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Replies to supplementary questions raised by Finance Committee Members in examining the Estimates of Expenditure 2015-16

Director of Bureau : Secretary for Transport and Housing

Session No. : 12

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CONTROLLING OFFICER'S REPLY

S-THB(T)01

(Question Serial No. S0067)

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

According to Reply Serial No. THB(T)051, adequate funding has been reserved for the monitoring and verification consultancy service for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link. Please inform this Committee of the sum reserved.

Asked by: Hon WU Chi-wai

Reply:

Adequate funding has been reserved for the monitoring and verification (M&V) consultancy service in 2015-16 under the two Public Works Programme items 53TR and 57TR. As the Government has yet to discuss the terms for extending the M&V consultancy service with the consultant, it is not appropriate to reveal the sum reserved.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)02

(Question Serial No. S0070)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

As regards “enhancing the capacity of the existing runways and other airport facilities” as mentioned under the Programme, please advise this Committee:

- (a) whether the respective impacts of the three factors, namely the terrain constraint surrounding the airport, the airspace restriction and the aircraft mix at the airport, on the existing two runways which have been unable to achieve their designed capacity, i.e. 88 air traffic movements (ATMs) per hour, are mentioned in the study conducted in 2008 by the National Air Traffic Services, the aviation consultant of the Airport Authority Hong Kong (AA); if yes, the details; and
- (b) if no, whether the Government has conducted any follow-up studies on the three factors after its learning of the above findings; if yes, the details?

Asked by: Hon WU Chi-wai (Member Question No. 66)

Reply:

The runway capacity of an airport is affected by a number of factors, including the standard separation between aircraft, the peripheral airspace, the terrain and the operating environment, the aircraft mix at Hong Kong International Airport (HKIA) and the airport infrastructure. To prepare for the HKIA Master Plan 2030, the AA commissioned the National Air Traffic Services (NATS), an aviation consultancy in the United Kingdom, to conduct a study on the runway capacity of the HKIA. The study was completed in 2008. Based on the standards of the International Civil Aviation Organization, the NATS had carefully analysed factors including the surrounding terrain, the operating environment, the infrastructure and the airspace of the HKIA, and concluded that the practical maximum capacity of the existing two runways of the HKIA was a maximum of 68 movements per hour.

The Civil Aviation Department (CAD) will continue to implement air traffic management enhancement measures to increase the runway capacity of the HKIA from the present maximum of 67 movements per hour (with effect from 28 March 2015), progressively to the target of the maximum of 68 movements per hour, which will be the practical maximum capacity of the two-runway system (2RS) of the HKIA, in end 2015. The CAD and the AA will continue to monitor the air traffic growth situation, and work closely with the airlines to explore all possible means to fully utilise the runway capacity of the existing 2RS.

- End -

CONTROLLING OFFICER'S REPLY

S-THB(T)03

(Question Serial No. S0071)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

As regards improving the airspace structure and air traffic control (ATC) arrangements in the Pearl River Delta (PRD) region to optimise the use of airspace and enhance safety, please advise this Committee:

- (a) whether implementation of the airspace improvement measures formulated under the "PRD Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) is subject to the completion of all airport expansion projects (including Hong Kong, Guangzhou and Shenzhen) to be conducted by the three sides involved in the Plan; if yes, the expected time of implementation; if no, whether the new airspace improvement measures can be implemented upon commencement of any of these airport expansion projects; and
- (b) whether any independent assessments have been made of the impacts of the implementation of the above measures on the runway capacity of the existing Two-Runway System (2RS) in the absence of the Three-Runway System (3RS)?

Asked by: Hon WU Chi-wai (Member Question No. 67)

Reply:

- (a) Taking into account the robust growth of air traffic in the PRD region, the Civil Aviation Administration of China (CAAC), the Civil Aviation Department (CAD) and the Civil Aviation Authority of Macao (CAAM) jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to rationalise the air traffic management arrangements in the PRD region. The TWG jointly drew up the Plan in 2007, which stipulated short, medium and long term optimisation targets and measures

to be achieved and implemented before 2020, with a view to supporting air traffic growth in the PRD region, thereby achieving mutual benefits and a win-win situation to the airports in the region, including Guangzhou, Hong Kong, Shenzhen, Macao and Zhuhai.

Through the collaborative efforts of the TWG, a number of improvement measures in the Plan have been implemented. For example, two additional handover points, with corresponding air routes, between the Hong Kong and Guangzhou Flight Information Regions have been established, allowing aircraft to enter the Mainland from Hong Kong through the PRD airspace via more handover points, thereby reducing significantly the traffic complexity in the airspace around the Hong Kong International Airport (HKIA), and enhancing airspace management efficiency. Furthermore, the Zhuhai Terminal Area has been adjusted to enhance the overall airspace capacity and operational efficiency in the PRD region.

In 2015-16, the CAD will continue to participate in the discussions of the TWG. Through discussions in the TWG, the CAD will continue to co-ordinate with the CAAC and the CAAM to enhance the use of airspace in the PRD region, with a view to further increasing the air transport capability in the PRD region.

- (b) The runway capacity of an airport is affected by a number of factors, including the standard separation between aircraft, the peripheral airspace, the terrain and the operating environment, the aircraft mix at the HKIA and the airport infrastructure. To prepare for the HKIA Master Plan 2030, the Airport Authority Hong Kong commissioned the National Air Traffic Services (NATS), an aviation consultancy in the United Kingdom, to conduct a study on the runway capacity of the HKIA. The study was completed in 2008. Based on the standards of the International Civil Aviation Organization, the NATS had carefully analysed factors including the surrounding terrain, the operating environment, the infrastructure and the airspace of the HKIA, and concluded that the practical maximum capacity of the existing two runways of the HKIA was a maximum of 68 movements per hour.

The CAD will continue to implement air traffic management enhancement measures to increase the runway capacity of the HKIA from the present maximum of 67 movements per hour (with effect from 28 March 2015), progressively to the target of the maximum of 68 movements per hour, which will be the practical maximum capacity of the 2RS of the HKIA, in end 2015.

- End -

CONTROLLING OFFICER'S REPLY

SV-THB(T)01

(Question Serial No. SV015)

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

Question:

Pursuant to reply no. THB(T)034, the Government is requested to provide information on whether the Mainland authorities would undertake to revise the works schedule of the Hong Kong-Zhuhai-Macao Bridge (HZMB) in the event that the main bridge could not be commissioned by end-2016, and the time of delay as compared to the schedule.

Asked by: Hon FAN Kwok-wai, Gary

Reply:

As indicated by the Secretary for Transport and Housing at the Legislative Council Panel on Transport on 16 January this year, the Joint Works Committee of the Three Governments (JWC) had advised that it would be very difficult for the entire HZMB project to be completed by end 2016. The JWC and the HZMB Authority will further conduct an in-depth and objective analysis on the programme of the project.

- End -

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

SV-THB(T)02

(Question Serial No. SV014)

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Pursuant to reply no. THB(T)201, the Government is requested to provide information on the measure the Government would take to reduce the complaint against designated car testing centres (DCTCs) before the completion of the computerisation of the procedures for making vehicle examination appointments.

Asked by: Hon POON Siu-ping

Reply:

The Transport Department (TD) is computerising the procedures for making vehicle examination appointments at all DCTCs and linking up the systems of the DCTCs to enable online checking of the appointment status so that users can have a clear picture of the waiting time and examination slots available at different DCTCs, which will enable them to arrange examination of their vehicles in a timely manner. The new computer system is expected to come into full operation in late May 2015. We believe that the waiting time for vehicle examination at the DCTCs will be shortened by then.

As an interim measure, the TD is arranging manual screening of the vehicle examination bookings at all the DCTCs to identify ineligible or double bookings. Such bookings will be cancelled and the examination slots will be released and re-assigned to those in genuine need of vehicle examination service. The TD will continue with the screening exercise until full implementation of the new computer system.

In addition, the TD has been working with the DCTCs to provide more examinations slots to cater for the increasing demand for vehicle examination. Starting from April 2015, six DCTCs have extended their operating hours on weekdays (i.e. Inchcape Motor Services Limited (Kwai Chung), Inchcape Motor Services Limited (Sha Tin), Sime Darby Motor Services Limited (To Kwa Wan), Universal Cars Limited (Chai Wan), Universal Cars Limited (Kwai Chung) and Wallace Harper and Company Limited (Yuen Long)), three

DCTCs currently operating on weekdays and Saturdays have extended their operating hours to Sundays (i.e. Dah Chong Hong (Motor Service Centre) Limited (Quarry Bay), Universal Cars Limited (Sha Tin) and Wallace Harper and Company Limited (Yuen Long)), and two DCTCs will also operate on Saturdays (i.e. Zung Fu Company Limited (Aberdeen) and B.M.W. Concessionaires (H.K.) Limited (To Kwa Wan)).

Meanwhile, the TD will continue to remind those who need vehicle examination service to book their appointments in advance through various publicity means, such as posting notices and posters and distributing leaflets.

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