage due to re-tendering of some existing contracts	179% (-2.7%) (Note 5)	184% (+0.5%)
(9) Percentage of total contract value of these contracts out of the total departmental personal emoluments (%) (Note 6)	Not available at this stage due to re-tendering of some existing contracts	639% (-7.0%) (Note 7)	687% (+3.9%) (Note 2)
(10) - No. of staff with paid meal break - No. of staff without paid meal break	No such requirement specified in these contracts	No such requirement specified in these contracts	No such requirement specified in these contracts
(11) - No. of staff under five-day work week - No. of staff under six-day work week	No such requirement specified in these contracts	No such requirement specified in these contracts	No such requirement specified in these contracts

() year-on-year change

Note

- (1) Total contract value represents the agreed price for the whole period of the contract.
- (2) The year-on-year change in 2010-11 is mainly due to the revised contractual terms arising from the re-tendering and award of a new contract for Cross Harbour Tunnel.
- (3) Number of staff employed under these contracts denotes the minimum number of staff required by these contracts.
- (4) Total number of departmental staff refers to "Number of posts" under "Changes in the size of the establishment (as at 31 March)" of respective years in the printed estimates of TD.
- (5) The year-on-year change in 2011-12 is mainly due to the increased size of establishment.
- (6) Total departmental personal emoluments refer to the total "Personal Emoluments" under "Details of Expenditure by Subhead" of respective years in the printed estimates of TD.
- (7) The year-on-year change in 2011-12 is mainly due to the increased personal emoluments arising from civil service pay rise with effect from 1 April 2011.

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

28 February 2012

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

THB(T)164

1218

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 monitoring of the existing railway services, assessment on the impact of the new railways on other public transport modes and maintenance of a co-ordinated network of public transport services along rail corridors, please advise this Committee:

- (a) for monitoring the existing railway services, what were the expenses and manpower involved, the details and progress over the past five years?
- (b) the respective number of incidents of service being delayed for more than eight minutes, 30 minutes and one hour on various railway lines since 2006, as well as the number of passengers affected, with a breakdown by cause of the incidents of delay in service for over eight minutes to 30 minutes, over 30 minutes to one hour, and over one hour respectively, set out in a table.
- (c) whether the Government has taken any disciplinary action against the railway operator in respect of the railway incidents since 2006; if yes, please provide the details, frequency and penalty. Please list out each incident by year.
- (d) for assessment on the impact of the new railways on other public transport modes, what were the expenses and manpower involved, the work details and progress in the past five years and the results?

Asked by : Hon. WONG Sing-chi

Reply :

- (a) The MTR Corporation Limited (MTRCL) is required to comply with the service standards stipulated by the Government. The Transport Department (TD) monitors the service performance of the railway network of MTRCL via various means including the examination of the operating returns and incident reports, and investigation of complaints received from the public. The monitoring work is

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

THB(T)164

1218

undertaken by existing staff of TD as part of their normal duties and no additional expenses were involved in the past five years.

- (b) The number of train service delays of eight minutes or more is set out in Annex.
- (c) Following the serious service disruption at Yau Ma Tei Station on 21 October 2010, the Secretary for Transport and Housing served a notice to the Chief Executive Officer of MTRCL, making it clear that any failure of a similar scale and/or nature in the future could lead to punitive action to be taken under the Mass Transit Railway Ordinance. It is noted that the MTRCL has, since the 21 October 2010 incident, put in place effective contingency plans in respect of alerting arrangements, communication with passengers in the railway system and the public, emergency bus arrangement, and staffing to cope with train service disruptions.
- (d) To assess the impact of the commissioning of new railways on existing passengers and other public transport modes, in the past five years, TD carried out impact studies of five new railway lines: Kowloon Southern Link (KSL), the Kwun Tong Line Extension (KTLE), Shatin to Central Link (SCL), West Island Line (WIL) and South Island Line (East) (SIL(E)). The results of the impact studies would facilitate planning of the public transport facilities related to these new railway lines and improvement of operational efficiencies of other public transport modes affected by the new railway lines. The studies on KSL, KTLE and SCL were completed in 2008, 2009 and 2010 respectively, whilst the studies on WIL and SIL(E) commenced in June 2011 are in progress. The annual expenses on consultancy services for these studies were \$1.65 million, \$2.30 million, \$2.93 million, \$0.35 million and \$1.42 million for 2007-08, 2008-09, 2009-10, 2010-11 and 2011-12 respectively. Apart from the above consultancy services, other related planning work is carried out by TD staff as part of their normal duties.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	1 March 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
 INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)164

Question Serial No.

1218

Annex

Table 1: Number of incidents with delay of 8 minutes to 30 minutes

Causes	2006	2007	2008	2009	2010	2011
Equipment failure	165	154	130	126	148	163
Human factor	6	5	18	16	21	20
Passenger behaviour and external factor	82	66	74	85	94	102
Others	0	0	0	0	0	1*
Total	253	225	222	227	263	286

* On 13 August 2011, a Light Rail train captain reported ill and could not discharge his driving duty. The Light Rail vehicle was delayed at Tin Shui Stop until a replacement train captain arrived and took over.

Table 2: Number of incidents with delay of more than 30 minutes to one hour

Causes	2006	2007	2008	2009	2010	2011
Equipment failure	6	4	10	6	3	5
Human factor	0	0	0	1	1	1
Passenger behaviour and external factor	3	4	3	6	8	5
Total	9	8	13	13	12	11

Examination of Estimates of Expenditure 2012-13
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INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)164

Question Serial No.

1218

Table 3: Number of incidents with delay of over one hour

Causes	2006	2007	2008	2009	2010	2011
Equipment failure	0	1	1	1	2	1
Human factor	0	0	1	0	0	0
Passenger behaviour and external factor	0	0	3	5	1	2
Total	0	1	5	6	3	3

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

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 :

On processing the service development plans and fare adjustment applications of different public transport modes, please inform this Committee about:

- (a) the processing procedures of fare adjustment applications for each transport mode as well as the manpower, expenditure and work involved of the Transport Department (TD); and
- (b) in the past five years (i.e. 2007-08 to 2011-12), are there any annual studies or statistical researches on the annual and accumulated implications of fare adjustment on Hong Kong citizens? If yes, what are the manpower, expenditure and work involved, and the results of the studies / researches? If no, what are the reasons?

Asked by : Hon. WONG Sing-chi

Reply :

- (a) The fare adjustment procedures for different public transport modes are as follows :

MTR

The MTR fares are adjusted according to a fare adjustment mechanism (FAM). Under the mechanism, the overall fare adjustments will be made in accordance with a direct-drive formula linked to changes in the Composite Consumer Price Index (CCPI), Nominal Wage Index (Transportation Section) (Wage Index) and a productivity factor. The formula is:

$$\text{Overall fare adjustment rate} = 0.5 \times \text{change in CCPI} + 0.5 \times \text{change in Wage Index} - \text{Productivity Factor}$$

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

The FAM takes into account the year-on-year percentage change in CCPI and Wage Index in December of the previous year. Based on the latest data of these objective indices under the FAM, fares will be maintained, or adjusted upward or downward. If, in a given year, the overall fare adjustment rate under the FAM is within the range of $\pm 1.5\%$, there will be no fare adjustment and the unadjusted percentage will be rolled over to the next annual fare review for calculation.

According to the FAM, new fares on MTR services, if implemented, will take effect in June and the Transport Department (TD) will monitor the implementation of the new fares. The MTR Corporation Limited (MTRCL) will inform the Legislative Council (LegCo) Panel on Transport and the Transport Advisory Committee (TAC) of the rate of fare adjustment and the new fares before implementation.

Franchised buses

In accordance with section 13(1) of the Public Bus Services Ordinance (Cap. 230), fares of franchised bus services are to be charged according to a scale of fares determined by the Chief Executive in Council (CE-in-Council). When assessing the applications for franchised bus fare adjustment for the purpose of making recommendations to the CE-in-Council, the Administration will take into account a basket of factors, which include:

- (i) the changes in operating costs and revenue since the last fare adjustment;
- (ii) the forecasts of future costs, revenue and return;
- (iii) the need to provide the operator with a reasonable rate of return;
- (iv) public acceptability and affordability;
- (v) the quantity and quality of service provided; and
- (vi) a formula (supportable fare adjustment rate = $0.5 \times \text{Change in Wage Index} + 0.5 \times \text{Change in CCPI} - 0.5 \times \text{Productivity Gain}$) which should not operate as an automatic determinant of fare adjustment outcome.

The LegCo Panel on Transport and TAC will be consulted before making a recommendation to the CE-in-Council.

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

Ferries

In accordance with section 19(1) of the Ferry Services Ordinance (Cap. 104) (FSO), the CE-in-Council may determine the maximum fare of franchised ferry services. The franchised ferry operator has to apply to the CE-in-Council through the Commissioner for Transport (the Commissioner) for the fare adjustment. The LegCo Panel on Transport and TAC will be consulted before making a recommendation to the CE-in-Council. As for licensed ferry services, in accordance with section 33(1) of FSO, the operators have to apply to the Commissioner for any fare adjustment. TD would make an assessment of the fare increase applications taking into account the operating costs and revenue of the services, the need to provide the operator with a reasonable rate of return, public acceptability and affordability, and quantity and quality of service provided.

Taxis

The scale of fares for the hiring of taxis is specified in Schedule 5 of the Road Traffic (Public Service Vehicles) Regulations (Cap. 374D) and is determined by the CE-in-Council, subject to negative vetting by the LegCo. When taxi fare increase applications are received from the taxi trade, TD will assess the applications taking into consideration relevant factors, such as the financial viability of the taxi trade and the public acceptability of the proposed fares. The LegCo Panel on Transport and TAC will be consulted before making a recommendation to the CE-in-Council.

Tramways

In accordance with section 51 of the Tramway Ordinance (Cap. 107), alteration of the rates of tram fares is subject to the consent of the CE-in-Council. When assessing a fare increase application from the Hong Kong Tramways Limited, the Administration will take into account the following factors:-

- (i) the changes in operating costs and revenue since the last fare adjustment;
- (ii) the forecasts of future costs, revenue, and return;
- (iii) the services provided and planned improvements, if any; and
- (iv) public acceptability and affordability.

The LegCo Panel on Transport and TAC will be consulted before making a recommendation to the CE-in-Council.

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

Reply Serial No.

THB(T)165

Question Serial No.

1477

Green minibus (GMB)

GMB services are authorised under Passenger Service Licences (PSL). Under section 29 of the Road Traffic Ordinance (Cap. 374), the Commissioner may set fares to be charged as a condition of the issue of a PSL. When considering fare increase applications for GMB service, TD will take into account the financial position of the GMB service; service quality and service improvement plan; fares on other public transport service with similar routing in the district, public acceptability, etc.

The work involved in processing the fare increase applications of public transport services is taken up by existing TD staff as part of their normal duties.

- (b) When handling fare adjustment applications, TD would assess carefully the impact of each fare increase application on affected passengers before making recommendation / giving approval on the rate of fare adjustments. The cumulative impact of fare adjustments of public transport services would be reflected in the year-on-year changes in the Consumer Price Indices.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	28 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)166

Question Serial No.

1478

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 assessment and introduction of new technologies, including intelligent transport systems (ITS), to enhance the management and operation of Hong Kong transport system, and the deployment of information technology to improve the areas of working and planning procedures, please provide the annual expenditure and manpower involved in the past three years (i.e. 2009-10 to 2011-12) and the details of work and progress.

Asked by : Hon. WONG Sing-chi

Reply :

The actual expenditures involved for assessment and introduction of the major ITS initiatives were about \$161 million and \$170 million in 2009-10 and 2010-11 respectively whilst the estimated expenditure in 2011-12 is about \$117 million. The work involved is carried out by existing manpower resources of the Transport Department (TD).

The details of work and progress of the major ITS initiatives are given below:

- i) TD launched the Public Transport Enquiry Service and the Driving Route Search Service in 2009 and 2010 respectively. The Public Transport Enquiry Service was upgraded to the Hong Kong eTransport in August 2011 with the launch of the mobile application and mobile website. The systems provide public transport and driving route information and search services for free access by the public.
- ii) In respect of display of real time traffic information, the expansion of the Journey Time Indication System to Kowloon and Hong Kong Island East was completed in May 2010. In addition, five Speed Map Panels are being installed along strategic routes in the New Territories for completion in mid 2012.

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

THB(T)166

1478

- iii) With the completion of the expansion of the Area Traffic Control Systems to Tseung Kwan O in November 2011, more than 94% of the signalised junctions in Hong Kong are currently controlled by the systems.
- iv) With the latest expansion project completed in 2010, there are now 155 Red Light Cameras in the territory. A system enhancement and expansion project for the Speed Enforcement Camera System which will increase the total number of camera housings to 120 is being carried out for completion in mid-2012.
- v) TD is developing the Traffic and Incident Management System (TIMS) to enhance efficiency and effectiveness in managing traffic and transport incidents, and in disseminating traffic and transport information to the public. The system analysis and design for TIMS commenced in July 2011, and the system development and implementation are scheduled to commence in early 2013 for completion in 2015.

Signature	_____
Name in block letters	<u>JOSEPH Y T LAI</u>
Post Title	<u>Commissioner for Transport</u>
Date	<u>2 March 2012</u>

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

THB(T)167

1479

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 planning the service development of franchised bus, non-franchised bus, tram, taxi, ferry and public light bus as well as formulating the regulatory measures and planning associated facilities for these services, what were the expenditure, manpower, the work involved and the progress during the past five years (i.e. from 2007-08 to 2011-12)? Under the monitoring and facilities planning of the Transport Department (TD), what are the service level, operation and development of the above transport services? Please list out the information by transport modes and the organisation structure of TD.

Asked by : Hon. WONG Sing-chi

Reply :

In pursuance of our policy to provide a safe, efficient and reliable transport system in a sustainable environment, public transport services are coordinated to better match demand and to minimise wasteful competition and duplication of services. Priority is given to railways which are environmentally friendly, efficient and reliable mass carriers. Franchised buses play an important role in serving as feeders to railways and providing services to area without any convenient rail transport. In addition to the railways and franchised buses, public light buses, taxis, trams, ferries and non-franchised buses also play a role in serving specific areas of need. Over the past five years, Hong Kong's average daily public transport passenger journeys increased from 11.5 million in 2007 to 11.9 million in 2011.

For franchised buses and franchised ferries, the operators are required to submit a forward planning programme to TD each year, including plans for the future development of their services, fleet, depots and maintenance facilities in the five year period covered by the programme. TD would consider their submitted proposals and conduct local consultation as appropriate. Regarding the minor modes such as trams, public light buses, taxis and non-franchised buses, regular meetings would be held with the operators and trade members to discuss the relevant operational and trade matters.

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

Reply Serial No.

THB(T)167

Question Serial No.

1479

Over the past five years between 2007 and 2011, TD processed 568 rationalisation packages for franchised bus routes and implemented 407 route development programme items for franchised bus services to achieve a more efficient franchised bus network. As for green minibus services, a total of 11 new routes were introduced. In addition, 354 licences were granted or extended for ferry services in the past five years.

Concerning the division of work within TD, issues related to bus & rail planning and development are handled by the Bus and Railway Branch, while the Management and Paratransit Branch handles the planning and development of minor modes such as public light buses, taxis and ferries. The two Regional Offices are responsible for monitoring the operation of the public transport services, and planning and provision of facilities at district level.

The work involved is undertaken by the staff of TD as an integral part of their normal duties.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	28 February 2012

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

THB(T)168

1480

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 :

It is stated that the work of the Transport Department (TD) involves conducting studies and surveys for transport planning for Hong Kong, which form the basis for formulating transport policies and strategies and developing transport infrastructure, public transport development programmes and measures to deal with traffic congestion. Please advise:

- (a) the studies and surveys conducted in the past three years (i.e. 2009-10 to 2011-12), with the associated costs, manpower, progress, details, results and organisations involved;
- (b) what is TD's definition of "traffic congestion"? Please advise the areas, with a breakdown by areas of the 18 District Councils, where "congestion" is observed and the respective times of day. Are there any staff deployed to study and monitor those "congested" locations and propose measures? If so, please state the associated annual expenditure, manpower, details and progress, with a breakdown by areas of the 18 District Councils, over the past five years (i.e. 2007-08 to 2011-12).

Asked by : Hon. WONG Sing-chi

Reply :

- (a) Over the past three years, we conducted the following traffic and transport consultancy studies:

Name of consultant	Studies	Consultancy fee (\$ million)	Start date	Progress of study
AECOM Asia Company Ltd	Study on Pedestrian Subways and Related Traffic Improvement Schemes in Causeway Bay	1.2	18 Mar 2009	Completed

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**CONTROLLING OFFICER'S REPLY TO
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Reply Serial No.

THB(T)168

Question Serial No.

1480

Name of consultant	Studies	Consultancy fee (\$ million)	Start date	Progress of study
MVA Hong Kong Ltd	Study on Impact of Shatin to Central Link (Tai Wai to Hung Hom Section) on Other Public Transport Modes	1.2	19 Mar 2009	Completed
Mannings (Asia) Consultants Ltd	Study on Improvements to Pedestrian Links in Mong Kok	0.5	23 Mar 2009	Completed
MVA Hong Kong Ltd	Study on Impact of Shatin to Central Link (Cross Harbour Section) on Other Public Transport Modes	1.2	20 Apr 2009	Completed
Atkins China Ltd	Traffic and Transport Consultancy Study on Cycling Networks and Parking Facilities in Existing New Towns in Hong Kong	1.1	20 May 2010	In progress
Ove Arup and Partners Hong Kong Limited	Traffic Study for Admiralty – Feasibility Study	2.7	30 May 2010	In progress
Ove Arup and Partners Hong Kong Limited	Comprehensive Transport Study Model Enhancement – Feasibility Study	6.0	30 Jul 2010	In progress
AECOM Asia Company Ltd	Traffic Study for Pok Fu Lam Area	0.8	28 Dec 2010	In progress
Ove Arup and Partners Hong Kong Limited	Traffic and Transport Study on Sai Kung Town	0.6	3 Mar 2011	In progress

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

Name of consultant	Studies	Consultancy fee (\$ million)	Start date	Progress of study
MVA Hong Kong Ltd	Traffic Study on Pedestrian links for the West Kowloon Development area and its Connections with Surrounding Districts	0.9	6 Apr 2011	In progress
Ove Arup and Partners Hong Kong Limited	Study on the Coordination of Other Public Transport Services with West Island Line and South Island Line (East)	4.2	30 Jun 2011	In progress
Parsons Brinkerhoff Ltd	Traffic and Transport Study on Provision of Vehicular Bridge near Kwong Fuk Bridge	0.5	8 Sep 2011	In progress

In addition, we conducted annual traffic surveys to collect car journey speed and traffic flow information. We also conducted the 2011 Travel Characteristics Survey from September 2011 to January 2012 for updating the transport database as well as facilitating planning for transport infrastructures and public transport services in the future. Surveys on public transport services were also conducted on an ad hoc basis.

- (b) We do not have a prescribed definition of “traffic congestion”. We make reference to changes in car journey speeds which are surveyed annually along pre-set routes in major traffic corridors over the territory. In addition, we monitor locations which are commonly considered heavily trafficked through the closed circuit television system supplemented, if necessary, by site observations. To improve traffic flow in heavily trafficked locations, we introduce adjustments to traffic signal timings and/or implement special traffic arrangements.

Other than the car journey speed survey, which costs about \$0.4 million per year, the above monitoring of traffic conditions and formulation of improvement measures are undertaken by TD’s in-house staff.

Examination of Estimates of Expenditure 2012-13

**CONTROLLING OFFICER'S REPLY TO
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THB(T)168

Question Serial No.

1480

Signature

Name in block letters

Post Title

Date

JOSEPH Y T LAI

Commissioner for Transport

1 March 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)169

Question Serial No.

1481

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 :

Has the Administration collected any statistical data on the total number and composition (e.g. senior citizens, students, people with disabilities, etc.) of passengers of various transport modes (e.g. MTR, buses, red and green minibuses) in Hong Kong? If yes, please provide the figures of various transport modes for the past five years.

Asked by : Hon. WONG Sing-chi

Reply :

The Transport Department (TD) monitors the ridership level of various public transport modes through regular returns submitted by the public transport operators and surveys conducted by TD. The number of public transport passenger journeys by transport modes in Hong Kong over the period of 2007 to 2011 is at Annex 1. The passenger composition of franchised buses, railways and trams over the same period is at Annexes 2 - 4 respectively. We do not have separate breakdowns on the passenger composition of other modes.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	28 February 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)169

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1481

Annex 1

**Public Transport Passenger Journeys by Transport Mode
for the Period from 2007 to 2011
(Passenger Figures in Thousands)**

Transport Mode	2007	2008	2009	2010	2011
Franchised Buses	1 446 780	1 417 124	1 391 314	1 378 404	1 382 620
Railways	1 455 965	1 450 400	1 469 090	1 567 579	1 647 343
Public Light Buses	662 587	672 469	676 387	686 584	690 899#
Ferries	54 067	53 835	51 204	49 464	49 497
Taxis	400 516	391 748	348 308	358 250	363 015#
Trams	82 009	82 347	84 383	82 783	78 962

Provisional figures

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)169

Question Serial No.

1481

Annex 2

**Passenger Composition of Franchised Buses
for the Period from 2007 to 2011
(Passenger Figures in Thousands)**

Year	Adult + Child	Senior Citizen	Total
2007	1 306 617	140 163	1 446 780
2008	1 274 126	142 998	1 417 124
2009	1 244 353	146 961	1 391 314
2010	1 228 092	150 312	1 378 404
2011	1 225 729	156 891	1 382 620

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Reply Serial No.

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Question Serial No.

1481

Annex 3

**Passenger Composition of Railways
for the Period from 2007 to 2011
(Passenger Figures in Thousands)**

Year	Adult + Child	Senior Citizen⁽¹⁾+ Persons with Disabilities⁽²⁾	Total
2007	1 389 069	66 896	1 455 965
2008	1 383 688	66 712	1 450 400
2009	1 398 227	70 863	1 469 090
2010	1 479 992	87 587	1 567 579
2011	1 548 787	98 556	1 647 343

- (1) Airport Express Line (AEL) does not provide concession for senior citizens nor persons with disabilities. Hence, all passengers on AEL are counted as adult.
- (2) Concession for persons with disabilities is only effective from December 2009.

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Reply Serial No.

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Question Serial No.

1481

Annex 4

**Passenger Composition of Trams
for the Period from 2007 to 2011
(Passenger Figures in Thousands)**

Year	Adult	Child	Senior Citizen	Monthly Ticket	Total
2007	65 695	3 247	11 916	1 151	82 009
2008	66 154	3 183	11 931	1 079	82 347
2009	67 799	3 216	12 375	993	84 383
2010	66 424	3 128	12 311	920	82 783
2011	64 269	2 833	11 031	829	78 962

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

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 the implementation of the helping measures provided to the six major outlying island ferry trunk routes and the mid-term review to be conducted, please advise –

- (a) the helping measures and associated expenditures provided by the Administration to the six major outlying island ferry trunk routes, as well as the manpower and expenditure involved for the past five years (i.e. 2007-08 to 2011-12) by route;
- (b) the helping measures and associated expenditures provided by the Administration to the ferry routes other than the six major outlying island ferry trunk routes, as well as the manpower and expenditure involved for the past five years (i.e. 2007-08 to 2011-12) by route;
- (c) whether the Administration has considered in the past five years, taking up ferry services by purchasing vessels and contracting out the daily operation of ferry services to the private sector in order to maintain the services; if affirmative, the details and resources involved (including the capital expenditure, manpower etc.) as well as the implementation timetable, and the reasons for not doing so if the answer is in the negative;
- (d) whether the Transport Department (TD) will consider extending the licences of the six major outlying island ferry trunk routes, noting that the existing licences granted to the bidders are valid for three years;
- (e) the Government had said that it would launch a one-off \$2 million free ferry ride scheme to encourage schools, non-governmental organisations, community and local groups to organise activities to the outlying islands. However, the actual expenditure was only about \$1.4 million eventually. Please explain why.
- (f) the annual patronage of each ferry service operated in Hong Kong and their proportions in the overall patronage of the transport system in the past five years.

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

Asked by : Hon. WONG Sing-chi

Reply :

(a) & (b)

Since July 2008, the following helping measures have been provided to the operators of the four major outlying island ferry trunk routes (namely, “Central – Mui Wo”, “Central – Peng Chau”, “Central – Yung Shue Wan” and “Central – Sok Kwu Wan”) and in July 2011 extended to the operators of all six major outlying island ferry trunk routes (the two additional routes are “Central – Cheung Chau” and “Inter-islands serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau”) –

- (i) waiving annual vessel survey fee and private mooring fee;
- (ii) reimbursing pier water, cleansing and electricity charges; and
- (iii) reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement.

Furthermore, the following additional helping measures have been provided to the operators of the six major outlying island ferry trunk routes since April/July 2011 when their new licences commenced –

- (i) reimbursing the vessel maintenance cost;
- (ii) reimbursing the vessel insurance cost; and
- (iii) reimbursing the revenue foregone due to provision of child fare concessions.

The expenditures incurred for providing the above special helping measures in the past five years are summarized as follows –

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

Reply Serial No.

THB(T)170

Question Serial No.

2376

Waiving annual vessel survey fee and private mooring fee

Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (As at 15 February 2012) (\$ million)
Central – Cheung Chau	-	-	-	-	0.15
Inter-islands*	-	-	-	-	-
Central – Mui Wo	-	0.08	0.14	0.14	0.09
Central – Peng Chau	-	0.04	0.06	0.06	0.02
Central – Yung Shue Wan	-	0.03	0.07	0.07	0.03
Central – Sok Kwu Wan	-	0.02	0.03	0.03	0.01

* The vessel operated on Inter-islands route is hired from another ferry operator. The subject operator is not required to pay the annual vessel survey fee and private mooring fee of the vessel concerned.

Reimbursing pier water, cleansing and electricity charges

Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (As at 15 February 2012) (\$ million)
Central – Cheung Chau	-	-	-	-	0.77
Inter-islands*	-	-	-	-	-
Central – Mui Wo	-	0.48	0.78	0.85	0.57
Central – Peng Chau	-	0.27	0.46	0.52	0.23
Central – Yung Shue Wan	-	0.33	0.67	0.69	0.32
Central – Sok Kwu Wan	-	0.05	0.10	0.11	0.04

* The operation of Inter-islands route does not incur water, cleansing and electricity charges of the piers because the piers used by the route are either public landing steps (i.e. Chi Ma Wan) or the relevant charges are absorbed by other ferry routes using the same piers (i.e. Peng Chau, Mui Wo and Cheung Chau).

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

Reimbursing the balance of revenue foregone due to provision of elderly fare concessions

Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (As at 15 February 2012) (\$ million)
Central – Cheung Chau	-	-	-	-	1.02
Inter-islands	-	-	-	-	0.09
Central – Mui Wo	-	0.34	0.62	0.58	0.82
Central – Peng Chau	-	0.57	1.14	1.12	0.90
Central – Yung Shue Wan	-	0.42	0.85	0.89	0.69
Central – Sok Kwu Wan	-	0.06	0.12	0.16	0.12

Reimbursing vessel maintenance cost*

Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (\$ million)
Central – Cheung Chau	-	-	-	-	17.26
Inter-islands	-	-	-	-	
Central – Mui Wo	-	-	-	-	
Central – Peng Chau	-	-	-	-	2.79
Central – Yung Shue Wan	-	-	-	-	3.42
Central – Sok Kwu Wan	-	-	-	-	0.67

* The figures reflect the annual cap of the helping measure.

Reimbursing vessel insurance cost*

Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (\$ million)
Central – Peng Chau	-	-	-	-	0.28
Central – Yung Shue Wan	-	-	-	-	0.58
Central – Sok Kwu Wan	-	-	-	-	0.14

* The figures reflect the annual cap of the helping measure.

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

THB(T)170

2376

Reimbursing the revenue foregone due to provision of child fare concessions*

Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (\$ million)
Central – Cheung Chau	-	-	-	-	1.30
Inter-islands	-	-	-	-	
Central – Mui Wo	-	-	-	-	
Central – Peng Chau	-	-	-	-	0.54
Central – Yung Shue Wan	-	-	-	-	1.29
Central – Sok Kwu Wan	-	-	-	-	0.17

* The figures reflect the annual cap of the helping measure.

Apart from the special helping measures mentioned above, the following helping measures are provided by the Government to all franchised and licensed ferry routes which offer elderly fare concessions –

- (i) reimbursing pier rental; and
- (ii) reimbursing vessel licence fee.

The expenditures of providing the above helping measures in the past five years are summarized as follows –

Reimbursing pier rental

Six major outlying island ferry trunk routes

Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (As at 15 February 2012) (\$ million)
Central – Cheung Chau	0.73	0.73	0.66	0.73	0.37
Inter-islands	Rental included in “Central – Cheung Chau” and “Central – Mui Wo” routes				
Central – Mui Wo	0.22	0.22	0.19	0.22	0.11
Central – Peng Chau	0.03	0.03	0.02	0.03	0.01
Central – Yung Shue Wan	0.01	0.01	0.01	0.01	0.01
Central – Sok Kwu Wan	0.01	0.01	0.01	0.01	0.01

Examination of Estimates of Expenditure 2012-13

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Other ferry routes

Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (As at 15 February 2012) (\$ million)
Peng Chau – Hei Ling Chau	No elderly fare concession provided in the concerned years		No rental required to be paid in the concerned years		
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	No rental required to be paid in the concerned years				
Aberdeen – Mo Tat – Sok Kwu Wan	No rental required to be paid in the concerned years				
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	No elderly fare concession provided in the concerned years				
Central – Discovery Bay	1.82	1.82	1.80	1.94	0.50
Discovery Bay – Mui Wo	No elderly fare concession provided in the concerned years				
Ma Wan – Central	0.30	0.34	0.46	0.49	0.24
Ma Wan – Tsuen Wan	No rental required to be paid in the concerned years				
Central – Tsim Sha Tsui	0.11	0.11	0.11	0.11	0.06
Wan Chai – Tsim Sha Tsui	0.14	0.14	0.14	0.14	0.07
Harbour Tour Service	Rental included in “Central – Tsim Sha Tsui”, “Wan Chai – Tsim Sha Tsui”, “Hung Hom – Central” and “Hung Hom – Wan Chai” routes. The latter two routes ceased operation from 1 April 2011.				
North Point – Hung Hom	0.02	0.02	0.02	0.02	0.01

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Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (As at 15 February 2012) (\$ million)
North Point – Kowloon City	0.04	0.04	0.04	0.04	0.02
North Point – Kwun Tong	0.03	0.02	0.02	0.03	Application from the operator is awaited
Sai Wan Ho – Kwun Tong	No elderly fare concession provided in the concerned years		No application for reimbursement made by the operator		Application from the operator has just been received and is being processed
Sai Wan Ho – Sam Ka Tsuen	No elderly fare concession provided in the concerned years		No application for reimbursement made by the operator		Application from the operator has just been received and is being processed

Reimbursing vessel licence fee

Six major outlying island trunk routes:

Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (\$ million)
Central – Cheung Chau	0.09	0.10	0.08	0.08	0.08
Inter-islands					
Central – Mui Wo	0.04	0.03	0.04	0.04	0.03
Central – Peng Chau					
Central – Yung Shue Wan					
Central – Sok Kwu Wan					

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

THB(T)170

2376

Other routes:

Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (\$ million)
Peng Chau – Hei Ling Chau	No elderly fare concession provided in the concerned years		No application for reimbursement made by the operator		Application from the operator has just been received and is being processed
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	No application for reimbursement made by the operator			0.003	0.003
Aberdeen – Mo Tat – Sok Kwu Wan	No application for reimbursement made by the operator		0.01	0.01	0.01
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	No elderly fare concession provided in the concerned years				
Central – Discovery Bay	0.03	0.04	0.04	0.04	0.04
Discovery Bay – Mui Wo	No elderly fare concession provided in the concerned years				
Ma Wan – Central	0.02	0.02	0.02	0.01	0.01
Ma Wan – Tsuen Wan	0.003	0.003	0.01	0.01	0.01
Central – Tsim Sha Tsui	0.02	0.02	0.02	0.02	0.02
Wan Chai – Tsim Sha Tsui					
Harbour Tour Service	0.002	0.002	0.003	0.003	0.003
North Point – Hung Hom	The vessel operated is hired from another ferry operator. The subject operator is not required to pay the vessel licence fee.				
North Point – Kowloon City	The vessel operated is hired from another ferry operator. The subject operator is not required to pay the vessel licence fee.				
North Point – Kwun Tong	0.01	0.01	0.01	0.01	0.01

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

Financial year	2007-08 (\$ million)	2008-09 (\$ million)	2009-10 (\$ million)	2010-11 (\$ million)	2011-12 (\$ million)
Sai Wan Ho – Kwun Tong	No elderly fare concession provided in the concerned years		No application for reimbursement made by the operator		Application from the operator has just been received and is being processed
Sai Wan Ho – Sam Ka Tsuen	No elderly fare concession provided in the concerned years		No application for reimbursement made by the operator		Application from the operator has just been received and is being processed

The work in association with the provision of the above helping measures are undertaken by the existing staff of the Transport Department (TD) as an integral part of their normal duties. No additional resources are involved for this purpose.

- (c) As explained to the Legislative Council Panel on Transport in the past two years, the Administration had considered the option of purchasing vessels and contracting out the daily operation of ferry services to the private sector. If the Administration were to purchase new vessels for the six major outlying island ferry trunk routes, an estimated capital cost of about \$1.7 billion would be incurred. On the other hand, this option could not reduce pressure on fare increases because it would not help enhance revenue or reduce operating cost except for depreciation. Moreover, the Government would also need to take up the huge management and maintenance fees for the vessels. Therefore, the Administration considered this option not feasible.
- (d) In accordance with the Ferry Services Ordinance (Cap. 104), the Commissioner for Transport may, at the request of the licensee, during any period while the licence is in force, extend the period of the licence for a further period or periods not exceeding three years at any one time, so that the period for which the licence was granted together with all extensions thereof shall not in any case exceed in the aggregate a period of ten years.

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

THB(T)170

2376

- (e) As regards the “visiting scheme to outlying islands” implemented from 2008-09 to 2009-10, some successful applicants, after obtaining approval from TD to take free ferry rides to the outlying islands, did not actually utilise the scheme. Therefore, some of the allocated funds were not used.
- (f) The annual patronage of each ferry service operated in Hong Kong and their proportion to the overall patronage of the public transport services in Hong Kong, for each of the past five years are given as follows –

Route	Annual Patronage				
	2007	2008	2009	2010	2011
	'000	'000	'000	'000	'000
Central – Cheung Chau	6 978	7 265	7 467	7 891	8 374
Inter-islands	359	373	360	342	338
Central – Mui Wo	2 398	2 312	2 127	2 053	1 994
Central – Peng Chau	1 901	1 878	1 931	1 936	1 996
Central – Yung Shue Wan	2 640	2 768	2 852	2 875	3 050
Central – Sok Kwu Wan	320	360	364	342	356
Peng Chau – Hei Ling Chau	159	160	165	167	162
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	397	362	273	256	254
Aberdeen – Mo Tat – Sok Kwu Wan	176	190	191	188	192
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	108	106	168	195	227
Central – Discovery Bay	4 678	4 803	4 425	4 280	4 316
Discovery Bay – Mui Wo	100	105	101	101	100
Ma Wan – Central	1 042	1 308	1 398	1 268	1 241
Ma Wan – Tsuen Wan	1 094	1 349	1 523	1 280	1 178
Central – Tsim Sha Tsui	15 779	15 300	14 224	13 670	14 194
Wan Chai – Tsim Sha Tsui	7 869	7 747	7 480	7 218	7 492
Harbour Tour Service	103	100	92	99	100
North Point – Hung Hom	1 122	1 199	1 212	1 302	1 432
North Point – Kowloon City	995	1 063	1 075	1 106	1 080

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2376

Route	Annual Patronage				
	2007	2008	2009	2010	2011
	'000	'000	'000	'000	'000
North Point – Kwun Tong	259	231	259	368	391
Sai Wan Ho – Kwun Tong	255	259	272	269	287
Sai Wan Ho – Sam Ka Tsuen	205	213	216	220	233
Subtotal	48 937	49 451	48 175	47 426	48 987
All Public Transport Services	4 205 738	4 177 964	4 140 970	4 250 321	4 347 131
Proportion to overall patronage of public transport services in Hong Kong	1.16%	1.18%	1.16%	1.12%	1.13%

Signature _____

Name in block letters _____

JOSEPH Y T LAI

Post Title _____

Commissioner for Transport

Date _____

2 March 2012

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

THB(T)171

2507

Head : 186 – Transport Department Subhead (No. & title) :
(2) Licensing of Vehicles and Drivers

Programme :

Commissioner for Transport

Controlling Officer :

Secretary for Transport and Housing

Director of Bureau :

Question :

In 2012-13, the Transport Department will make preparations for Guangdong vehicles to enter Hong Kong under Phase II of the ad hoc quota trial scheme for cross-boundary private cars. What is the progress and estimated expenditure for that? Is there any estimation of the number of cars entering Hong Kong from Guangdong?

Asked by : Hon. WONG Ting-kwong

Reply :

The first phase of the ad hoc quota trial scheme for cross-boundary private cars (the Scheme) to be implemented at the Shenzhen Bay Port will be launched on 30 March 2012. The daily quota is set at 50. It is only applicable to qualified owners of non-commercial Hong Kong private cars with five seats or less, allowing them to drive their own cars to enter Guangdong for a short stay. Arrangements for Guangdong private cars to enter Hong Kong fall under the second phase of the Scheme, of which there is no concrete timetable. Experts of the governments of Guangdong and Hong Kong will further study and discuss cautiously the specific arrangements for the second phase of the Scheme when there is experience in smooth operation after implementing the first phase for a period of time. In formulating the relevant arrangements, the Administration will take into consideration factors such as road safety, capacity of road networks, as well as environmental protection.

The estimated capital and recurrent expenditures for the Scheme in 2012-13 are \$6.64 million and \$3.9 million respectively.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	2 March 2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)172

Question Serial No.

2508

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 :

Under Programme (2) Licensing of Vehicles and Drivers, provision for 2012-13 is \$14.6 million (5.7 %) higher than the 2011-12 revised estimates. This is mainly due to filling of vacancies, creation of 54 posts and additional provision for the implementation of ad hoc quota trial scheme for cross-boundary private cars. Please provide the expenditures involved for the above-mentioned items. Please also provide the duties of the 54 posts to be created.

Asked by : Hon. WONG Ting-kwong

Reply :

Under Programme (2), the increase in provision for 2012-13 over the revised estimate for 2011-12 is mainly due to:

- (i) the full-year effect of filling of vacancies in 2012-13 (+\$1.9 million);
- (ii) creation of 54 posts in 2012-13 (+\$6.8 million); and
- (iii) additional provision for the implementation of ad hoc quota trial scheme for cross-boundary private cars (+\$3.4 million).

For the creation of 54 posts under Programme (2), the general duties of the posts to be created under Programme (2) are provided as follows –

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

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Question Serial No.

2508

Rank	No. of Post	Duties
Senior Executive Officer	1	For strengthening cross-boundary and related services.
Assistant Clerical Officer	1	
Clerical Assistant	2	
Analyst/ Programmer II	1	
Executive Officer I	1	For strengthening manpower support in the Licensing Section to meet increasing workload.
Clerical Officer	1	
Assistant Clerical Officer	2	
Transport Officer II ^{Note}	1	For providing assistance and support in the administration and implementation of enhancements related to e-Services for Transport Department (TD) systems.
	1	For providing assistance and support in planning and implementing business process re-engineering initiatives as well as office management and administrative matters of VALID Project Section.
Assistant Clerical Officer ^{Note}	1	For providing general clerical support to VALID Project Section.
	4	For providing general clerical support to the Vehicle Inspection & Records Unit.
	1	For providing general clerical support services to the Licensing Section.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)172

Question Serial No.

2508

Rank	No. of Post	Duties
Assistant Clerical Officer ^{Note}	22	For providing counter services to the Licensing Offices.
	1	For providing general clerical support to the Public Vehicles Unit and enquiry service to the public.
	1	For providing general clerical support in the driving test appointments and answering enquiries.
	1	For providing support to the written driving test services.
Clerical Assistant ^{Note}	1	For providing counter services to the Licensing Offices.
	6	For handling the issuance of closed road permits and international circulation permits to cross-boundary vehicles.
	1	For operating two VALID IV interface systems i.e. the Repeater Queue Early Test Balloting System and the TD e-service - "Online Booking for Driving Tests" under GovHK.
	4	For providing general clerical support to the Vehicle Safety and Standards Division.
Total :	54	

^{Note} For replacing non-civil service contract positions.

Signature	_____
Name in block letters	JOSEPH Y T LAI
Post Title	Commissioner for Transport
Date	2 March 2012

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

THB(T)173

Question Serial No.

1996

Head: Capital Works Reserve Fund

Head 706 - Highways

Subhead (No. & title): 6055TR West Island
Line — essential public
infrastructure works

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration mentioned that the approved estimate for the 'West Island Line — essential public infrastructure works' is 103.6 million. As at 31 March 2011, the actual expenditure was 17.247 million. On the other hand, the estimate for 2012-13 is only 13.846 million. What is the timeframe for the usage of the remaining fund of over 72.5 million? How can the progress of the project be speeded up?

Asked by: Hon. LAU Sau-shing, Patrick

Reply:

'West Island Line — essential public infrastructure works' comprises the construction of a covered pedestrian link at Sands Street, a covered footbridge link to the University of Hong Kong Centennial Campus and a public transport interchange at Kennedy Town Station. West Island Line is currently making good progress, and it is anticipated to commence in 2014. The implementation of the covered footbridge link to the University of Hong Kong Centennial Campus and the public transport interchange at Kennedy Town Station has to tie in properly with the timeframe of railway works, while early completion of the covered pedestrian link at Sands Street is permissible. The remaining estimate of the project will be used according to the works progress during 2012-13 to 2015-16.

Signature: _____

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 28.2.2012

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)174

Question Serial No.

0638

Head : Capital Works Reserve Fund

Subhead (No. & title) :

Head 706 - Highways

6025TC –
Replacement of
conventional traffic
signals with light
emitting diode
(LED) traffic signals
in Hong Kong

Programme :

Controlling Officer : Director of Highways

Director of Bureau : Secretary for Transport and Housing

Question :

The accumulated expenditure on the project has fallen short of expectation as stated in the proposal - PWSC(2007-09)87 – approved by the Finance Committee in that the actual expenditure on the project together with the estimate for 2012-13 amounts to less than 50% of the approved project estimate. Given that the Administration stated on 22 February 2011 at the meeting of Panel on Development that the project would be completed in the 3rd quarter of 2012 (CB(1)1308/10-11(05)), will the Administration inform this Committee the following:

- (a) the reasons for lower-than-expected expenditure on the project for 2011-12 and 2012-13;
- (b) the latest progress of the project, including a breakdown of the number of LED traffic signals has been installed in Hong Kong Island, Kowloon and the New Territories so far;
- (c) the latest estimate of the completion date of the project; and
- (d) whether measures will be adopted to expedite the project?

Asked by : Hon. SHEK Lai-him, Abraham

Reply :

- (a) There has been a downward trend in prices of LED products due to keen market competition in the last few years, and the lowered prices were reflected in the tender price of the project. The estimated total project cost has therefore been reduced to about \$80 million, which is lower than the approved project estimate of \$140.3 million. The estimated expenditures in 2011-12 and 2012-13 have also been adjusted downward accordingly.

Examination of Estimates of Expenditure 2012-13
**CONTROLLING OFFICER'S REPLY TO
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0638

(b) The latest progress of LED traffic signals installation is shown below:

Region	No. of LED traffic signal junctions		% Completed
	To be installed	Installation completed	
Hong Kong Island	400	400	100%
Kowloon	640	640	100%
New Territories	780	470	60.3%

(c) We estimate that the whole project will be completed in the 3rd quarter of 2012 as scheduled.

(d) We will continue to monitor work progress closely to ensure that the project would be completed on schedule.

Signature

Name in block letters

Post Title

Date

K K LAU

Director of Highways

28.2.2012