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Replies to initial written 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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THB(T)267	6184	KWOK Ka-ki	100	(5) Government Fleet
THB(T)268	6185	KWOK Ka-ki	100	(-) Not Specified
THB(T)269	6517	KWOK Ka-ki	100	(2) Port Services
THB(T)270	4574	WONG Kwok-hing	100	(-) Not Specified
THB(T)271	4575	WONG Kwok-hing	100	(-) Not Specified
THB(T)272	4576	WONG Kwok-hing	100	(-) Not Specified
THB(T)273	4810	WU Chi-wai	100	(3) Local Services
THB(T)274	4856	CHAN Chi-chuen	158	(1) Director of Bureau's Office
THB(T)275	4864	CHAN Chi-chuen	158	(2) Land and Waterborne Transport
THB(T)276	4865	CHAN Chi-chuen	158	(2) Land and Waterborne Transport
THB(T)277	4866	CHAN Chi-chuen	158	(2) Land and Waterborne Transport
THB(T)278	4867	CHAN Chi-chuen	158	(3) Air and Sea Communications and Logistics Development
THB(T)279	4868	CHAN Chi-chuen	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)280	4929	CHAN Chi-chuen	158	(2) Land and Waterborne Transport
THB(T)281	4947	CHAN Chi-chuen	158	(1) Director of Bureau's Office
THB(T)282	4948	CHAN Chi-chuen	158	(-) Not Specified
THB(T)283	4964	CHAN Chi-chuen	158	(-) Not Specified
THB(T)284	5727	CHAN Ka-lok, Kenneth	158	(3) Air and Sea Communications and Logistics Development
THB(T)285	6462	CHAN Ka-lok, Kenneth	158	(2) Land and Waterborne Transport
THB(T)286	6463	CHAN Ka-lok, Kenneth	158	(3) Air and Sea Communications and Logistics Development
THB(T)287	6473	CHAN Ka-lok, Kenneth	158	(2) Land and Waterborne Transport
THB(T)288	6474	CHAN Ka-lok, Kenneth	158	(3) Air and Sea Communications and Logistics Development
THB(T)289	6475	CHAN Ka-lok, Kenneth	158	(3) Air and Sea Communications and Logistics Development
THB(T)290	3660	CHAN Wai-yip, Albert	158	(3) Air and Sea Communications and Logistics Development
THB(T)291	4730	CHAN Wai-yip, Albert	158	(2) Land and Waterborne Transport
THB(T)292	4749	CHAN Wai-yip, Albert	158	(2) Land and Waterborne Transport
THB(T)293	6293	CHEUNG Chiu-hung, Fernando	158	(3) Air and Sea Communications and Logistics Development
THB(T)294	3380	FUNG Kin-kee, Frederick	158	(2) Land and Waterborne Transport
THB(T)295	3381	FUNG Kin-kee, Frederick	158	(2) Land and Waterborne Transport
THB(T)296	3385	FUNG Kin-kee, Frederick	158	(3) Air and Sea Communications and Logistics Development
THB(T)297	3471	Ho Sau-lan, Cyd	158	(2) Land and Waterborne Transport
THB(T)298	3472	Ho Sau-lan, Cyd	158	(3) Air and Sea Communications and Logistics Development
THB(T)299	3473	Ho Sau-lan, Cyd	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)300	4639	Ho Sau-lan, Cyd	158	(-) Not Specified
THB(T)301	4640	Ho Sau-lan, Cyd	158	(-) Not Specified
THB(T)302	4641	Ho Sau-lan, Cyd	158	(-) Not Specified
THB(T)303	4642	Ho Sau-lan, Cyd	158	(-) Not Specified
THB(T)304	4643	Ho Sau-lan, Cyd	158	(1) Director of Bureau's Office
THB(T)305	4644	Ho Sau-lan, Cyd	158	(2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development
THB(T)306	3580	IP LAU Suk-ye, Regina	158	(3) Air and Sea Communications and Logistics Development
THB(T)307	5299	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)308	5300	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)309	5302	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)310	5303	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)311	5304	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)312	5305	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)313	5307	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)314	5308	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)315	5310	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)316	5311	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)317	5312	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)318	5313	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)319	5314	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)320	5315	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)321	5316	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)322	5317	KWOK Ka-ki	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)323	5371	KWOK Ka-ki	158	(3) Air and Sea Communications and Logistics Development
THB(T)324	6122	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)325	6132	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)326	6133	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)327	6135	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)328	6136	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)329	6137	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)330	6138	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)331	6139	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)332	6140	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)333	6141	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)334	6142	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)335	6143	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)336	6145	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)337	6146	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)338	6147	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)339	6148	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)340	6149	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)341	6150	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)342	6151	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)343	6524	KWOK Ka-ki	158	(3) Air and Sea Communications and Logistics Development
THB(T)344	5664	LEUNG Kwok-hung	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)345	3541	LEUNG Mei-fun, Priscilla	158	(2) Land and Waterborne Transport
THB(T)346	3727	MO Claudia	158	(2) Land and Waterborne Transport
THB(T)347	3728	MO Claudia	158	(2) Land and Waterborne Transport
THB(T)348	3729	MO Claudia	158	(2) Land and Waterborne Transport
THB(T)349	3730	MO Claudia	158	(2) Land and Waterborne Transport
THB(T)350	3731	MO Claudia	158	(2) Land and Waterborne Transport
THB(T)351	4812	MOK Charles Peter	158	(-) Not Specified
THB(T)352	4813	MOK Charles Peter	158	(-) Not Specified
THB(T)353	4840	MOK Charles Peter	158	(-) Not Specified
THB(T)354	3758	TIEN Pei-chun, James	158	(2) Land and Waterborne Transport
THB(T)355	4315	TIEN Pei-chun, James	158	(2) Land and Waterborne Transport
THB(T)356	4316	TIEN Pei-chun, James	158	(3) Air and Sea Communications and Logistics Development
THB(T)357	3734	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)358	3736	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)359	3737	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)360	3738	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)361	3739	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)362	3740	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)363	4210	TONG Ka-wah, Ronny	158	(2) Land and Waterborne Transport
THB(T)364	4067	WONG Pik-wan, Helena	158	(2) Land and Waterborne Transport
THB(T)365	3783	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)366	4800	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)367	4801	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)368	4802	WU Chi-wai	158	(2) Land and Waterborne Transport

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)369	7073	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)370	4879	CHAN Chi-chuen	186	(1) Planning and Development
THB(T)371	3889	CHAN Han-pan	186	(3) District Traffic and Transport Services
THB(T)372	3891	CHAN Han-pan	186	(3) District Traffic and Transport Services
THB(T)373	3892	CHAN Han-pan	186	(1) Planning and Development
THB(T)374	3893	CHAN Han-pan	186	(4) Management of Transport Services
THB(T)375	3894	CHAN Han-pan	186	(1) Planning and Development
THB(T)376	3895	CHAN Han-pan	186	(3) District Traffic and Transport Services
THB(T)377	3898	CHAN Han-pan	186	(1) Planning and Development
THB(T)378	3905	CHAN Han-pan	186	(3) District Traffic and Transport Services
THB(T)379	5705	CHAN Ka-lok, Kenneth	186	(3) District Traffic and Transport Services
THB(T)380	6458	CHAN Ka-lok, Kenneth	186	(1) Planning and Development
THB(T)381	6459	CHAN Ka-lok, Kenneth	186	(1) Planning and Development
THB(T)382	6461	CHAN Ka-lok, Kenneth	186	(2) Licensing of Vehicles and Drivers
THB(T)383	4503	CHAN Wai-yip, Albert	186	(2) Licensing of Vehicles and Drivers
THB(T)384	4504	CHAN Wai-yip, Albert	186	(2) Licensing of Vehicles and Drivers
THB(T)385	4506	CHAN Wai-yip, Albert	186	(3) District Traffic and Transport Services
THB(T)386	3564	CHEUNG Kwok-che	186	(3) District Traffic and Transport Services
THB(T)387	3383	FUNG Kin-kee, Frederick	186	(2) Licensing of Vehicles and Drivers
THB(T)388	3581	IP LAU Suk-yea, Regina	186	(1) Planning and Development
THB(T)389	3582	IP LAU Suk-yea, Regina	186	(3) District Traffic and Transport Services
THB(T)390	6120	KWOK Ka-ki	186	(1) Planning and Development
THB(T)391	6121	KWOK Ka-ki	186	(1) Planning and Development

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)392	6123	KWOK Ka-ki	186	(1) Planning and Development
THB(T)393	6124	KWOK Ka-ki	186	(1) Planning and Development
THB(T)394	6125	KWOK Ka-ki	186	(1) Planning and Development
THB(T)395	6126	KWOK Ka-ki	186	(1) Planning and Development
THB(T)396	6127	KWOK Ka-ki	186	(1) Planning and Development
THB(T)397	6131	KWOK Ka-ki	186	(1) Planning and Development
THB(T)398	6134	KWOK Ka-ki	186	(1) Planning and Development
THB(T)399	6166	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)400	6169	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)401	6173	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)402	6177	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)403	6180	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)404	6183	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)405	6187	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)406	6188	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)407	6190	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)408	6192	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)409	6194	KWOK Ka-ki	186	(3) District Traffic and Transport Services
THB(T)410	6496	KWOK Ka-ki	186	(4) Management of Transport Services
THB(T)411	3443	LAM Kin-fung, Jeffrey	186	(2) Licensing of Vehicles and Drivers
THB(T)412	3833	MA Fung-kwok	186	(2) Licensing of Vehicles and Drivers
THB(T)413	3704	MO Claudia	186	(3) District Traffic and Transport Services
THB(T)414	4141	POON Siu-ping	186	(3) District Traffic and Transport Services

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)415	4061	SIN Chung-kai	186	(3) District Traffic and Transport Services
THB(T)416	4174	TANG Ka-piu	186	(1) Planning and Development
THB(T)417	3732	TIEN Puk-sun, Michael	186	(1) Planning and Development
THB(T)418	4580	WONG Kwok-hing	186	(-) Not Specified
THB(T)419	4581	WONG Kwok-hing	186	(-) Not Specified
THB(T)420	4582	WONG Kwok-hing	186	(-) Not Specified
THB(T)421	3792	WU Chi-wai	186	(3) District Traffic and Transport Services
THB(T)422	4521	WU Chi-wai	186	(1) Planning and Development
THB(T)423	4811	WU Chi-wai	186	(4) Management of Transport Services
THB(T)424	4057	SIN Chung-kai	706	(-) Not Specified
THB(T)425	4058	SIN Chung-kai	706	(-) Not Specified
THB(T)426	4059	SIN Chung-kai	706	(-) Not Specified
THB(T)427	4060	SIN Chung-kai	706	(-) Not Specified
THB(T)428	4062	SIN Chung-kai	706	(-) Not Specified
THB(T)429	4064	SIN Chung-kai	706	(-) Not Specified
THB(T)430	4447	WONG Pik-wan, Helena	706	(-) Not Specified
THB(T)431	4448	WONG Pik-wan, Helena	706	(-) Not Specified
THB(T)432	4556	WONG Pik-wan, Helena	706	(-) Not Specified
THB(T)433	3806	FAN Kwok-wai, Gary	707	(-) Not Specified

CONTROLLING OFFICER'S REPLY**THB(T)001****(Question Serial No. 2354)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

In this regard, would the Civil Aviation Department provide in the table below details of the duty visits made by the Director-General of Civil Aviation in the past 3 years (2012-13, 2013-14 and 2014-15), including the date of visit, place of visit, size of entourage, purpose of visit, expenses on hotel accommodation, air tickets and meals and total expenditure for each visit? Please provide the amounts and the names of the sponsors of the sponsorships received (if any) of each visit.

Date of visit	Place of visit	Size of entourage	Purpose of visit	Hotel accommodation expenses	Air ticket expenses	Meal expenses	Total expenditure

Asked by: Hon CHAN Chi-chuen (Member Question No. 10)Reply:

Details of the overseas duty visits made by the Director-General of Civil Aviation in 2012-13, 2013-14 and 2014-15 with expenses incurred are provided in the table below. There is no sponsorship received for the visits.

Date of visit	Place of visit	Size of entourage	Purpose of Visit	Expenses (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
28-30.5.2012	Bangkok / Thailand	4	Chaired the Asia/Pacific Air Navigation Planning and	3,388	3,335	169	6,892

Date of visit	Place of visit	Size of entourage	Purpose of Visit	Expenses (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
			Implementation Regional Group (APANPIRG) of the International Civil Aviation Organization (ICAO) Midterm Review meetings				
6-9.6.2012	Shanghai / China	2	Attended and made presentation at the 2 nd Airport Construction Summit	8,979	3,034	118	12,131
17-18.6.2012	Macau	8	Attended the Pearl River Delta (PRD) Planning and Implementation Supervisory Group meetings with the Civil Aviation Administration of China (CAAC) and the Civil Aviation Authority of Macao (CAAM)	3,436	N/A	303	3,739
6-15.9.2012	Bangkok / Thailand	7	Chaired the 23 rd ICAO APANPIRG meetings	15,203	3,137	58	18,398
6-13.10.2012	New Delhi/ India	6	Attended the 46th ICAO Conference of Director General of Civil Aviation	20,297	8,010	1,115	29,422
17-18.10.2012	Singapore	2	Attended meetings with the Air Accident Investigation Bureau (AAIB) of Singapore and its 10 th Anniversary Celebration function. Also participated in and	7,503	3,425	50	10,978

Date of visit	Place of visit	Size of entourage	Purpose of Visit	Expenses (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
			officiated at the Asian Society of Air Safety Investigators Inaugural Workshop				
5-7.11.2012	Guangzhou / China	6	Paid courtesy visits to and attended meetings with various agencies of the Mainland, including civil aviation authorities, search and rescue agency, etc, to discuss aviation matters	5,164	N/A	380	5,544
22-26.6.2013	Bangkok / Thailand	3	Chaired the 24 th ICAO APANPIRG meetings	9,699	8,403	1,797	19,899
27-28.6.2013	Beijing / China	1	Attended a meeting with CAAC, to discuss cooperation on aviation matters and the opening ceremony of the ICAO Asia and Pacific Regional Sub-office				
28-31.10.2013	Beijing / China	5	Attended the signing ceremony of the Cooperation Arrangement on Mutual Acceptance of Approval of Aircraft Maintenance Training Organisations between CAAC, CAD and AACM. Also attended	8,937	4,413	N/A	13,350

Date of visit	Place of visit	Size of entourage	Purpose of Visit	Expenses (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
			meetings with the civil aviation authorities and the search and rescue agencies of the Mainland to discuss aviation matters.				
27-29.4.2014	Bangkok / Thailand	4	Attended meetings with the ICAO Asia and Pacific Office on matters related to ICAO APANPIRG and the 51 st ICAO DGCA Conference	3,725	2,771	106	6,602
26-29.5.2014	Chengdu / China	1	Attended the China Central-West Region Airport Construction Summit 2014 and acted as a Panel Member on Trends of Airport Development	5,521	3,829	N/A	9,350
8-9.7.2014	Guangzhou / China	4	Paid courtesy visits to and attended meetings with various Mainland agencies to discuss aviation matters.	2,901	N/A	389	3,290
11-12.8.2014	Shenzhen / China	3	Attended meetings with the Mainland aviation authority to discuss aviation matters	3,088	N/A	9	3,097
7-12.9.2014	Kuala Lumpur / Malaysia	5	Chaired the 25 th ICAO APANPIRG meetings	11,152	4,516	198	15,866

Date of visit	Place of visit	Size of entourage	Purpose of Visit	Expenses (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
7-8.1.2015	Beijing / China	1	Attended meetings with the CAAC to discuss aviation matters	2,891	5,982	N/A	8,873
20.1.2015	Shenzhen / China	2	Attended a signing ceremony of the revised Cooperation Arrangement on Aircraft Accident Investigation and Search and Rescue between CAAC and CAD	N/A	N/A	N/A	N/A
1-7.2.2015	Montreal / Canada	6	Attended ICAO Second High-level Safety Conference 2015 and the Planning and Implementation Regional Group – Regional Aviation Safety Group Global Coordination Meetings	10,663	30,894	N/A	41,557
12-13.2.2015	Guangzhou / China	1	Attended meetings with the Mainland aviation authority to discuss aviation matters	2,885	N/A	N/A	2,885

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2376)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (-) Not Specified
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question:

It is stated under the Programmes that the estimated non-directorate posts of the Civil Aviation Department (CAD) will be reduced from 736 as at 31 March 2015, to 709 as at 31 March 2016, representing a reduction of 27 posts. What are the reasons? The CAD also states that its estimated establishment in 2016 is 730, amongst which 21 are directorate posts. Please list the categories, salaries, allowances and work nature of the 21 directorate posts, and the categories, distribution, salaries, allowances and work nature of the 709 permanent non-directorate posts.

Asked by: Hon CHAN Chi-chuen (Member Question No. 32)

Reply:

Amongst the 27 posts to be deleted, 15 of them are time-limited civil service posts scheduled for deletion in 2015-16 after their work has been substantially completed. The remaining 12 posts are permanent civil service posts which provide back-end office and transport support for the operation of the existing Air Traffic Control (ATC) Centre which is separated from the CAD Headquarters building at present. With the relocation of the ATC Centre to the CAD Headquarters building in 2016, such posts will be deleted in 2015-16.

The annual expenditure in terms of notional annual mid-point salary (NAMS) and nature of work for the 730 posts as at 31 March 2016, including 21 directorate and 709 non-directorate posts, are grouped and summarised in the table below. The total provision for allowances in 2015-16 is about \$6 million for payment of appointment or job-related allowances subject to operational needs.

Category	No. of Directorate Posts	No. of Non-directorate Posts	Total NAMS (\$)	Nature of Work
Assistant Director-General of Civil Aviation level and above				
Director-General of Civil Aviation	1	-	2,644,200	Overseeing operations of the Department at the senior management level
Deputy Director-General of Civil Aviation	1	-	2,139,600	
Assistant Director-General of Civil Aviation	5	-	9,216,000	
Air Traffic Management Related Posts				
Air Traffic Control Officer grade, Air Traffic Flight Services Officer grade and Aeronautical Communications Officer grade	5	457	317,221,500	Provision of air traffic control service, flight information service and alerting service
Air Traffic Engineering Services Related Posts				
Electronics Engineer grade	2	24	22,570,440	Planning, co-ordination, provision and maintenance of the air traffic control systems, radar, navigational aids and communication equipment
Other Civil Aviation Operations Related Posts				
Operations Officer grade	6	96	100,434,720	Regulating the operational safety and airworthiness of aircrafts; licensing, regulating and monitoring the safety and security of aerodromes; implementation of air services arrangements and civil aviation safety policy
Medical and Health Officer grade	-	1	1,222,560	Provision of support to the licensing of flight crew and aircraft maintenance engineer

Category	No. of Directorate Posts	No. of Non-directorate Posts	Total NAMS (\$)	Nature of Work
Statistical Officer grade	-	2	724,830	Processing flight statistics and safety data
Administration Support Posts				
Treasury Accountant grade, Accounting Officer grade, Information Officer grade, Executive Officer grade, Clerical & Secretarial grades, Supplies Officer grade, Librarian grade, Driver grade and Workman grade	1	129	42,950,220	Provision of administrative and logistic support to the Department
Total:	21	709	499,124,070	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)003

(Question Serial No. 1695)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated that the number of flight operations and cabin safety inspections conducted by the Civil Aviation Department (CAD) amounted to 143 and 140 in 2013 and 2014 respectively. The target number for 2015, however, has been set at 130 only. Does the CAD see a need to raise the target number of inspections? If no, what are the reasons?

Asked by: Hon CHAN Hak-kan (Member Question No. 44)

Reply:

The inspections on flight operations and cabin safety are conducted by the CAD to monitor the local air operators' compliance of their flight operations with the stipulated safety and operational standards, thereby maintaining flight safety. The target number of inspections is set by the CAD at the beginning of the year, taking into account the number of local air operators, the follow-up required to the findings of the past inspections, as well as the operators' applications for adopting new flight procedures for their aircraft received by the CAD. Taking into account the above factors, the target number of inspections to be conducted by the CAD is 130 for 2015. In 2013 and 2014, more inspections were conducted due to increased ad-hoc applications made by the local air operators for adopting new flight procedures for operational needs, as well as follow-up to inspection findings. The CAD will continue to closely monitor the safety performance of air operators, and carry out additional inspections as and when necessary with a view to ensuring aviation safety.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)004****(Question Serial No. 1634)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

The Air Traffic Management Division of the Civil Aviation Department (CAD) is responsible for, inter alia, "providing schedule co-ordination and slot allocation services to airlines and other aircraft operators". What are the respective percentages of delays caused by non-weather reasons out of all departing flights over the past five years? Please list by reasons.

Asked by: Hon CHAN Kam-lam (Member Question No. 29)Reply:

Flight delays are attributable to a number of factors, such as bad weather, airspace restrictions, unexpected aircraft unserviceability, and airlines' ad hoc service changes.

The numbers of departure passenger flights delayed by more than 15 minutes at the Hong Kong International Airport in the past five years are shown in the table below. The CAD does not have a breakdown of the number of flight delays caused by the above-mentioned attributable factors.

Year	Number of passenger flights delayed by more than 15 minutes on departure ^{Note 1}	Percentage of the total number of departure flights ^{Note 1}
2010-11	28 167	22%
2011-12	30 744	22%
2012-13	37 008	27%
2013-14	48 274	31%
2014-15 ^{Note 2}	47 445	35%

Notes

- 1 A departure flight is delayed when its actual departure time at the parking stand is later than the time of the slot allocated by the CAD.
- 2 Based on traffic statistics up to 31 January 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)005

(Question Serial No. 0136)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that it will monitor aircraft noise and flight tracks, and implement the noise abatement programme in 2015-16. Will the Government inform this Committee:

- (1) of the details of the above measures, the operating expenses, staffing establishment and estimated expenditure on salaries involved;
- (2) of the reasons for failing to solve the problem of aircraft noise at root over the years;
- (3) whether it will set standards to assess the effectiveness of noise abatement measures; and
- (4) whether it will provide information about aircraft noise at various times in different months, including the aircraft 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 no, what are the reasons?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 11)

Reply:

(1) and (2)

The Civil Aviation Department (CAD) has implemented a number of aircraft noise abatement measures based on the guidelines 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 at reducing the number of aircraft overflying populated areas such as Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;

- (ii) between 11:00 pm and 07:00 am, subject to acceptable operational and safety consideration, aircraft departing to the northeast of the Hong Kong International Airport (HKIA) are required to use the southbound route via the West Lamma Channel. This measure aims at reducing the number of aircraft overflying populated areas such as the Kowloon Peninsula and Hong Kong Island;
- (iii) aircraft departing to the northeast of the HKIA are required to adopt the noise abatement take-off procedures so as to reduce the noise impact on areas located in the vicinity of the HKIA. Aircraft adopting the procedures are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;
- (iv) all aircraft approaching the HKIA from the northeast between 11:00 pm and 07:00 am are required to adopt the Continuous Descent Approach (CDA), subject to operational considerations. As aircraft on the 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;
- (v) to reduce 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 (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports;
- (vi) since February 2012, the CAD has implemented a set of flight procedures whereby aircraft which could use satellite-based navigation technology in their flights can adhere closely to the nominal centre line of the flight track, when the aircraft depart to the northeast of the HKIA and make south turn to the West Lamma Channel. This keeps the aircraft at a distance away from the areas in the vicinity of the flight paths, such as Ma Wan, and reduces the impact of aircraft noise on these areas; and
- (vii) starting from late March 2014, the CAD no longer allowed aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11:00 pm and 07:00 am. With effect from late October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo aircraft such as B777-300ER, A330, A380, B777F, B787 and B747-8F. The CAD will continue to monitor and liaise actively with airlines on their progress in fleet modernisation.

The CAD also monitors the noise caused by aircraft operations through 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 HKIA, and a computer to correlate the noise data with the aircraft flight tracks recorded by the CAD's radar system. In 2015-16, the estimated expenditure for the replacement of outdoor NMTs that are obsolete is \$3.36 million. The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2).

- (3) All noise abatement measures are developed according to the international standards and the guidelines promulgated by the ICAO. The CAD will continue to monitor the international development of such measures.
- (4) The noise data collected by the ANFTMS are consolidated and regularly uploaded onto the CAD's website. The NEF contour does not measure or monitor the daily noise level of aircraft but is used to forecast the impact of aircraft noise on the areas in the vicinity of the HKIA for land use planning purposes.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)006

(Question Serial No. 0137)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the estimated full-year expenditure on the salaries of the Director-General of Civil Aviation and the Acting Director-General of Civil Aviation in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 12)

Reply:

For 2015-16, the notional annual salary cost at mid-point of the Director-General of Civil Aviation (D6) is \$2,644,200. There is no separate provision for an Acting Director-General of Civil Aviation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0138)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

In this Programme, the Government said it would continue to co-ordinate with neighbouring Area Control Centres to rationalise and optimise the airspace design of the Pearl River Delta region in 2015-16. Will the Government inform this Committee:

- (1) Whether it has drawn up a timetable for the optimisation of the airspace design of the Pearl River Delta region? If yes, what are the details?
- (2) The respective operating expenditure, staffing establishment and salary expenditure to be involved in the above work in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 13)

Reply:

In 2004, the Civil Aviation Administration of China, the Civil Aviation Department of Hong Kong (CAD) and the Civil Aviation Authority of Macao set up a Tripartite Working Group (TWG) to devise measures to improve the airspace structure and air traffic management in the Pearl River Delta (PRD) region to optimise the use of the PRD airspace. The TWG drew up the "PRD Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan), stipulating short, medium and long term optimisation targets and measures, 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. The ultimate target of the Plan is to achieve joint airspace planning, use of common standards and harmonised flight procedure design for the region, thereby ensuring safe and efficient use of the airspace. We are working closely with the relevant civil aviation authorities to take forward the measures.

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

- End -

CONTROLLING OFFICER'S REPLY

THB(T)008

(Question Serial No. 1536)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

The third runway of the Airport is targeted for completion in 2023. With the expansion of the Airport, the demand for air traffic control (ATC) staff will also increase. Does the Civil Aviation Department (CAD) have any training plan for these staff in the 2015-16 financial year? If so, what are the estimated expenditure and details of the plan? If not, what are the reasons?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 18)

Reply:

The CAD will take into account the latest development at the Hong Kong International Airport to recruit and train the ATC staff to support operational needs. The CAD regularly provides the ATC officers at various ranks with both in-house and overseas specialised training, and such training courses are also planned for 2015-16.

In-house training courses are conducted by the CAD staff as part of their normal duties, no additional expenses will be incurred. In 2015-16, overseas specialised training courses will be arranged for the various ranks of the ATC staff on various aspects related to the performing of the ATC duties and related work, including Airspace Design, Air Traffic Management Safety Investigation and Analysis, Airport Collaborative Decision Making, etc. The estimated expenditure involved is \$5.13 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)009

(Question Serial No. 1538)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

In Matters Requiring Special Attention in 2015-16, the Civil Aviation Department (CAD) stated that it will continue to improve the efficiency of air traffic management in order to further enhance the runway capacity of the Hong Kong International Airport (HKIA). Is the current runway capacity adequate to meet flight demands in the coming three to five years? Has any target been set in respect of the enhancement of runway capacity? If yes, what are the target figures? What is the expenditure involved?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 20)

Reply:

The CAD will continue to implement air traffic management enhancement measures to increase the runway capacity of the HKIA from the present maximum of 66 movements per hour, progressively to the target of the maximum of 68 movements per hour, which will be the practical maximum capacity of the two-runway system of the HKIA, in end 2015. The CAD will continue to work closely with the Airport Authority Hong Kong (AA) as well as airlines to explore possible means to maximise the runway capacity of the existing two-runway system, pending the availability of the Three-Runway System proposal by the AA.

The CAD's air traffic management enhancement work is undertaken by existing staff as part of their normal duties under Programme (3).

- End -

CONTROLLING OFFICER'S REPLY

THB(T)010

(Question Serial No. 0268)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

The Civil Aviation Department (CAD) will continue to enhance the maintenance programme for the existing air traffic control (ATC) systems to meet the air traffic growth. What are the relationships between hardware maintenance and traffic growth? How is the expenditure calculated?

Asked by: Hon LAU Wong-fat (Member Question No. 10)

Reply:

Aviation safety is our priority. The CAD, as the aeronautical authority, provides the ATC services for flights operating at the Hong Kong International Airport and flights overflying the Hong Kong Flight Information Region. As the air traffic volume in Hong Kong continues to grow, it is necessary for the CAD to ensure that the ATC system continues to operate safely, reliably and efficiently to provide timely and efficient ATC services for the continuously increasing number of flights. To this end, the CAD will continue to enhance the maintenance programme for the ATC systems to safeguard its steady and satisfactory performance. The total expenditure of the maintenance programme covers expenditure on manpower, hardware and software maintenance.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)011****(Question Serial No. 3288)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

The Financial Secretary mentioned in last year's Budget that government departments and the public sector should conduct expenditure reviews and consider how best to consolidate their services and funding schemes in order to further enhance the efficiency of public services (see paragraph 139 of the 2014-15 Budget). Will the Government inform this Committee of the following:

- (i) in respect of the following listed government department/public organisation with a greater or smaller change/percentage change in their respective estimated established posts in the coming year as compared to last year, the ranks of the posts to be created/deleted and their respective numbers;
- (ii) for the above creation/deletion of posts, the total amounts of annual salaries and fringe benefits involved;
- (iii) the major reasons for the above creation/deletion of posts.

Head of Expenditure	Total number of established posts according to the revised estimate as at 31.3.2015	Total number of established posts according to the estimate as at 31.3.2016	Number of posts created/deleted (% change)
Civil Aviation Department (CAD)	757	730	-27 (-3.6%)

Asked by: Hon LEUNG Kenneth (Member Question No. 2.01)

Reply:

The ranks, annual staff costs in terms of notional annual mid-point salary (NAMS) and reasons of deletion of the 27 posts in the CAD are summarised as follows:

Rank	No. of Posts	Total NAMS (\$)	Reasons for Deletion
Time-limited posts to take forward specific initiatives			
Air Traffic Control Officer II	13	12,153,180	Their duties are to assist in the early implementation stage of the new Air Traffic Control (ATC) systems, including the conduct of the tendering exercises, the finalisation of the system acceptance and integration testing procedures, the conduct of system acceptance, the design and evaluation of air traffic control and flight procedures of the new ATC systems, etc. After deletion of the posts, the remaining work relating to the new ATC Centre will be handled by the existing staff resources.
Electronics Engineer/ Assistant Electronics Engineer	2	1,347,720	
Permanent posts			
Special Driver	3	659,160	Their duties are to support the operation of the existing ATC Centre which is separated from the CAD Headquarters building at present. With the relocation of the ATC Centre to the CAD Headquarters building, which will commence operation in 2016, such posts will be deleted in 2015-16.
Motor Driver	3	581,040	
Clerical Officer	1	373,440	
Assistant Clerical Officer	1	232,920	
Clerical Assistant	2	363,480	
Office Assistant	2	320,400	
Total:	27	16,031,340	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)012

(Question Serial No. 2430)

Head: (28) Civil Aviation Department
Subhead (No. & title): (-) Not Specified
Programme: (3) Air Traffic Management
Controlling Officer: Director-General of Civil Aviation (Norman LO)
Director of Bureau: Secretary for Transport and Housing

Question:

The allocation of civil aviation airspace has to be discussed between the managing authorities of different airspaces, and then determined by the International Civil Aviation Organization. The target of the Civil Aviation Department (CAD) to rationalise and optimise the airspace design of the Pearl River Delta (PRD) Region is beyond its jurisdiction. Could the Government inform this Committee how the provision in respect of this scope in the Budget will be used?

Asked by: Hon MO Claudia (Member Question No. 40)

Reply:

As an air navigation services provider, the CAD is responsible for providing air traffic control services to flights operating at the Hong Kong International Airport (HKIA), as well as flights overflying the Hong Kong Flight Information Region (HKFIR). It is also responsible for designing flight routes and aircraft arrival and departure procedures for the HKFIR, as well as liaising with neighbouring civil aviation authorities in reviewing air traffic management in the region.

Taking into account the robust growth of air traffic in the PRD region, the Civil Aviation Administration of China (CAAC), the 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 in order to optimise the use of, and enhance flight safety in, the PRD airspace. The TWG jointly drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, setting out various air traffic management enhancement measures to be adopted by the three sides. None of these measures concern the allocation of civil aviation airspace as stipulated by the International Civil Aviation Organization.

The CAD has been maintaining close liaison with the CAAC and the CAAM through the TWG to discuss the implementation of the measures set out in the 2007 Plan. So far, a number of airspace enhancement measures in the Plan have been implemented, including the establishment of peripheral flight paths in the PRD region, the addition of handover points, the enhancement of the Zhuhai airspace structure, etc. In 2015-16, the CAD will continue to contribute to the discussions of the TWG, and strive to facilitate progress in the work of the TWG. The work is undertaken by existing staff of the CAD as part of their normal duties under Programme (3), and there are no additional expenses involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)013

(Question Serial No. 2431)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

As stated in a report of the Director of Audit, the Civil Aviation Department (CAD) was granted funding by the Finance Committee in 2008 to purchase a new generation air traffic control (ATC) system, namely the Autotrac 3 system developed by Raytheon Company in the USA, but the system is not yet fully commissioned, thus impairing the efficiency of the Hong Kong International Airport in handling air traffic. What is the financial provision to be allocated for the ongoing efficiency enhancement of air traffic management in 2015-16?

Asked by: Hon MO Claudia (Member Question No. 41)

Reply:

Among the eight major ATC system contracts to replace the ATC system, seven of them have been substantially completed as scheduled, and put into operational use since 2013. The remaining Air Traffic Management System will be completed and available for training of air traffic control personnel later this year.

The CAD has already enhanced the operations of and stepped up the maintenance work on the existing ATC system to ensure its steady and satisfactory performance to cope with the air traffic growth in Hong Kong. There is no further plan to enhance the existing ATC system in 2015-16.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)014****(Question Serial No. 0121)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

The Civil Aviation Department (CAD) stated that the number of non-directorate posts will be decreased by 27 to 709 posts as at 31 March 2016. Please inform this Committee of the nature of work, ranks and salaries of these posts.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 23)Reply:

The ranks, annual staff costs in terms of notional annual mid-point salary (NAMS) and duties of the 27 posts to be deleted are summarised as follows:

Rank	No. of Posts	Total NAMS (\$)	Duties
Time-limited posts to take forward specific initiatives			
Air Traffic Control Officer II	13	12,153,180	To assist in the early implementation stage of the new Air Traffic Control (ATC) systems, including the conduct of the tendering exercises, the finalisation of the system acceptance and integration testing procedures, the conduct of system acceptance, the design and evaluation of air traffic control and flight procedures of the new ATC systems, etc. The remaining work relating to the new ATC Centre will be handled by the existing staff resources.
Electronics Engineer/ Assistant Electronics Engineer	2	1,347,720	
Permanent posts			
Special Driver	3	659,160	To support the operation of the existing ATC Centre which is separated from the CAD Headquarters building. With the
Motor Driver	3	581,040	
Clerical Officer	1	373,440	

Assistant Clerical Officer	1	232,920	relocation of the ATC to the CAD Headquarters building, which will commence operation in 2016, such posts will be deleted in 2015-16.
Clerical Assistant	2	363,480	
Office Assistant	2	320,400	
Total:	27	16,031,340	

- End -

CONTROLLING OFFICER'S REPLY

THB(T)015

(Question Serial No. 1137)

Head: (28) Civil Aviation Department

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

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

Every year, regarding “aircraft registered on the Hong Kong Civil Aircraft Register” (the Register), there is always a great discrepancy between the Civil Aviation Department’s (CAD’s) estimate at the beginning of year and the actual figure at year-end. The estimate for 2013 was an increase of 36 aircraft to 322 aircraft, and it was, as explained, “due to arrival of new aircraft of Hong Kong air operators”, but actually there was only an increase of two aircraft to 288 aircraft. The estimate for 2014 was an increase of 35 aircraft to 323 aircraft, and it was, as explained, “due to fleet expansion of Hong Kong air operators”, but actually there was only an increase of 11 aircraft to 299 aircraft. Will the Government explain the reason for over-estimating the number of aircraft in the past two years? The estimate for 2015 is an increase of 21 aircraft to 320 aircraft. What are the criteria and reasons based on which the Government has made this estimate? What measures will be adopted by the Government to minimise the estimation error?

Asked by: Hon TSE Wai-chuen, Tony (Member Question No. 34)

Reply:

The number of aircraft on the Register is compiled by the CAD at the beginning of each year, on the basis of information of the expansion plan and aircraft transfer plan provided by the local airline operators, as well as the applications for aircraft registration and de-registration from private aircraft owners received by the CAD. However, past experience showed that there could be a varying number of applications from private aircraft owners for aircraft registration and de-registration to the CAD during the year, rendering a fluctuation in the number of registered aircraft. The CAD has conducted a review and will, for future estimates, take into account also the past registration and de-registration pattern of private aircraft owners, in projecting the number of aircraft on the Register.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1143)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

As stated in a report of the Director of Audit, the Civil Aviation Department (CAD) was granted funding by the Finance Committee in 2008 to purchase a new generation air traffic control (ATC) system, namely the Autotrac 3 system developed by Raytheon Company in the USA, but the system is not yet fully commissioned, thus impairing the efficiency of the Hong Kong International Airport in handling air traffic. What is the financial provision to be allocated for the ongoing efficiency enhancement of air traffic management in 2015-16? What is the planned operational life of the Autotrac 3 system? Is the Autotrac 3 system compatible with the specifications of the most advanced next generation ATC system (NextGen)?

Asked by: Hon TSE Wai-chuen, Tony (Member Question No. 40)

Reply:

Among the eight major ATC system contracts to replace the ATC system, seven of them have been substantially completed as scheduled, and put into operational use since 2013. The remaining Air Traffic Management System (ATMS) will be completed and available for training of air traffic control personnel later this year.

The CAD has already enhanced the operations of and stepped up the maintenance work on the existing ATC system to ensure its steady and satisfactory performance to cope with the air traffic growth in Hong Kong. There is no further plan to enhance the existing ATC system in 2015-16.

Normally, the ATC systems have a life span of about 15 years. The new ATMS of the CAD is in full compliance with the latest international air traffic management standards, and is compatible with the most advanced next generation ATC system.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No.1307)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

There were 393 120 aircraft movements at the Hong Kong International Airport (HKIA) in 2014, representing an increase of 5% over the 373 315 movements in 2013. It is however estimated that aircraft movements will only increase by 4% to around 400 000 in 2015. In this connection, please inform this Committee of the factors that have been taken into account in making the estimate. Regarding the increase in aircraft movements, although the runway capacity will be increased to 68 movements per hour in 2015, what measures will the Government put into place to further enhance the HKIA's capacity in view of the demand for air services, air cargo in particular, apart from continuing to improve the efficiency of air traffic management? For example, will consideration be given to extending movement slots to avoid continued diversion of aircraft to nearby airports due to the insufficient capacity in Hong Kong?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 23)

Reply:

The Civil Aviation Department (CAD) projects the growth rate of the aircraft movements at the HKIA each year taking into account a number of factors, including the past growth trends of aircraft movements operating at the HKIA, the number of available runway slots, etc.

The CAD will, in collaboration with the Airport Authority Hong Kong (AA), continue to maximise the capacity of the existing runways and other airport facilities as much as possible. According to a study conducted by the aviation consultant, i.e. the National Air Traffic Services in the United Kingdom, commissioned by the AA in 2008, the practical maximum capacity of the two-runway system (2RS) at the HKIA is some 420 000 movements per year. Given the robust growth in air traffic movements at the HKIA in the past few years, and in the light of the current projection and growth of traffic, the existing 2RS of the HKIA is expected to reach full capacity very soon, and a three-runway system is urgently needed to satisfy the demand of the HKIA.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)018

(Question Serial No. 1367)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) International oil prices have been volatile in the past few years. Please advise whether the Civil Aviation Department (CAD) has raised any objections during vetting of fuel surcharge adjustment applications filed by airlines. If yes, what are the situations in the past five years? Please provide the relevant data.
- (2) Please inform this Committee of any complaints received in the past five years concerning overcharging of fuel surcharge by airlines.

Asked by: Hon YIU Si-wing (Member Question No. 41)

Reply:

- (1) The CAD reviews the passenger fuel surcharge on a monthly basis. The CAD processed about 4 000 filings for passenger fuel surcharge in the past five years, and about 200 filings were not approved.
- (2) The CAD received 15 complaints concerning overcharging of fuel surcharge by the airlines in the past five years.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)019

(Question Serial No. 2739)

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

Question:

In Matters Requiring Special Attention in 2015-16, it is mentioned that the detailed design of the Tseung Kwan O-Lam Tin Tunnel (TKO-LTT) and the Cross Bay Link (CBL) will be continued. Please list out the detailed information on the expenditure involved, design progress, design work timetable, etc.

Asked by: Hon QUAT Elizabeth (Member Question No. 68)

Reply:

The detailed designs for the TKO-LTT and the CBL projects commenced in September 2013 and August 2014 respectively. They are progressing on schedule for completion by end 2016.

The estimated expenditure for the TKO-LTT in 2015-16 under PWP Item No. 7862TH, at about \$28.9 million, includes the consultants' fees for the detailed design, the cost of site investigation works and its associated supervision cost. The estimated expenditure for the CBL in 2015-16 under PWP Item No. 7865TH, at about \$25.0 million, includes the consultants' fees for the detailed design, the cost of site investigation works and its associated supervision cost.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)020

(Question Serial No. 2741)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

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

Director of Bureau: Secretary for Transport and Housing

Question:

In Matters Requiring Special Attention in 2015-16, it is mentioned that the detailed design and site investigation for the Widening of Tai Po Road (Sha Tin Section) will commence. Please list out the detailed information on the expenditure involved, design progress and works programme, etc.

Asked by: Hon QUAT Elizabeth (Member Question No. 70)

Reply:

The estimated cost of the detailed design and site investigation for the "Widening of Tai Po Road (Sha Tin Section)" project is \$43.2 million (in money-of-the-day prices).

The preliminary design and environmental impact assessment for the project have been completed. We consulted the Traffic and Transport Committee of the Sha Tin District Council on the preliminary design of the project on 6 January 2015 and obtained its support. The project is planned to be gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap 370) in mid-2015.

Subject to the funding approval of the Legislative Council in the 2014-15 legislative session, we plan to commence the detailed design and site investigation for the project in end-2015 for completion by end-2017.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)021

(Question Serial No. 1696)

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services (CHAN Fan)

Director of Bureau: Secretary for Transport and Housing

Question:

With respect to page 188 of Head 42, the number of tramcars inspected by the Electrical and Mechanical Services Department (EMSD) continued to decrease, what is the reason?

Asked by: Hon CHAN Hak-kan (Member Question No. 45)

Reply:

The EMSD adopts a "risk-based approach" in regulating tram safety. Following several improvement and upgrading works of the tramway system, such as renovation of tramcars, replacement of traction motor, and renewal of tram track undertaken by the Hong Kong Tramways, Limited in the recent years, the reliability of tramway was enhanced, and thus the number of inspections was reduced accordingly.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)022****(Question Serial No. 0579)**Head: (42) Electrical and Mechanical Services DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Mechanical Installations SafetyControlling Officer: Director of Electrical and Mechanical Services (CHAN Fan)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding matters requiring special attention in 2015-16, it is mentioned that the Department will continue to promote and implement the voluntary registration scheme for vehicle mechanics, and plan for a voluntary registration scheme for vehicle maintenance workshops. Please advise:

- (a) the number of applications for registration as vehicle mechanics in the past three years according to the table below:

	Number of new applications issued with certificates	Number of renewal applications issued with certificates	Number of applications rejected
2014			
2013			
2012			

- (b) the details on implementation of the voluntary registration scheme for vehicle maintenance workshops.

Asked by: Hon POON Siu-ping (Member Question No. 33)Reply:

- (a) The number of applications for registration as vehicle mechanics in the past three years is provided in the table below:

	Number of new applications issued with certificates	Number of renewal applications issued with certificates	Number of applications rejected
2014	219	3 380	38
2013	216	1 385	51
2012	154	572	54

Note: The validity of a certificate lasts for three years. As of 1 March 2015, there are 6 511 vehicle mechanics registered under the scheme.

- (b) To pave way for the voluntary registration scheme for vehicle maintenance workshops, the Electrical and Mechanical Services Department issued the “Practice Guidelines for Vehicle Maintenance Workshops” (Practice Guidelines) in May 2012. The Charter Scheme (the Scheme) for vehicle maintenance workshops based on the Practice Guidelines was subsequently launched in January 2013. There has been increasing participation in the Scheme, and as at March 2015, a total of 422 workshops have subscribed to it. After consulting the trade, it was agreed that the voluntary registration scheme for vehicle maintenance workshops will be rolled out in 2015, and promotional activities will be kicked off in mid-2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)023

(Question Serial No. 0392)

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services (CHAN Fan)

Director of Bureau: Secretary for Transport and Housing

Question:

With respect to Programme (2) Mechanical Installations Safety, comprehensive regulatory framework and systematic approach are implemented in the regulation of railway and tramway safety. Please provide the following information:

1. Please list out the details of the modification to railway facilities/systems over the past year, according to the cause of modification.
2. The target number of inspections of railway facilities/systems increased from 140 in 2013 to 168 in 2014. It is anticipated that the number of inspections will reach 175 in 2015. Please list out the number of inspections for the past three years and the coming year according to the type of railway facilities/systems and railway lines. Apart from the commissioning of new railway lines, please advise if there is any increase in the number of inspections for existing lines and name those railway lines.
3. Please list out the date, location, cause, casualty and service disruption for those incidents investigated over the past year, according to the cause of incidents.

Asked by: Hon WONG Kwok-hing (Member Question No. 20)

Reply:

1. In the past year, submissions made by the MTR Corporation Limited on major modification to existing railway facilities/systems as received by government departments are summarised in the following table:

	Cause of major modification	Details of major modification
1	To enhance accessibility to stations or cater for nearby new developments	1. Addition and modification of station entrances and accesses connecting to stations 2. Addition and replacement of passenger lifts

	Cause of major modification	Details of major modification
2	To cater for the development of new railway lines and integration of these new lines with existing lines	1. Upgrade of existing traction power supply system 2. Tunnel modification works 3. Station modification works
3	To enhance passengers' experience when travelling on MTR	1. Provision of toilets 2. Station layout improvement works 3. Provision of additional telecommunication equipment rooms

2. The numbers of inspections for each railway line conducted by the Electrical and Mechanical Services Department (EMSD) in the past three years are set out below:

	Number of Inspections		
	2012	2013	2014
Existing Railway Lines			
Island Line	21	26	16
Kwun Tong Line	22	29	28
Tsuen Wan Line	25	12	12
Tseung Kwan O Line	7	15	19
East Rail Line	19	12	25
West Rail Line	10	8	13
Ma On Shan Line	4	5	6
Airport Express/ Tung Chung Line/ Disneyland Resort Line	8	9	15
Light Rail	9	20	15
Automated People Mover in the Airport	4	4	4
New Railway Project			
West Island Line	-	-	15
Total:	129	140	168

The number of inspections in 2015 is anticipated to be 175, of which 20 inspections are for new railway projects, and 155 inspections are for existing railway lines and the Automated People Mover in the Hong Kong International Airport. In line with international practices, the EMSD adopts a "risk-based approach" in regulating railway safety: attention would be given to railway systems and facilities the failure of which might pose a higher risk to the safe operation of the railway system based on track record. The EMSD would review safety risks in existing railway lines from time to time, taking into consideration their patronage and incident record, and arrange safety inspections accordingly.

3. In 2014, there were incidents occurred at various parts of the railway network, involving different railway lines and stations and leading to service disruption, which ranged from zero minute (i.e. no service disruption was caused) to 168 minutes.

The number of safety-related incidents investigated by the EMSD in 2014 is set out below:

Cause of Incident	Number of Cases	Number of Injuries
Equipment failure	66	1
Staff behaviour	13	0
Passenger or public behaviour	5	1
External factors	9	23*
Total	93	25

*Twenty-two injuries are attributed to an incident on 21 November 2014 when a Light Rail vehicle collided with a double-deck bus in Tuen Mun.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1315)

Head: (42) Electrical and Mechanical Services Department
Subhead (No. & title): (-) Not Specified
Programme: (2) Mechanical Installations Safety
Controlling Officer: Director of Electrical and Mechanical Services (CHAN Fan)
Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the latest development of the voluntary registration scheme for vehicle mechanics; the number of vehicle mechanics who joined the voluntary registration scheme and the percentage of vehicle mechanics registered in Hong Kong; and the work details, target and budgeted expenditure to promote the voluntary registration scheme for vehicle mechanics by the Electrical and Mechanical Services Department (EMSD) in 2015. Does the Government have plan to implement mandatory registration scheme for vehicle mechanics? If yes, when it will be implemented? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 31)

Reply:

As of 1 March 2015, 6 511 vehicle mechanics were registered under the voluntary registration scheme, which was about 72% of the total vehicle mechanics in Hong Kong with reference to the result of a survey conducted in 2014. The EMSD will continue to promote the voluntary registration scheme in 2015 through various means, including publicity videos, newsletters and promotional visits to vehicle maintenance workshops. The budgeted expenditure involved in implementing and promoting the voluntary registration schemes for vehicle mechanics and the vehicle maintenance workshops is \$5.84 million in 2015-16. There is no separate breakdown of the budgeted expenditure for the two schemes.

A mandatory registration scheme for vehicle mechanics will be considered in consultation with the trade, taking into account the results of both the voluntary registration scheme for vehicle mechanics and the voluntary registration scheme for vehicle maintenance workshops, as well as the cost and benefit of a mandatory scheme.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)025

(Question Serial No. 1316)

Head: (42) Electrical and Mechanical Services Department
Subhead (No. & title): (-) Not Specified
Programme: (2) Mechanical Installations Safety
Controlling Officer: Director of Electrical and Mechanical Services (CHAN Fan)
Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, the Electrical and Mechanical Services Department plans to implement the voluntary registration scheme for vehicle maintenance workshops. Please advise the Committee the details of the scheme, including the number of maintenance workshops involved and the budgeted expenditure. Does the Government have plan to implement mandatory registration for vehicle maintenance workshops? If yes, when it will be implemented? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 32)

Reply:

The voluntary registration scheme for vehicle maintenance workshops will be rolled out in 2015, and promotional activities of the scheme will be kicked off from mid-2015. The estimated number of workshops which are qualified to be registered under the voluntary scheme is around 2 500. The budgeted expenditure involved in implementing and promoting the voluntary registration scheme for vehicle maintenance workshops, as well as that for vehicle mechanics, is \$5.84 million in 2015-16. There is no separate breakdown of the budgeted expenditure for the two schemes.

A mandatory registration scheme for vehicle maintenance workshops will be considered in consultation with the trade, taking into account the results of both the voluntary registration scheme for vehicle mechanics and the voluntary registration scheme for vehicle maintenance workshops, as well as the cost and benefit of a mandatory scheme.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)026

(Question Serial No. 2010)

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:

Please provide the following information:

- (a) What was the staffing and expenditure involved in monitoring the progress of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) in the past three years? and
- (b) Given the MTR Corporation Limited's announcement about the delayed commissioning of the above project last year, in the coming three years, will the Government allocate more staff and expenditure to make monitoring of this project more accurate?

Asked by: Hon CHAN Han-pan (Member Question No. 11)

Reply:

- (a) The Highways Department (HyD) deploys in-house staff resources (with a delegated team of one Chief Engineer (CE/RD2-3), five Senior Engineers, eight Engineers and one Assistant Engineer) to monitor the implementation of the XRL project. A consultant has been employed to assist the HyD to carry out the monitoring and verification work. The total consultancy fee spent in the past three years (from 2012 to 2014) is \$49.8 million.
- (b) In order to enhance the monitoring of the project, the HyD will deploy three additional professional staff (one Senior Engineer and two Engineers/Assistant Engineers) to the project in 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2012)

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:

Last year, delay to a number of projects undertaken by the MTR Corporation Limited was announced. In this connection, will the Government inform this Committee:

- (a) What was the staffing and expenditure involved in monitoring the progress of various railway projects in the past three years?
- (b) Given the announcement made about the delayed commissioning of the above projects last year, in the coming three years, will the Government allocate more staff and expenditure to make monitoring of the projects more accurate? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 13)

Reply:

- (a) The Highways Department (HyD) deploys in-house staff resources (with the staff strength of 104 as at end March 2015 in the Railway Development Office) to monitor the progress, financial situation, quality and other aspects of works of the railway projects under construction. In addition, consultants have been employed to assist the HyD to carry out the monitoring and verification work of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project and the Shatin to Central Link (SCL) project. The total consultancy fees spent for the XRL and the SCL in the past three years (from 2012 to 2014) are \$49.8 million and \$58.3 million respectively.
- (b) Starting from 2015-16, the HyD will deploy three additional professional staff (one Senior Engineer and two Engineers/Assistant Engineers) to the team looking after the XRL project; and two additional professional staff (one Senior Engineer and one Engineer/Assistant Engineer) to the team looking after the SCL project, in order to enhance monitoring of the two projects.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)028

(Question Serial No. 1612)

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:

Regarding the Tuen Mun Western Bypass (TMWB), what is the current progress of the works? What is the expected date of completion? In addition, what is the anticipated total expenditure involved upon completion of the Bypass?

Asked by: Hon CHAN Kam-lam (Member Question No. 8)

Reply:

The TMWB project is under review taking into account the latest traffic forecast, the views of the Tuen Mun District Council (TMDC) and other stakeholders. We presented a revised alignment of the TMWB connecting the Tuen Mun Area 40 with Tsing Tin Road to the TMDC on 3 March 2015. We will further review the TMWB project having regard to the latest views of the TMDC. The works programme and estimated project cost for the TMWB are included in the review.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)029

(Question Serial No. 0166)

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:

In this Programme, the Government stated that it will continue to monitor the works progress of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) in 2015-16. As understood, Railway Development Division 2-3 of the Railway Development Office (RDO), Highways Department (HyD) is responsible for the above task. Will the Government inform this Committee of the main duties, operating expenses, staff establishment and full year estimated salary expenditure of the Railway Development Division 2-3 of the RDO, HyD, the Division dedicated to the XRL project, in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 43)

Reply:

The Railway Development Division 2-3 (the Division), headed by Chief Engineer/Railway Development 2-3 (CE/RD2-3), is responsible for the planning and implementation of the XRL project, including the associated Essential Public Infrastructure Works (EPIW). The major duties and responsibilities of the Division include -

- (a) monitoring the planning, design and implementation and commissioning of the XRL entrusted to the MTR Corporation Limited (MTRCL);
- (b) administering the Public Works Programme items relating to the XRL, including the associated EPIW, e.g. passenger linkage to the West Kowloon Terminus;
- (c) administering the entrustment agreement for the construction of the XRL with the MTRCL, and resolving claims and disputes arising from the XRL;
- (d) monitoring the MTRCL through the monitoring and verification (M&V) consultant to ensure the proper adoption of appropriate strategy, procedures and programmes on the engineering and financial aspects of the XRL;
- (e) preparing the statutory process in the gazettal of the schemes under relevant ordinances;
- (f) co-ordinating with other government bureaux/departments and resolving interfacing matters related to the XRL; and

- (g) monitoring and reviewing the assessment of claims by the MTRCL for the XRL construction contracts.

The HyD deploys in-house staff resources with the assistance of its M&V consultant to monitor the implementation of the XRL project. As at March 2015, there are one Chief Engineer (CE/RD2-3), five Senior Engineers, eight Engineers and one Assistant Engineer in the Division, with a total estimated staff cost of \$14 million. The Division also has a number of supporting staff, but they provide support to other divisions in the RDO and not just Division 2-3.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)030

(Question Serial No. 0167)

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:

In Matters Requiring Special Attention in 2015-16 under this Programme, the Government stated that it will co-ordinate with the Mainland authorities on cross-boundary infrastructure developments. In this connection, will the Government inform this Committee:

- (1) Which Mainland departments or bodies will the Government co-ordinate with?
- (2) What is the co-ordination mechanism between the Government and the Mainland departments or bodies?
- (3) How can the Government ensure effectiveness of the co-ordination mechanism?
- (4) How can the Government ensure that, while co-ordinating with the Mainland departments and bodies, the interests of Hong Kong people are well protected?
- (5) What are the operating expenses, staff establishment and estimated salary expenditure for the afore-mentioned matter in the 2015-16 estimates?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 44)

Reply:

The cross-boundary infrastructure development in question is the Guangzhou-Shenzhen-Hong Kong Express Rail Link project. The Highways Department has established various liaison groups with the relevant Mainland authorities for the implementation of the project. The relevant expenses are absorbed by in-house resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0168)

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:

As understood, the Railway Development Office (RDO) of the Highways Department (HyD) is responsible for the work under this Programme. Will the Government inform this Committee of the main duties, operating expenses, staff establishment and full year estimated salary expenditure of the RDO in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 45)

Reply:

In 2015-16, the major duties of the RDO are -

- (a) to co-ordinate actions with bodies and departments concerned to speed up land resumption and to resolve interface problems to facilitate implementation of the railway projects;
- (b) to oversee the progress of the West Island Line, the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, the South Island Line (East), the Kwun Tong Line Extension and the Shatin to Central Link to ensure their timely completion;
- (c) to take forward the proposed railway schemes recommended under the Railway Development Strategy 2014;
- (d) to scrutinise submissions including project estimates by the MTR Corporation Limited on the implementation of railway projects;
- (e) to co-ordinate with the Mainland authorities on cross-boundary infrastructure developments; and
- (f) to continue to undertake route protection of the recommended railway projects and other longer term proposals.

The HyD deploys in-house staff resources (with a staff establishment of 131 as at 31 March 2016), with the assistance of consultants on some specialised tasks, to monitor the implementation of the railway projects. The operating expenses, including staff salaries, of the RDO in 2015-16 will be about \$112.6 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0712)

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:

Regarding the Highways Department's work of overseeing the progress of the Shatin to Central Link (SCL) to ensure its timely completion, please provide the following information:

- (1) As regards the Shatin section, Wong Tai Sin section, Kowloon City section, Hung Hom section, Cross Harbour section and Hong Kong Island section of the SCL, what are the current cumulative percentage of completion and the target percentage for this year? Please also list the difficulties encountered in each section;
- (2) In the light of the cost overrun of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, will the Government consider engaging independent quantity surveyors for the SCL's subsequent works contracts to ascertain the works costs payable against the quantities of works completed; and
- (3) Given the archaeological findings of Well J2 and the water channel at the To Kwa Wan (TKW) Station site of the SCL, which are the contracts being affected? Do the works at the station need to be suspended completely? Is there any part which may allow construction to proceed? What are the details? When is it expected that the works concerned will fully resume?

Asked by: Hon CHAN Yuen-han (Member Question No. 39)

Reply:

- (1) According to the MTR Corporation Limited (MTRCL), up to the end of 2014, the planned and actual progress of construction works of the SCL are 34% and 23% respectively in terms of percentage share (%) of the estimated expenditure on the project. The major construction difficulties of civil works for various sections of the SCL are tabulated below.

Section of the SCL	Major construction difficulties encountered
Shatin section	<ul style="list-style-type: none"> • difficult ground conditions affecting the progress of tunnelling works between Hin Keng and Ma Chai Hang
Wong Tai Sin section	<ul style="list-style-type: none"> • complicated geological condition affecting the progress of tunnelling works at the Wong Tai Sin area • complicated geological condition and congested underground utilities affecting the progress of works for the pedestrian facilities connecting the Tsz Wan Shan area and the Diamond Hill Station
Kowloon City section	<ul style="list-style-type: none"> • delay to the construction of the TKW Station and the tunnels between TKW and Homantin arising from the archaeological and conservation works at the TKW Station
Hung Hom section	<ul style="list-style-type: none"> • complicated geological condition and limited working space under the existing Hung Hom Station podium • close proximity to the operating railway lines and station structures
Cross Harbour section	<ul style="list-style-type: none"> • removal of a large quantity of hard soil at the seabed of the Victoria Harbour for the construction of the tunnels of the SCL
Hong Kong Island section	<ul style="list-style-type: none"> • enabling works to allow flexibility for the construction of the new convention facilities above the Exhibition Station • complex interface to cater for the reclamation works under the Wan Chai Development Phase II and the tunnel works of the Central-Wan Chai Bypass

- (2) The MTRCL has been entrusted by the Government to implement the SCL project. The Highways Department (HyD) closely monitors the work of the MTRCL. The HyD employs an independent Monitoring and Verification (M&V) consultant with quantity surveyors to assist in monitoring and verifying the cost of the SCL project. The M&V consultant carries out financial audit for all SCL works contracts regularly.
- (3) Construction of the TKW Station of the SCL is part of the works under Contract No. 1109 – ‘Stations and Tunnels of Kowloon City Section’. The contract comprises the construction of the TKW Station, the Ma Tau Wai Station, and two tunnels each of about 1.6 kilometres long from the TKW Station to the Ho Man Tin Station constructed by tunnel boring machines (TBM). To minimise the impact on the archaeological and conservation works, certain excavation works for the launching shaft for TBM at the TKW Station and the construction works for part of the TKW Station were suspended for about seven to 11 months. The Antiquities Authority (the Secretary for Development) announced on 8 December 2014 his decision on the conservation method of the remnants discovered at the TKW Station, with most of them preserved in-situ. The MTRCL is revising the design of the TKW Station and construction sequence in accordance with the decision. The MTRCL estimated that there would be a minimum delay of 11 months and an additional cost of at least \$4.1 billion for the Tai Wai to Hung Hom section of the SCL, arising from the archaeological and conservation works at the TKW Station. The MTRCL is conducting a cost review of the entire SCL for submission to the HyD for scrutiny.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)033

(Question Serial No. 1385)

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:

The Highways Department (HyD) points out in the Estimate that based on the latest assessment by the MTR Corporation Limited (MTRCL), the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) is targeted for commissioning in end 2017. In this connection, please provide the following information:

- (a) According to the information provided to the HyD by the MTRCL, when the XRL commences commissioning in end 2017, will it operate as originally planned when construction began in 2010 or on the basis of the later plan under which it will be partially opened?
- (b) The implementation of the arrangements for “co-location” of immigration and customs facilities of the Mainland and the Hong Kong Special Administrative Region (co-location arrangements) may affect the construction progress of the West Kowloon Terminus (WKT) of the XRL. Does the Government have any timetable or deadline for the implementation of the co-location arrangements? What is the current progress of the negotiation on the co-location arrangements?
- (c) In case co-location cannot be implemented, does the Government have any substitute option to prevent the XRL from becoming a mere “express through train”?

Asked by: Hon FAN Kwok-wai, Gary (Member Question No. 34)

Reply:

- (a) The original plan for the XRL project was that ten out of 15 tracks would be open for service in the WKT at the time of commissioning. The remaining five tracks would be provided as demand builds up probably several years later. The current plan of the MTRCL to commission the XRL in 2017 follows this arrangement. The “partial opening scenario” proposed by the MTRCL in 2013, which involved the opening of six out of 15 tracks only on Day 1, was never accepted by the Government.

- (b) & (c) The concept of co-location arrangements for the boundary control facilities at the WKT of the XRL is to enable Mainland officers to enforce the Mainland's immigration and clearance procedures and the related Mainland laws at the station. Led by the Secretary for Justice, the Transport and Housing Bureau and the relevant policy bureaux and departments are actively studying these and other issues, and discussing them with the Mainland authorities. As the work is complex, it takes time to deliberate and examine the related issues. The relevant work is still continuing. Our goal is to strive to implement the co-location arrangements at the WKT when the XRL is commissioned by the end of 2017.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1386)

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:

The Highways Department (HyD) has been responsible for monitoring the progress of the works of the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge in the Mainland. In this connection, please provide information on the following:

- (a) What mechanism is there between the HyD and the Mainland authorities for the HyD to monitor the progress of the works of the HZMB Main Bridge in the Mainland?
- (b) Under the current assessment by the HyD, is the works progress of the HZMB Main Bridge in the Mainland in accordance with schedule? If no, what is the time of delay as compared to the schedule?

Asked by: Hon FAN Kwok-wai, Gary (Member Question No. 33)

Reply:

According to the agreement of the three governments, the HZMB Authority jointly set up by the three governments is responsible for the construction, operation, management and maintenance of the HZMB Main Bridge. The HZMB Authority has to report the progress of the works to the three governments from time to time. The three governments meet regularly to monitor the progress of the HZMB Main Bridge, and the associated works of the three sides.

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. Besides, Mr Li Chun-hong, the Director of the Guangdong Development and Reform Commission, advised at the press conference of the third session of the 12th Guangdong Provincial People's Congress held on 10 February this year that, as the HZMB project encountered many unforeseen difficulties and technical problems, it appeared to be very difficult to commission the HZMB by end 2016.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1403)

Head: (60) Highways Department
Subhead (No. & title): (272) Electricity for public lighting
Programme: (4) Technical Services
Controlling Officer: Director of Highways (K K LAU)
Director of Bureau: Secretary for Transport and Housing

Question:

Electricity expenditure of the Government on public lighting in 2014-15 is \$10 million more than the approved estimate. In this connection, please provide the following information:

Electricity expenditure of the Government on public lighting increases year on year with an increase in 2015-16 reaching a significant amount of \$12.4 million. What is the reason for this? Does the Government have any means to cut down the relevant electricity expenses?

Asked by: Hon FAN Kwok-wai, Gary (Member Question No. 35)

Reply:

Subhead 272 Electricity for public lighting covers the electricity expenditure of all highways facilities, including public lighting, traffic signals, lifts and escalators for footbridges and subways, and ventilation systems for public transport interchanges. The increase in the expenditures for 2014-15 and 2015-16 is generally due to the tariff increase by a power company in 2015, increased provision of lifts under the Universal Accessibility Programme, and programmed upgrading of some ventilation equipment at public transport interchanges.

The Highways Department (HyD) has been exploring ways and taking actions to reduce electricity consumption in public lighting, including the use of energy-efficient lamps and, where appropriate, lamps of lower power level, having regard to public acceptance and cost effectiveness. The HyD will keep abreast of technological advancement and continue to explore ways to reduce electricity consumption and enhance energy efficiency.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)036****(Question Serial No. 1404)**Head: (60) Highways DepartmentSubhead (No. & title): (272) Electricity for public lightingProgramme: (4) Technical ServicesControlling Officer: Director of Highways (K K LAU)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the figures of complaints received by the Highways Department (HyD) about over bright street lights in the 18 districts territory-wide in the past three years and their details in table form:

2014	Total Number of Complaints	Case in Progress	Lights Successfully Dimmed
Central and Western			
Wan Chai			
Eastern			
Southern			
Kowloon City			
Wong Tai Sin			
Kwun Tong			
Yau Tsim Mong			
Sham Shui Po			
Tsuen Wan			
Kwai Tsing			
Sai Kung			
Sha Tin			
Tai Po			
North			
Tuen Mun			
Yuen Long			
Islands			

2013	Total Number of Complaints	Case in Progress	Lights Successfully Dimmed
Central and Western			
Wan Chai			

2013	Total Number of Complaints	Case in Progress	Lights Successfully Dimmed
Eastern			
Southern			
Kowloon City			
Wong Tai Sin			
Kwun Tong			
Yau Tsim Mong			
Sham Shui Po			
Tsuen Wan			
Kwai Tsing			
Sai Kung			
Sha Tin			
Tai Po			
North			
Tuen Mun			
Yuen Long			
Islands			

2012	Total Number of Complaints	Case in Progress	Lights Successfully Dimmed
Central and Western			
Wan Chai			
Eastern			
Southern			
Kowloon City			
Wong Tai Sin			
Kwun Tong			
Yau Tsim Mong			
Sham Shui Po			
Tsuen Wan			
Kwai Tsing			
Sai Kung			
Sha Tin			
Tai Po			
North			
Tuen Mun			
Yuen Long			
Islands			

Asked by: Hon FAN Kwok-wai, Gary (Member Question No. 35)

Reply:

There were seven, 17 and 12 complaints on excessive lighting level received by the HyD in 2012, 2013 and 2014 respectively. About 90% of these complaints are related to lights shining onto individual residential premises. Depending on the individual situations,

different improvement measures have been carried out, namely installation of lanterns of reduced lighting level, installation of light shields to avoid diffusion of light, and relocation of the lights concerned. The geographical distribution of the complaints received and the follow-up actions taken in the past three years are as follows –

District	Complaints Received	Follow-up Actions		
		Reduction of Lighting Level	Installation of Light Shields	Relocation of Lights
Number of Cases in 2012 / 2013 / 2014				
Central and Western	1/1/1	-/-/1	1/1/-	-/-/-
Wan Chai	-/1/-	-/-/-	-/1/-	-/-/-
Eastern	2/4/1	1/1/1	1/3/-	-/-/-
Southern	1/-/1	-/-/1	-/-/-	1/-/-
Kowloon City	1/-/-	-/-/-	1/-/-	-/-/-
Wong Tai Sin	-/1/-	-/-/-	-/1/-	-/-/-
Kwun Tong	-/1/-	-/-/-	-/-/-	-/1/-
Yau Tsim Mong	-/-/-	-/-/-	-/-/-	-/-/-
Sham Shui Po	-/1/-	-/1/-	-/-/-	-/-/-
Tsuen Wan	-/1/1	-/1/1	-/-/-	-/-/-
Kwai Tsing	1/-/-	-/-/-	1/-/-	-/-/-
Sai Kung	-/-/1	-/-/1	-/-/-	-/-/-
Sha Tin	-/2/1	-/2/1	-/-/-	-/-/-
Tai Po	-/1/-	-/1/-	-/-/-	-/-/-
North	-/-/-	-/-/-	-/-/-	-/-/-
Tuen Mun	-/-/-	-/-/-	-/-/-	-/-/-
Yuen Long	-/3/5	-/3/4	-/-/-	-/-/1
Islands	1/1/1	-/1/1	1/-/-	-/-/-
Total	7/17/12	1/10/11	5/6/-	1/1/1

- End -

CONTROLLING OFFICER'S REPLY

THB(T)037

(Question Serial No. 1405)

Head: (60) Highways Department
Subhead (No. & title): (272) Electricity for public lighting
Programme: (4) Technical Services
Controlling Officer: Director of Highways (K K LAU)
Director of Bureau: Secretary for Transport and Housing

Question:

The Highways Department (HyD) pledged to implement a trial scheme in all districts across the territory to assess the performance and cost-effectiveness of light emitting diode (LED) lights and that it would monitor and review the trial results by early 2014 to determine the extent of the utilisation of LED road lights in future. What were the results of the trial scheme? In 2015, will the Government replace road lights with low voltage LED road lights as appropriate?

Asked by: Hon FAN Kwok-wai, Gary (Member Question No. 35)

Reply:

It was noted that light emitting diode (LED) road lights should have better colour rendering and higher reliability than high pressure sodium lamps (which are now widely adopted in Hong Kong), but their cost-effectiveness was low as the prices of LED road lights meeting the necessary certification (such as lighting test, safety and protection certification) were very high. Nonetheless, the HyD commenced a trial scheme in 2009 and has been closely monitoring the performance of a total of 160 LED road lights installed under the trial scheme in seven districts (i.e. the Eastern, Wan Chai, Kowloon City, Kwun Tong, North, Sai Kung and Sha Tin Districts). The findings of the trial so far have confirmed the same.

Under the latest market situation, the prices of low- and medium-wattage LED road lights have dropped significantly, but are still higher than those of low- and medium-wattage high pressure sodium lamps. Despite the merits of energy saving due to better colour rendering, the cost-effectiveness of low- and medium-wattage LED road lights is not significant enough to justify utilisation on a large scale at the moment.

On the other hand, only a few models of high-wattage LED road lights are available in the market, and they are far more expensive than high-wattage high pressure sodium lamps. Utilisation of high-wattage LED road lights is therefore not considered justifiable at the moment.

We will continue to install more low- and medium-wattage LED road lights as appropriate under our trial scheme this year with a view to further assessing the performance and cost-effectiveness of LED road lights.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0811)

Head: (60) Highways Department
Subhead (No. & title): (-) Not Specified
Programme: (2) District and Maintenance Works
Controlling Officer: Director of Highways (K K LAU)
Director of Bureau: Secretary for Transport and Housing

Question:

Road facilities are often criticised for being poorly managed. Yet the Highways Department (HyD) stated that on expressways and streets with high traffic flow, inspection and removal of overgrown vegetation, cleansing of traffic signs and inspections on railings, barriers and planters, etc. are carried out at least two to four times per year. Please inform this Committee on:

- (1) How many roads are currently categorised as not belonging to expressways or “streets with high traffic flow”? What tasks are included in the routine management of these roads?
- (2) The public often make complaints about traffic signs being blocked by roadside vegetation, and about structures of highway noise barriers, Government-funded bus interchanges, footbridge etc. being covered in dust. However, “the key performance measures” are only related to the frequency of these management duties, but not their effectiveness. What are the current cleansing duties involved for these locations? How can it be proved that with the budget for the coming year, the related complaints concerned can be effectively dealt with?

Asked by: Hon HO Chun-yan, Albert (Member Question No. 34)

Reply:

- (1) The HyD has employed term contractors for the maintenance of all public roads, including the cleansing of street furniture. The total length of roads in Hong Kong is about 2 100 kilometres (km), out of which about 140 km are expressways and about 120 km are classified as roads with high traffic flow which need more frequent inspections and routine maintenance. Routine maintenance works (like cleansing of street name plates, traffic signs, directional signs, railings, barriers and planter walls) for the other roads of 1 840 km in length are conducted at half-yearly intervals.

- (2) The HyD is responsible for the maintenance of vegetation along expressways and at roadside slopes, as well as the cleansing of highway structures and street furniture. Such maintenance works include regular pruning of overgrown vegetation affecting traffic, cleansing of noise barriers, footbridges, and street furniture within public transport interchanges which are under the HyD's maintenance. The above maintenance works are outsourced to district-based term maintenance contractors. There are clear specifications under the maintenance contracts about the required standards of the maintenance works. The HyD monitors the performance of the contractors regularly to ensure that their works meet the required standards.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)039

(Question Serial No. 0765)

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:

Regarding the Department's work in undertaking the responsibility "for the implementation of highway projects in the Public Works Programme", "monitoring and co-ordinating various activities associated with the implementation of new railway projects" and "formulating plans for further development of the railway network", please provide the following information on the manpower and construction safety for the railway and highway projects under construction:

- (1) The figures relating to workers, imported workers and construction safety in the past three years for the railway and highway projects under construction:
 - (i) number of industrial accidents up to now
 - (ii) breakdown of accidents by type
 - (iii) number of compensation claims and amount of claim
 - (iv) number of professional/technical staff and workers by categories of local and non-local manpower
 - (v) shortfall of professional/technical staff and workers
- (2) What were the numbers of site inspections and of violations of safety codes found during inspection by the Department in the past three years?

Asked by: Hon KWOK Wai-keung (Member Question No. 21)

Reply:

- (1) (i) & (ii) The information on industrial accidents for the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), the West Island Line (WIL), the South Island Line (East) (SIL(E)), the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL) projects for the past three financial years provided by the MTR Corporation Limited (MTRCL) is tabulated below.

2012-13 to 2014-15 (up to end Dec 2014) Railway project	Total number of industrial accidents	Category of accidents			
		Injured by tools, plants and objects	Injured whilst carrying, lifting and working	Fell from height & slippage	Others
XRL	395	203	90	98	4
WIL	125	31	42	36	16
SIL(E)	189	53	63	47	26
KTE	44	22	9	12	1
SCL	114	48	16	35	15

- (iii) Compensation arising from the accidents in the above projects is paid by the contractors of the MTRCL to the affected workers and families direct. The information requested is not readily available.
- (iv) & (v) The construction staff for the above projects are either employed by the MTRCL or its contractors. The average daily number of workers employed in each project and the shortfall comparing with the planned numbers in the past three calendar years are shown in the table below. However, the breakdown on local and non-local workers is not readily available.

Railway project	Average daily number of workers employed			Shortfall in number of workers employed as comparing with the planned number		
	2012	2013	2014	2012	2013	2014
XRL	3 592	5 013	5 268	538	1 869	1 869
WIL	1 192	1 781	1 559	564	310	0 ^(a)
SIL(E)	1 186	1 986	2 451	329	193	0 ^(a)
KTE	400	619	1 109	121	297	394
SCL	613	1 997	3 537	74	675	1 307

Note (a): Owing to the programme delay in the WIL and the SIL(E), contractors hired more workers than the planned numbers to expedite the civil engineering construction works in 2014.

- (2) 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 a safety supervision team for each of the railway projects to closely monitor the implementation of the site safety measures, including carrying out site inspections and checking compliance with the safety requirements. The Highways Department carried out site inspections for the purpose of monitoring the works of the MTRCL.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)040****(Question Serial No. 1554)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (K K LAU)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide details of the works regarding provision of barrier-free access (BFA) facilities under the Universal Accessibility (UA) Programme by using the table below:

District Council	Location of Works	Progress of Works	Estimated Works Expenditure	Anticipated Date of Completion

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 44)Reply:

The Government has been installing BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department) for years (the Original Programme) on the recommendation of the Equal Opportunities Commission. The implementation of the remaining 154 items under the Original Programme continues. Most of the items are anticipated for progressive completion until 2018 as scheduled. As at 28 February 2015, ten items have been completed, 74 items are under construction and 35 items are anticipated to commence in 2015-16. The construction works for the remaining 35 items will commence as soon as possible upon completion of design and obtaining of support from the District Councils (DCs).

In August 2012, the Government launched the new UA Programme to further enhance the BFA facilities for existing public walkways maintained by the Highways Department. Installation of lifts at about 250 public walkways was proposed by the public. In the first half of 2013, we invited all the 18 DCs to prioritise the new items in their districts proposed by the public. Each DC selected three public walkways for priority implementation (the Expanded Programme). We have largely completed the technical feasibility studies and

investigation works for these public walkways selected by the DCs. We reported the study findings and preliminary proposals to the DCs in the first quarter of 2014. The detailed design works for those items confirmed to be technically feasible and supported by the DCs have commenced. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 28 February 2015, one priority item is under construction and 46 priority items are anticipated to commence in 2015-16. The construction works for the remaining ten priority items will commence construction as soon as possible upon completion of their investigation and design works and obtaining of support from the DCs.

The expenditure on the UA Programme in 2011-12, 2012-13, 2013-14 and 2014-15 was \$6.6 million, \$28.5 million, \$232.2 million and \$558.4 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2015-16 is \$840 million.

The list of projects under the UA Programme is as follows –

Original Programme:

Highways Department Structure No.	Location
Central and Western District	
HS3	Across Cotton Tree Drive near Murray Building
HF37	Along Connaught Road Central near Exchange Square
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building
HF119	Across Connaught Road Central near Waterfront Police Station
HF152	Across Harcourt Road near Citic Tower
HF93	At Man Po Street near Pier Road
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market
HF137	Across Connaught Road Central near Pottinger Street
HF81	Across Pok Fu Lam Road near The University of Hong Kong
HF100	Across Lambeth Walk connected to Bank of America Tower
HF40	Across Cotton Tree Drive near Lippo Centre
Eastern District	
HS17	Across Island Eastern Corridor near Hong Kong Film Archive
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout
H162	King's Road Flyover across Kornhill Road
HF90	Across King's Road and Tin Chiu Street
HF90A	Across King's Road and Tin Chiu Street

Highways Department Structure No.	Location
Southern District	
HS16	Across Aberdeen Praya Road near Old Main Street
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road
HS7	Across Shek Pai Wan Road near Wah Fu Estate
HF59	Along Island Road at Deep Water Bay
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel
H116	Wong Chuk Hang Road near Nam Fung Road
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau
Wan Chai District	
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF35	Across Harbour Road near Harbour Drive
HF57	Across Fleming Road near Harbour Road
HF65	Across Gloucester Road near Central Plaza
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station
HF160	Across Gloucester Road near Central Plaza
HF2	Across Gloucester Road near Luk Kwok Hotel
HF2A	Across Gloucester Road near Luk Kwok Hotel
HS10	Across Wong Nai Chung Road and Queen's Road East
HF144	Across Gloucester Road and Tonnochy Road
HF106	Across Harbour Road and Convention Avenue near Arts Centre
HF145	Across Gloucester Road and Fenwick Street
HF43	Across Gloucester Road and Wan Shing Street near Canal Road
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover
HF116	Across Gloucester Road near Stewart Road
Kowloon City District	
KF25	Across Waterloo Road near Suffolk Road
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South
KS9	Across Prince Edward Road West at Kowloon City Interchange
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road
KF29	Across Kowloon City Road and San Shan Road
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange

Highways Department Structure No.	Location
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road
KS41	Across Chatham Road North near Winslow Street
Kwun Tong District	
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden
KF44	Across Hip Wo Street near Cheung Wo Court
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate
KF39	Across Wai Yip Street near Sheung Yee Road
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road
KF83	Across Lin Tak Road near Hing Tin Street
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road
Sham Shui Po District	
KS47	Across Tai Po Road near Pei Ho Street
KF10	Across Lai Chi Kok Road near Cheung Shun Street
KF43	Across Nam Cheong Street near Chak On Estate
KF32	Across Cheung Sha Wan Road near Fat Tseung Street
KS25	Across Cheung Sha Wan Road near Kweilin Street
KF13	Across Lung Cheung Road near Beacon Heights
Wong Tai Sin District	
KF57	Across Lung Cheung Road near Tin Ma Court
KS7	Across Lung Cheung Road near Choi Hung MTR Station
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road
KS35	Across Prince Edward Road East near San Po Kong Interchange
KF60	Across Ma Chai Hang Road near Lung Cheung Government Secondary School
KS12	Across Choi Hung Road at Lok Sin Road
K36	At Po Kong Village Road over Lung Cheung Road
K8	Along Fung Mo Street over Lung Cheung Road
Yau Tsim Mong District	
KS40	Across Nathan Road near Bute Street
KS2	Across Chatham Road South near Gun Club Hill Barracks
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters
KS30	Across Hong Cheong Road near Chatham Road Interchange
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross

Highways Department Structure No.	Location
	Harbour Tunnel
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road
KS49	Across Jordan Road near Canton Road and Ferry Street
KF54	Across Luen Wan Street near Waterworks Depot
Kwai Tsing District	
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building
NS19	Across Ching Hong Road near Mayfair Gardens
NS89	Across Tsing Yi Road near Cheung Ching Estate
NS126	Across Kwai Fuk Road near Shing Fuk Street
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange
NF1	Across Kwai Chung Road near Kwai Fong Estate
NS1	Across Kwai Chung Road near Princess Margaret Hospital
NS1A	Across Kwai Chung Road near Princess Margaret Hospital
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road
NS10	Across Tsuen Wan Road near Lai King Estate
N546	Tsing Tsuen Bridge
North District	
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout
NF296	Across Lung Sum Avenue near San Fat Street
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF212	Across Wo Hing Road near Wah Ming Road
NF247	Across Pak Wo Road near Wai Ming Street
NF76	Across Jockey Club Road near Tin Ping Estate
NF104	Across Fanling Highway and San Wan Road
NS106	Across Fanling Highway near Tai Tau Leng

Highways Department Structure No.	Location
Sai Kung District	
NS98	Across Clear Water Bay Road near Tseng Lan Shue
Sha Tin District	
NS38	Across Tai Po Road near Fo Tan Road
NS28A	Across Fo Tan Road near Yuen Wo Road
NF40	Across Tai Po Road – Sha Tin near Wo Che Street
NF71	At Tai Po Road – Sha Tin over Sha Tin MTR Station near Tin Liu
NF74	Across Lion Rock Tunnel Road near Fung Shing Court
NF89	Across Sha Tin Wai Road near Sha Kok Street
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street
Tai Po District	
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive
NS69	Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NS70	Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre
NF266	Across Ting Kok Road near Tung Leung Lane
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang
NF81	Across East Rail Line Track near Kiu Tau
NF444	Across Nam Wan Road near Wan Tau Tong Estate
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden
NS77	Across Tai Po Tai Wo Road near Nam Wan Road
NF80	Across East Rail Line Track near Yuen Leng
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street
NS145	Across Fanling Highway near Tai Po Road – Tai Wo
Tuen Mun District	
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station
NS99	Across Tsing Wun Road near Yip Wong Road
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square

Highways Department Structure No.	Location
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street
NF101	Across Wu Shan Road near Wu King Road
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station
Tsuen Wan District	
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre
NF109	Across Castle Peak Road near Fou Wah Centre
NF108	Across Castle Peak Road – Tsuen Wan near Nan Fung Centre
NF167	Across Tai Chung Road near Sha Tsui Road
NF311	Across Castle Peak Road – Tsuen Wan near Tsuen Wan Town Square
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan
NF234	Across Yeung Uk Road and Texaco Road
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building
Yuen Long District	
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate
NF245	Across Fuk Hi Street near Wang Lok Street
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station

Expanded Programme:

Highways Department Structure No.	Location
Central and Western District	
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park
HF46	Across Possession Street near Lower Lascar Row
HF135	Along Cochrane Street near Tun Wo Lane
Eastern District	
HF63	Across Chai Wan Road near Shan Tsui Court
HF163	Across Siu Sai Wan Road near Harmony Road
HF92 & HF92A	Across Island Eastern Corridor near Quarry Bay Park
Southern District	
HF104	Across Aberdeen Praya Road near Nam Ning Street
HF105	Across Aberdeen Praya Road near Ocean Court
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road

Highways Department Structure No.	Location
Wan Chai District	
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street
HF154	Across Gloucester Road and Percival Street near Sino Plaza
HS9	Across Canal Road East near Sports Road
Kowloon City District	
K14	Pui Ching Road Flyover across Princess Margaret Road
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street
KF106	Across Hung Hom South Road near Hung Hom Road
Kwun Tong District	
KS56	Across Kwun Tong Road near Ting On Street
KF90	Across Lei Yue Mun Road near Tsui Ping Road
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park
Sham Shui Po District	
KF69	Across Lai Chi Kok Road and Tonkin Street
KS52	Across Tat Chee Avenue near To Yuen Street
KF97	Across Tai Po Road near Tai Woh Ping Road
Wong Tai Sin District	
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II
KF58	Across Lung Cheung Road near Ma Chai Hang Road
KF76	Across Fung Tak Road and Lung Poon Street
Yau Tsim Mong District	
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway
KF89	Across Ferry Street at Junction of Dundas Street
KF94	Across Cherry Street, Ferry Street and Tong Mei Road
Islands District	
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei
NF328	Across Yu Tung Road and Chung Yan Road
NS230	Across Shun Tung Road near Lantau North Police Station
Kwai Tsing District	
NF51	Across Castle Peak Road – Kwai Chung Section near Wo Yi Hop Road
NF72A	Across Kwai Foo Road near Kwai Yi Road
NF229	Across Junction of Castle Peak Road – Kwai Chung, Kwai Chung Road and Lei Muk Road
North District	
NF134	Across Fanling Highway near Fanling MTR Station

Highways Department Structure No.	Location
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane
NF295	Across San Wan Road near Landmark North
Sai Kung District	
NF193	Across Po Lam Road North near Lam Shing Road
NF309	Across Po Ning Road near Po Shun Road
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre
Sha Tin District	
NF73	Connecting Pai Tau Street and Sha Tin MTR Station
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road
Tai Po District	
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden
NF156	Across Tai Po Road – Yuen Chau Tsai near Kwong Fuk Estate
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate
Tuen Mun District	
NS42	Across Tuen Hing Road near Tuen Mun Road
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane
NF315	Across Lung Mun Road near Lung Mun Light Rail Station
Tsuen Wan District	
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station
NF186	Across Tai Chung Road near Heung Che Street
NF251	Across Yeung Uk Road and Ma Tau Pa Road
Yuen Long District	
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station

- End -

CONTROLLING OFFICER'S REPLY**THB(T)041****(Question Serial No. 3100)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (K K LAU)Director of Bureau: Secretary for Transport and HousingQuestion:

- (A) Please provide information regarding the commissioning of consultants by the Highways Department (HyD) to carry out studies in the past three years.

2012-13

Name of Study	Total number of tenders received during tendering period	Consultancy fee	Date of study	Differences between predictions in the consultant's report and actual construction works

2013-14

Name of Study	Total number of tenders received during tendering period	Consultancy fee	Date of study	Differences between predictions in the consultant's report and actual construction works

2014-15

Name of Study	Total number of tenders received during tendering period	Consultancy fee	Date of study	Differences between predictions in the consultant's report and actual construction works

- (B) Given the delay in progress of various railway projects in recent years, what criteria does the Government adopt to compare and contrast the actual construction works with

the findings of the consultant's report, so as to ensure the quality of the studies and that they can enhance the implementation of the railway schemes?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 45)

Reply:

The MTR Corporation Limited (MTRCL) is obliged under the entrustment agreements / project agreements with the Government to implement the railway projects. Hence, the MTRCL prepares the project implementation programmes at design stages and compares the actual progress of the construction works against the project implementation programmes. The HyD monitors the implementation works of the MTRCL with the assistance of consultants on some specialised tasks. These consultants employed by the Government are responsible for monitoring the progress of the construction works against the project implementation programmes prepared by the MTRCL, and identifying any deficiencies for improvement to enhance the quality of works.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)042

(Question Serial No. 0264)

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:

From 2014 to now, three out of 13 works contracts were not commenced according to the agreed programme. What projects are involved in these contracts? What are the construction cost for each project and what progress can be expected?

Asked by: Hon LAU Wong-fat (Member Question No. 6)

Reply:

As indicated in the Controlling Officer's Report of the Highways Department, in 2014, four out of 13 works contracts were not commenced according to the agreed programme.

Out of the four contracts concerned, three are for the construction of infrastructure and building works for the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities. Of these three contracts, two were awarded in February 2015 and March 2015 at contract prices of \$2,259.6 million and \$7,657.2 million respectively; and one is being tendered.

The remaining contract is the Road Improvement Works for the West Kowloon Reclamation Development (Phase 1) project. The funding proposal of the project was endorsed by the Public Works Subcommittee of the Legislative Council on 9 January 2015 and approved by the Finance Committee on 27 February 2015. The Approved Project Estimate is \$845.8 million. The contract was awarded in March 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)043

(Question Serial No. 2507)

Head: (60) Highways Department

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

Programme: (3) Railway Development, (4) Technical Services

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) In Programme (3), it was stated that the Highways Department (HyD) would “co-ordinate with the Mainland authorities on cross-boundary infrastructure developments” in 2015-16. Please set out the relevant cross-boundary infrastructures already implemented and under planning, the modes and occasions of co-ordination and the money spent.
- (2) In Programme (4), it was stated that the HyD will continue to “establish and maintain survey control networks for cross-boundary highway projects” in 2015-16. Please explain the details and scope of survey control networks.

Asked by: Hon LEONG Kah-kit, Alan (Member Question No. 3)

Reply:

- (1) As regards the cross-boundary infrastructure developments, various liaison groups have been established with the relevant Mainland authorities for the implementation of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project. The relevant expenses are absorbed by in-house resources.
- (2) The “cross-boundary highway projects” refer to the Hong Kong-Zhuhai-Macao Bridge and related projects, including the Main Bridge, the Hong Kong Link Road and the Hong Kong Boundary Crossing Facilities (BCF). The Main Bridge is connected to Zhuhai via the Zhuhai BCF and its Link Road, and Macao via the Macao BCF and its Link Road. The “survey control networks” refer to the networks of survey control stations which have been established jointly by the Hong Kong, Zhuhai and Macao authorities in the Lingdingyang area. As the Main Bridge connects Hong Kong, Zhuhai and Macao, and each regime has its own surveying system, the “survey control networks” are essential to synchronise the necessary positioning, horizontal and vertical control surveys of the above-mentioned projects, to ensure that the construction works can be accurately implemented on site.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2889)

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:

Regarding the provision of hillside escalator links and elevator systems, the project of escalator link at Pound Lane has sparked a rather significant controversy. What is the current progress of the project? There was a suggestion earlier raised by some organisations that the project be considered jointly with the rebuilding of the Tung Wah Hospital. In other words, to adopt a system of express elevator similar to that of the MTR West Island Line instead of the escalator system to reduce the impact on monuments and the local community, while at the same time balancing the need for providing barrier-free access. Has the Highways Department conducted any related feasibility study or has any plan to do so?

Asked by: Hon MO Claudia (Member Question No. 37)

Reply:

After analysing the public views received on the original scheme of the Pound Lane escalator project, we developed a preliminary refined scheme to address the public concerns, and consulted the Central and Western District Council (C&WDC) in January 2015. The C&WDC generally supported the preliminary refined scheme, and requested that the public be further consulted on the preliminary refined scheme. We are now arranging a public forum on the way forward for the project.

As regards the Tung Wah Hospital redevelopment project, we understand that the redevelopment project is still under preliminary planning, and there is no concrete implementation programme and design. Therefore, we have no plan at this stage to incorporate the Pound Lane escalator project into the Tung Wah Hospital redevelopment project.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)045****(Question Serial No. 0088)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director of Highways (K K LAU)Director of Bureau: Secretary for Transport and HousingQuestion:

The Highways Department stated that the number of non-directorate posts will be increased by 33 to 2 122 posts as at 31 March 2016. Please inform this Council of the nature of work, ranks and salaries of these new posts.

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 12)Reply:

Thirty-three non-directorate posts will be created in 2015-16 in the Highways Department. The ranks, annual staff costs (in terms of notional annual mid-point salary) and duties of these new posts are summarised below –

Rank	Number of posts	Annual Staff Cost	Duties
Electronics Engineer/ Assistant Electronics Engineer	1	\$673,860	To support the implementation of the Hong Kong-Zhuhai-Macao Bridge local related projects.
Senior Survey Officer (Quantity)	1	\$517,620	
Senior Engineer	5	\$6,112,800	To support the implementation of the new railway schemes under the Railway Development Strategy 2014, and to enhance the monitoring of the implementation of the five railway projects
Engineer/Assistant Engineer	6	\$4,043,160	
Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer	1	\$673,860	
Assistant Clerical Officer	1	\$232,920	

Rank	Number of posts	Annual Staff Cost	Duties
			under construction.
Engineer/Assistant Engineer	1	\$673,860	To support the work related to the taking over and maintenance of the Eastern Harbour Crossing.
Senior Engineer	1	\$1,222,560	To follow up on the measures to increase land supply.
Engineer/Assistant Engineer	2	\$1,347,720	
Engineer/Assistant Engineer	2	\$1,347,720	To assist in the implementation of transport infrastructural projects to support the public housing developments.
Engineer/Assistant Engineer	1	\$673,860	To handle work arising from the taking over of various new roads in the New Territories.
Inspector of Works	1	\$594,180	
Assistant Inspector of Works	1	\$373,440	
Works Supervisor I (Civil)	1	\$307,200	
Works Supervisor II (Civil)	1	\$247,200	
Technical Officer/Technical Officer Trainee (Civil)	1	\$238,200	
Assistant Clerical Officer	1	\$232,920	
Senior Landscape Architect	1	\$1,222,560	
Landscape Architect/Assistant Landscape Architect	1	\$654,030	
Field Officer I	1	\$494,400	
Senior Clerical Officer	1	\$494,400	To strengthen clerical support in the Administration Division for handling personnel, appointment and establishment matters.
Assistant Clerical Officer	1	\$232,920	
Total:	33	\$22,611,390	

- End -

CONTROLLING OFFICER'S REPLY**THB(T)046****(Question Serial No. 0933)**

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:

Regarding the target of completing works contracts in accordance with agreed programmes under Key Performance of Programme (1): Capital Projects, please provide the following information:

1. According to the Transport and Housing Bureau, there is delay in the works of the Hong Kong Boundary Crossing Facilities and the Hong Kong Link Road for the Hong Kong-Zhuhai-Macao Bridge. This year's Policy Agenda also points out the risk of delay in the works of the Central-Wan Chai Bypass and the Island Eastern Corridor Link. Nevertheless, the percentage of works contracts completed in accordance with agreed programmes is 100%. How are these targets formulated? Please also provide the details of all the contracts concerned for last year; and
2. While the percentage of works contracts completed in accordance with agreed programmes being 100%, what is the reason for the Department to set this year's target at 95%? Does this mean that contractors are allowed to extend the date of completion and let the cost to over-run so that they may make claims on the contingency?

Asked by: Hon TANG Ka-piu (Member Question No. 20)

Reply:

1. In 2013, we estimated that eight works contracts as listed in the table below would be completed in 2014. As all these eight works contracts were subsequently completed in 2014, the actual performance was 100%.

Contract No.	Contract Title
HY/2007/17	Minor road projects in the New Territories – fourth contract
HY/2008/09	Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling (Stage 1 – between Island House Interchange and Ma Wo)

Contract No.	Contract Title
HY/2009/03	Design and Build of traffic improvements to Tuen Mun Road Town Centre Section
HY/2009/06	Centre Street Escalator Link
HY/2009/08	Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling (Stage 1 – between Ma Wo and Tai Hang)
HY/2010/07	Provision of lifts to two footbridges across Wong Chuk Hang Road near Yip Kan Street and across Leighton Road and Irving Street, a bridge across Tuen Mun Road near Tsing To Path, and a subway across Pak Wo Road near Fung Ying Sin Koon
HY/2010/10	Retrofitting of noise barriers on Tai Wo Road near Po Nga Court, Tai Po
HY/2011/12	Provision of lifts to two footbridges across Waterloo Road near Suffolk Road and across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building, and two subways across Aberdeen Praya Road near Old Main Street Aberdeen and across Tai Po Road near Pei Ho Street

2. For each year, there would be a number of contracts anticipated for completion within that year. Although the Highways Department (HyD) would make every effort to complete all of them that year, allowance would be made for factors beyond both the HyD's and the contractors' control, such as inclement weather, and thus a 95% target is set for the said purpose as per the past practice.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1907)

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:

In 2015-16, the Highways Department (HyD) will commence the construction of the following key highway projects:

- road improvement works for the West Kowloon Reclamation Development - Phase 1
- dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung

In this connection, will the Government inform this Committee:

- (1) What are the measures to reduce the impact of the construction works on the public?
and
- (2) What are the cost estimate and anticipated time of completion for the above projects?

Asked by: Hon TIEN Pei-chun, James (Member Question No. 47)

Reply:

- (1) The HyD endeavours to minimise the impact of the construction of road projects on the public. For the two projects, namely "Road Improvement Works for West Kowloon Reclamation Development (Phase 1)" and "Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and Improvement to Local Access to Ho Chung", traffic impact assessments have been conducted during the detailed design stage to identify traffic impact during the construction period. According to the said assessments, with the implementation of appropriate temporary traffic management measures, the construction works will not cause significant impact on the traffic network in the areas concerned.

The HyD will include provisions in the relevant construction contracts requiring contractors to implement appropriate temporary traffic management measures. To minimise the traffic impact of the construction works, the same number of traffic lanes in each direction of the existing carriageways will be maintained as far as possible during peak hours.

The HyD will also implement environmental mitigation measures according to the proposals in the Environmental Impact Assessment report (in the case of the project “Road Improvement Works for West Kowloon Reclamation Development (Phase 1)”) and in the Environmental Study report as well as the Engineering Review report (in the case of the project “Dualling of Hiram’s Highway between Clear Water Bay Road and Marina Cove and Improvement to Local Access to Ho Chung”) accepted by the Environmental Protection Department in order to minimise the environmental impact arising from construction activities. These measures include the use of quieter equipment and movable noise barriers to minimise construction noise impact, and regular watering of the works sites to reduce generation of dust.

- (2) The estimated cost of the project “Road Improvement Works for West Kowloon Reclamation Development (Phase 1)” is \$845.8 million in money-of-the-day (MOD) prices. With the funding approved by the Legislative Council (LegCo) Finance Committee (FC) on 27 February 2015, the construction works are planned to commence in March 2015 for completion by mid-2018.

The estimated cost of the project “Dualling of Hiram’s Highway between Clear Water Bay Road and Marina Cove and Improvement to Local Access to Ho Chung” is \$1,774.4 million in MOD prices. Subject to the funding approval of the LegCo FC within the 2014-15 legislative session, the construction works are planned to commence in the third quarter of 2015 for completion by 2020.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)048

(Question Serial No. 3180)

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:

In 2015-16, the Highways Department will co-ordinate with the Mainland authorities on the development of cross-boundary facilities. In this connection, will the Government provide information on the projects already implemented and those under planning, as well as a breakdown of the expenditures involved?

Asked by: Hon TIEN Pei-chun, James (Member Question No. 48)

Reply:

The project in question is the implementation of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project. Various liaison groups have been established with the relevant Mainland authorities to co-ordinate the implementation of the project. The relevant expenses are absorbed by in-house resources.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)049

(Question Serial No. 1145)

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:

The key performance measures of the Highways Department (HyD) for “ensuring timely completion of the Shatin to Central Link (SCL) by 2020 (cumulative % completed)” is based on the full length of the SCL. Since the SCL also includes the Hung Hom to Hong Kong Island section, the construction of which has not commenced yet, the cumulative percentage of completion of the Shatin to Hung Hom section which is currently under construction cannot be accurately reflected. In this connection, please provide the information on the cumulative percentage of completion and the anticipated commissioning date of the Shatin to Hung Hom section. Can the Shatin to Hung Hom section and the Hung Hom to Hong Kong Island section commence commissioning according to the original plan, the original timetable and the original budget? If no, what are the reasons?

Asked by: Hon TSE Wai-chuen, Tony (Member Question No. 42)

Reply:

The SCL consists of the following two sections: (a) Tai Wai to Hung Hom section: this is an extension of the Ma On Shan Line from Tai Wai via Southeast Kowloon to Hung Hom, where it will join the West Rail Line; and (b) Hung Hom to Admiralty section: this is an extension of the East Rail Line from Hung Hom across the Victoria Harbour to Wan Chai North and Admiralty. The original target commissioning date for the Tai Wai to Hung Hom section is December 2018 while that for the Hung Hom to Admiralty section is December 2020.

The actual cumulative progress of the SCL up to end 2014 was 23% in terms of percentage share of the estimated expenditure on the project.

For the Tai Wai to Hung Hom section of the SCL, the MTR Corporation Limited (MTRCL) estimated that there would be a minimum delay of 11 months and an additional cost of at least \$4.1 billion arising from the archaeological and conservation works at To Kwa Wan

Station. The current target is to commission the Tai Wai to Hung Hom section of the SCL in 2019.

For the Hung Hom to Admiralty section of the SCL, the commissioning date will very likely be deferred to 2021 to allow flexibility for the topside development of the convention centre at Exhibition Station, and to cater for the reclamation works under the Wan Chai Development Phase II as well as the tunnel works of the Central-Wan Chai Bypass.

The MTRCL is conducting a cost review for the entire SCL for submission to the HyD for scrutiny. As the current contingency of the SCL will not be sufficient to meet the additional expenditure arising from the archaeological and conservation works, we will seek additional funding from the Legislative Council in due course.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)050

(Question Serial No. 2625)

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:

What are the cost and staffing establishment involved in “taking forward the proposed railway schemes recommended under the Railway Development Strategy 2014” for 2014-15 and 2015-16? What is the current progress of the studies on the items under the schemes? According to the Highways Department (HyD), when will public consultation and application for funding from the Legislative Council for feasibility studies or other advance work in respect of individual projects be expected? When will the construction of the East Kowloon Line under the schemes be expected to formally commence?

Asked by: Hon WU Chi-wai (Member Question No. 20)

Reply:

The HyD has deployed in-house resources in 2014-15 and will do the same in 2015-16 to facilitate the implementation of the railway projects recommended in the Railway Development Strategy 2014 (RDS-2014).

We have started dialogue with the MTR Corporation Limited regarding the implementation of the Northern Link, the East Kowloon Line (EKL) and the Tuen Mun South Extension having regard to the indicative implementation window recommended in the RDS-2014. In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable, when the relevant details are available.

As stated in the RDS-2014, the indicative implementation window for planning purpose for the EKL is from 2019 to 2025. Nevertheless, the implementation of the individual railway projects is subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated assessment of passenger transport demand and availability of resources at the time.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)051

(Question Serial No. 2644)

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:

Please inform this Committee on:

- (1) Regarding the consultants responsible for the supervision and certification of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), what are the expiration dates for the consultancy agreements?
- (2) Have any funds been earmarked for the consultancy agreements for supervision and certification of the XRL in 2015-16? If yes, what are the sums involved?

Asked by: Hon WU Chi-wai (Member Question No. 39)

Reply:

- (1) The original period of the monitoring and verification (M&V) consultancy service for the XRL project would end in Q1 2016. In view of the project delay, the Highways Department will review the period of the M&V consultancy service accordingly.
- (2) Adequate funding has been reserved for the M&V consultancy service in 2015-16 financial year.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)052****(Question Serial No. 2645)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director of Highways (K K LAU)Director of Bureau: Secretary for Transport and HousingQuestion:

Please advise this Committee on the estimated expenditure on the salaries, allowances and work-related allowances of the following persons in 2015-16:

- 1) Director of Highways; and
- 2) Principal Government Engineer/Railway Development.

Asked by: Hon WU Chi-wai (Member Question No. 40)Reply:

The pay scale of the two posts as of March 2015 is as follows –

Rank	Salary range per month
Director of Highways	\$214,000 – \$220,350 (Directorate Pay Scale Point D6)
Principal Government Engineer/ Railway Development	\$168,300 – \$183,700 (Directorate Pay Scale Point D3)

There are no separate breakdowns relating to the allowances or job-related allowances for the two directorate posts.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1083)

Head: (91) Lands Department
Subhead (No. & title): (-) Not Specified
Programme: (1) Land Administration
Controlling Officer: Director of Lands (Ms Bernadette LINN)
Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2015-16 of this Programme, it is said that the Government will continue with the handling of compensation claims in respect of the railway projects. Will the Government inform this Committee of: (1) the estimated operational expenses involved in this matter in 2015-16; and (2) the manpower and estimated expenditure on salaries involved?

Asked by: Hon LO Wai-kwok (Member Question No. 29)

Reply:

We have no separate breakdown on the operational expenses for handling claims for compensation in respect of the railway projects. However, the estimated manpower deployed in this regard for 2015-16 is equivalent to about 21 full-time staff. The estimated staff expenditure in 2015-16 is about \$15 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)054****(Question Serial No. 1616)**

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

Question:

- (a) What are the subjects of various examinations on shipping conducted by the Marine Department (MD) and the number of candidates sitting the examinations each year? Please provide the information in table form.
- (b) What are the number and the median age of seafarers currently employed by qualified local shipping operators? Please provide the information in the following table.

Name of qualified operators	Number of certificated seafarers as employed	Median age

Asked by: Hon CHAN Kam-lam (Member Question No. 12)

Reply:

- (a) The shipping related examinations conducted by the MD, and the respective number of candidates sitting for them, in the past year are listed below:

Type of Certificate of Competency	Number of Candidates in 2014
Sea-going Certificate of Competency	
Deck Officer Class 1	17
Deck Officer Class 2	42
Deck Officer Class 3	132
Marine Engineer Officer Class 1	23
Marine Engineer Officer Class 2	31

Marine Engineer Officer Class 3	22
River Trade Certificate of Competency	
Deck Officer Class 1	12
Deck Officer Class 2	24
Deck Officer Class 3	68
Marine Engineer Officer Class 1	0
Marine Engineer Officer Class 2	41
Marine Engineer Officer Class 3	13
Local Certificate of Competency	
Coxswain Grade 1	6
Coxswain Grade 2	210
Coxswain Grade 3	465
Engine Operator Grade 1	0
Engine Operator Grade 2	63
Engine Operator Grade 3	362
Pleasure Vessel Operator Certificate of Competency	
Pleasure Vessel Operator Grade 1	306
Pleasure Vessel Operator Grade 2	8 055
Type Rating Certificate	
River Trade Master	62
River Trade Chief Officer	93
River Trade Night Vision Officer	50
River Trade Chief Engineer	10
Local Coxswain	0
Local Coxswain (Assistant)	0
Local Engine Operator	0
Total	10 107

- (b) In summary, for the sea-going sector, 89 certificated Hong Kong registered seafarers are employed by 16 qualified operators in 2014, with the median age of the seafarers at 40. For the river trade sector, 576 certificated Hong Kong registered seafarers are employed by six qualified operators in 2014, with the median age of the seafarers at 48. We are unable to provide information about individual companies.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)055

(Question Serial No.: 1617)

Head: (100) Marine Department
Subhead (No. & title): (-) Not Specified
Programme: (1) Infrastructure
Controlling Officer: Director of Marine (Michael WL WONG)
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the enhancement of port facilities,

- (a) please provide information on the projects on port and its associated facilities under planning, the capital involved for each project and the progress;
- (b) please provide a brief account on how the facilities can increase the container throughput in the future.

Asked by: Hon CHAN Kam-lam (Member Question No. 13)

Reply:

- (a) The Government is taking forward a dredging project at the Kwai Tsing Container Basin (KTCB) and its approach channel. The estimated capital cost of the project was \$488.2 million. The project commenced in August 2013 and is expected to complete in early 2016.
- (b) On completion of the project, the KTCB and its approach channel will be deepened from the present depth of 15 metres to 17.5 metres. New generation of ultra-large container vessels will then be able to enter and depart the Kwai Tsing Container Terminals at all tides.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)056

(Question Serial No. 1637)

Head: (100) Marine Department
Subhead(No. & title): (-) Not Specified
Programme: (2) Port Services
Controlling Officer: Director of Marine (Michael WL WONG)
Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Estimates that the Marine Department will “implement the project of replacing/upgrading the Hong Kong Vessel Traffic Services system so as to enhance navigational safety and traffic efficiency in Hong Kong waters”. What is the expenditure set aside for the project in this year?

Asked by: Hon CHAN Kam-lam (Member Question No. 43)

Reply:

The funding proposal of \$558.2 million for “replacing/upgrading the Vessel Traffic Services System” was approved by the Legislative Council Finance Committee on 20 April 2012. It is estimated that \$103.0 million will be required in 2015-16 for items such as the fitting out works of the Vessel Traffic Centre and the procurement of vessel traffic surveillance and radar systems.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)057****(Question Serial No. 1638)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Michael WL WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Estimates that the Marine Department works towards “maintaining the quality of the Hong Kong Shipping Register”. In the past five years, what were the respective numbers of application for ship registration in Hong Kong received by the Government? What were the respective numbers of applications approved each year?

Asked by: Hon CHAN Kam-lam (Member Question No. 44)

Reply:

The numbers of applications for ship registration received and approved by the Hong Kong Special Administrative Region Government in the past five years are set out in the table as follows-

Year	Number of applications received	Number of applications approved
2010	363	354
2011	439	430
2012	391	368
2013	298	281
2014	260	221

- End -

CONTROLLING OFFICER'S REPLY

THB(T)058

(Question Serial No. 0985)

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

Question:

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

- (a) changes, if any, of the respective sizes of the 14 typhoon shelters in Hong Kong in 2014-15 as compared with 2013-14; and changes, if any, of the area of typhoon shelters with permitted length overall of 30.4 metres (m), 50m and 75m respectively;
- (b) the respective numbers of fishing vessels, pleasure vessels, cargo vessels and vessels of other categories that are 30.4m or less, 50m or less, and 75m or less in length in Hong Kong in 2014-15;
- (c) the average occupancy, the highest and lowest occupancy or relevant data of typhoon shelters and typhoon shelters with permitted length overall of 30.4m, 50m and 75m for each month over the past four years (2011-12 to 2014-15); and
- (d) the expenditure on, staffing for and progress of the relevant work and review conducted by the Government on the berthing and sheltered space for local vessels in 2014-15.

Asked by: Hon HO Chun-yin, Steven (Member Question No. 2)

Reply:

- (a) The individual sizes of the 14 gazetted typhoon shelters in Hong Kong in 2014-15 remain the same as those in 2013-14. The area of typhoon shelters with vessels' permitted length overall of 30.4m, 50m and 75m also remains unchanged.

- (b) Since the enactment of the Merchant Shipping (Local Vessels) Ordinance (Cap 548) in 2007, local vessels are classified into four classes. The number of vessels in different classes, broken down by length, is set out in Annex I.
- (c) The Marine Department (MD) keeps figures on the highest occupancy of each typhoon shelter as observed during the passage of typhoons in the year concerned. The breakdown of figures by classes of vessels for each typhoon shelter in 2011, 2012, 2013 and 2014 are set out in Annex II(a), (b), (c) and (d) respectively. The MD does not maintain records on the average and lowest occupancy of typhoon shelters.
- (d) The review on berthing and sheltered space for local vessels being conducted by the MD is carried out in three stages: Stage I – Stocktaking of Supply and Demand Situation; Stage II – Review of Policy and Management Issues, and Proposal for Options; and Stage III – Consultation and Recommendations for the Government’s Consideration. In view of the extensive scale of work involved, a consultant had been engaged for Stage I, and the expenditure for this part of review is \$1,482,800. Fieldwork for the large-scale survey on berthing arrangements of local vessels involved in Stage I was completed in February 2015, with some 5 200 vessels successfully enumerated. Subsequent data analysis work is in progress and expected to be completed in around mid-2015. For Stages II and III, the MD will redeploy internal resources to meet the additional workload arising from the review.

Breakdown of Hong Kong Licensed Vessels¹ by Length Overall (as at end 2014)

Types of Vessels ²	Length Overall (Metres)		
	□□ ≤ 30.4	□□ ≤ 50 (cumulative)	□□ ≤ 75 (cumulative)
Class I	317	356	367
Class II	1 079	1 718	1 802
Class III	6 181	6 599	6 599
Class IV	8 908	8 957	8 959

1: Excluding dwelling vessels.

- 2:
- Class I – passenger carrying vessels, such as ferries and launches;
 - Class II – vessels including dumb steel lighters, cargo vessels, tugs, etc.;
 - Class III – fishing vessels; and
 - Class IV – pleasure vessels.

The Highest Number of Vessels Observed in Each Typhoon Shelter During the Passage of Typhoons in 2011

Typhoon Shelter (TS)	Class I			Class II							Class III		Class IV	River Trade Vessel	Government Launch	Total
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel			
Aberdeen TS ^{Note}	33	34	48	0	28	16	0	0	108	38	639	75	375	0	0	1394
Causeway Bay TS	0	28	3	1	0	0	0	10	5	6	58	0	139	0	0	250
Cheung Chau TS	3	30	0	0	42	5	5	0	7	0	250	38	40	0	3	423
Hei Ling Chau TS	4	0	0	4	0	2	0	0	0	15	2	0	0	0	0	27
Kwun Tong TS	0	4	0	33	0	0	0	0	0	0	0	0	0	14	1	52
New Yau Ma Tei TS	2	54	40	188	30	36	0	14	5	43	32	0	40	15	7	506
Rambler Channel TS	0	5	0	25	8	5	0	8	0	18	9	6	8	85	3	180
Sam Ka Tsuen TS	0	1	0	0	1	0	0	0	0	0	28	0	25	0	0	55
Shau Kei Wan TS	4	11	0	0	15	2	0	0	33	0	220	0	55	0	1	341
To Kwa Wan TS	0	15	0	68	0	13	0	0	0	64	0	0	2	1	0	163
Tuen Mun TS	0	35	0	65	36	25	4	30	4	60	180	30	50	102	10	631
Yim Tin Tsai TS	0	0	0	0	0	0	0	0	0	0	0	0	14	0	2	16
Shuen Wan TS	0	8	0	0	4	0	0	0	0	2	47	50	36	0	4	151

Note: Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

The Highest Number of Vessels Observed in Each Typhoon Shelter During the Passage of Typhoons in 2012

Typhoon Shelter (TS)	Class I			Class II							Class III		Class IV Pleasure Vessel	River Trade Vessel	Government Launch	Total
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan				
Aberdeen TS ^{Note}	19	60	65	0	57	14	0	0	96	69	602	0	532	0	5	1519
Causeway Bay TS	0	35	3	0	0	0	0	15	5	10	60	0	120	0	0	248
Cheung Chau TS	3	34	0	0	27	11	0	0	24	0	202	38	41	0	2	382
Hei Ling Chau TS	4	0	0	5	15	1	0	0	0	0	1	0	0	2	2	30
Kwun Tong TS	2	0	0	14	0	4	0	6	0	16	0	0	0	32	6	80
New Yau Ma Tei TS	9	55	43	157	31	28	0	16	5	19	23	0	61	42	5	494
Rambler Channel TS	0	5	0	15	6	5	0	0	0	60	16	18	0	75	2	202
Sam Ka Tsuen TS	2	5	0	0	2	0	0	0	0	0	45	0	3	0	0	57
Shau Kei Wan TS	3	13	5	0	10	0	0	0	30	0	262	0	20	0	0	343
To Kwa Wan TS	1	2	0	58	8	18	0	5	0	84	0	0	7	0	0	183
Tuen Mun TS	0	18	0	60	15	25	9	13	4	52	235	29	35	85	7	587
Yim Tin Tsai TS	0	0	0	0	0	0	0	0	0	0	0	0	25	0	2	27
Shuen Wan TS	0	11	0	0	0	0	0	0	0	10	4	28	14	0	3	70

Note: Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

The Highest Number of Vessels Observed in Each Typhoon Shelter During the Passage of Typhoons in 2013

Typhoon Shelter (TS)	Class I			Class II							Class III		Class IV	River Trade Vessel	Government Launch	Total
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel			
Aberdeen TS ^{Note}	15	37	15	0	47	8	0	0	91	88	665	0	590	0	6	1562
Causeway Bay TS	0	56	5	0	10	2	0	0	4	6	63	0	196	0	0	342
Cheung Chau TS	3	20	0	0	45	4	5	0	6	20	144	45	40	0	2	334
Hei Ling Chau TS	2	12	0	31	20	0	4	0	0	0	0	0	0	0	2	71
Kwun Tong TS	0	1	0	36	0	21	0	0	0	0	25	0	0	168	0	251
New Yau Ma Tei TS	18	54	8	150	40	32	0	5	5	39	35	0	64	49	6	505
Rambler Channel TS	0	4	0	30	18	3	0	7	0	0	21	0	19	94	1	197
Sam Ka Tsuen TS	0	7	0	0	2	0	0	0	4	0	50	0	12	0	0	75
Shau Kei Wan TS	2	12	0	0	0	0	0	0	28	0	380	0	60	45	0	527
To Kwa Wan TS	8	18	0	85	5	25	0	2	0	16	10	0	8	8	0	185
Tuen Mun TS	0	25	0	89	45	30	7	30	4	60	253	0	30	75	8	656
Yim Tin Tsai TS	0	0	0	0	0	0	0	0	0	0	0	0	23	0	3	26
Shuen Wan TS	0	4	0	0	0	0	0	0	0	2	10	35	34	0	4	89

Note: Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

The Highest Number of Vessels Observed in Each Typhoon Shelter During the Passage of Typhoons in 2014

Typhoon Shelter (TS)	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Government Launch	Total
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel			
Aberdeen TS ^{Note}	10	45	80	3	35	1	0	0	91	83	804	0	750	0	12	1914
Causeway Bay TS	0	35	3	6	19	2	0	15	4	10	60	0	182	0	2	338
Cheung Chau TS	3	24	0	0	25	3	4	0	7	10	131	45	20	0	3	275
Hei Ling Chau TS	2	3	0	5	8	2	0	5	0	3	0	0	1	0	1	30
Kwun Tong TS	2	1	0	11	0	15	0	0	0	4	6	0	4	136*	0	179
New Yau Ma Tei TS	18	50	14	110	30	27	0	12	5	35	30	0	62	47	6	446
Rambler Channel TS	0	4	0	30	18	7	0	13	0	30	15	0	14	83	2	216
Sam Ka Tsuen TS	0	5	0	0	3	0	0	0	2	0	41	0	8	0	0	59
Shau Kei Wan TS	5	14	0	0	15	2	0	0	30	0	265	0	23	0	2	356
To Kwa Wan TS	3	10	0	42	10	60	0	8	0	61	0	0	4	5	6	209
Tuen Mun TS	0	26	0	90	30	15	10	6	4	45	510	22	23	12	3	796
Yim Tin Tsai TS	0	0	0	0	0	0	0	0	0	0	1	0	20	0	2	23
Shuen Wan TS	0	7	0	0	4	0	0	0	0	2	28	40	36	0	10	127

*135 PRC Fishing Vessels and 1 Taiwan Fishing Vessel

Note: Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

- End -

CONTROLLING OFFICER'S REPLY

THB(T)059

(Question Serial No. 1176)

Head: (100) Marine Department
Subhead (No. & title): (-) Not Specified
Programme: (5) Government Fleet
Controlling Officer: Director of Marine (Michael WL WONG)
Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government advise this Committee on:

- (a) the measures taken by the government fleet to reduce environmental pollution (including but not limited to reducing fuel consumption, exhaust emission and noise pollution) in the past three years, and the expenditure involved?
- (b) whether the Government has assessed if the existing measures meet the society's expectation of the government fleet to reduce environmental pollution? If so, what are the details? If not, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 31)

Reply:

- (a) The Marine Department (MD) strictly follows the International Maritime Organization (IMO) regulations and local legislations regarding environmental protection, and continues to incorporate the relevant requirements in the existing government fleet and new shipbuilding tenders to reduce fuel consumption, exhaust emission, noise pollution etc.. In the past three years, various environmentally-friendly machinery and equipment have been installed on government vessels, including-
 - (i) the use of environmentally-friendly engine with emission level meeting the IMO emission regulations/requirements (Tier I and II diesel engines on existing ships);
 - (ii) the selection of an MD launch to conduct tests with solar powered equipment such as lighting, heating, ventilation, air-conditioning and electricity supply;
 - (iii) the use of maintenance free batteries made of environmentally-friendly materials; and

- (iv) the use of bio-fuel by an MD launch.

The above improvements were carried out as part of the vessels' periodic routine overhaul, and there is no breakdown on the expenditure specifically for the environmental measures.

- (b) It is our standing policy to continue to improve the environment by enhancing the efficiency of government vessels, saving energy consumption and reducing pollution. The government fleet fully meets all current requirements on environmental protection. In addition, the Government Dockyard is considering the introduction of further environmental-related requirements for new government vessels in the new shipbuilding tender specifications as follows-
 - (i) the adoption of selective Catalytic Reduction emission control (to remove Oxides of Nitrogen gases and reduce Carbon Monoxide from the engine exhaust); and
 - (ii) the use of energy-efficient domestic appliances such as refrigerators and air-conditioning plants using environmentally-friendly refrigerants.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)060

(Question Serial No. 1302)

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

Question:

In 2015-16, the Marine Department (MD) will consult the trade on the outcome of the review on Public Cargo Working Areas (the PCWA Review) in view of the expiry of Berth Licence Agreements in July 2016. Please advise this Committee on the details of the works involved; whether the review covers reducing the management cost of the PCWAs in order to lower the operators' operating costs and considering lowering the target rate of return on Average Net Fixed Assets to enhance the sustainable development of the PCWAs; the latest development of the review; when to start the consultation and the expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 18)

Reply:

The PCWA Review conducted by the MD is in progress. It will comprehensively look into the operation and management of the PCWAs with a view to enhancing its efficiency and cost effectiveness, and to formulating the way forward for the allocation of PCWA berths when the current Berth Licence Agreements expire in mid-2016.

Currently, the services of cleansing and security of the PCWAs are outsourced. The Octopus Car-parking System will also be adopted where appropriate to further lower staff costs. The review is anticipated to complete in mid-2015 and we will consult the trade, District Councils concerned and the Legislative Council on its outcome and the proposed way forward. The review is being conducted by internal resources and would not incur additional expenditure.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)061

(Question Serial No. 1303)

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

Question:

Please advise this Committee on the average occupancy of each typhoon shelter and the numbers of each type of vessel berthed within in the past three financial years (2012-13, 2013-14 and 2014-15). In 2015-16, the Marine Department (MD) will continue to conduct the fundamental review to look into the demand and supply of sheltered space for local and small visiting vessels including berthing spaces. Please advise this Committee on the latest progress of the review, and whether the review can be completed in the second quarter of 2015 and the consultation be conducted as scheduled.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 19)

Reply:

The MD keeps figures on the highest occupancy of each typhoon shelter as observed during the passage of typhoons in the year concerned. The breakdown of figures by classes of vessels for each typhoon shelter in 2012, 2013 and 2014 are set out in Annex I(a), (b) and (c) respectively. The MD does not maintain records on the average occupancy of typhoon shelters.

The review on berthing and sheltered space for local vessels being conducted by the MD is carried out in three stages: Stage I – Stocktaking of Supply and Demand Situation; Stage II – Review of Policy and Management Issues, and Proposal for Options; and Stage III – Consultation and Recommendations for the Government's Consideration. In view of the extensive scale of work involved, a consultant had been engaged for Stage I. Fieldwork for the large-scale survey on berthing arrangements of local vessels involved in Stage I was completed in February 2015, with some 5 200 vessels successfully enumerated. Subsequent data analysis work is in progress and expected to be completed in around mid-2015. The whole review is anticipated to be completed in 2015.

The Highest Number of Vessels Observed in Each Typhoon Shelter During the Passage of Typhoons in 2012

Typhoon Shelter (TS)	Class I			Class II							Class III		Class IV Pleasure Vessel	River Trade Vessel	Government Launch	Total
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan				
Aberdeen TS ^{Note}	19	60	65	0	57	14	0	0	96	69	602	0	532	0	5	1519
Causeway Bay TS	0	35	3	0	0	0	0	15	5	10	60	0	120	0	0	248
Cheung Chau TS	3	34	0	0	27	11	0	0	24	0	202	38	41	0	2	382
Hei Ling Chau TS	4	0	0	5	15	1	0	0	0	0	1	0	0	2	2	30
Kwun Tong TS	2	0	0	14	0	4	0	6	0	16	0	0	0	32	6	80
New Yau Ma Tei TS	9	55	43	157	31	28	0	16	5	19	23	0	61	42	5	494
Rambler Channel TS	0	5	0	15	6	5	0	0	0	60	16	18	0	75	2	202
Sam Ka Tsuen TS	2	5	0	0	2	0	0	0	0	0	45	0	3	0	0	57
Shau Kei Wan TS	3	13	5	0	10	0	0	0	30	0	262	0	20	0	0	343
To Kwa Wan TS	1	2	0	58	8	18	0	5	0	84	0	0	7	0	0	183
Tuen Mun TS	0	18	0	60	15	25	9	13	4	52	235	29	35	85	7	587
Yim Tin Tsai TS	0	0	0	0	0	0	0	0	0	0	0	0	25	0	2	27
Shuen Wan TS	0	11	0	0	0	0	0	0	0	10	4	28	14	0	3	70

Note: Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

The Highest Number of Vessels Observed in Each Typhoon Shelter During the Passage of Typhoons in 2013

Typhoon Shelter (TS)	Class I			Class II							Class III		Class IV Pleasure Vessel	River Trade Vessel	Government Launch	Total
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan				
Aberdeen TS ^{Note}	15	37	15	0	47	8	0	0	91	88	665	0	590	0	6	1562
Causeway Bay TS	0	56	5	0	10	2	0	0	4	6	63	0	196	0	0	342
Cheung Chau TS	3	20	0	0	45	4	5	0	6	20	144	45	40	0	2	334
Hei Ling Chau TS	2	12	0	31	20	0	4	0	0	0	0	0	0	0	2	71
Kwun Tong TS	0	1	0	36	0	21	0	0	0	0	25	0	0	168	0	251
New Yau Ma Tei TS	18	54	8	150	40	32	0	5	5	39	35	0	64	49	6	505
Rambler Channel TS	0	4	0	30	18	3	0	7	0	0	21	0	19	94	1	197
Sam Ka Tsuen TS	0	7	0	0	2	0	0	0	4	0	50	0	12	0	0	75
Shau Kei Wan TS	2	12	0	0	0	0	0	0	28	0	380	0	60	45	0	527
To Kwa Wan TS	8	18	0	85	5	25	0	2	0	16	10	0	8	8	0	185
Tuen Mun TS	0	25	0	89	45	30	7	30	4	60	253	0	30	75	8	656
Yim Tin Tsai TS	0	0	0	0	0	0	0	0	0	0	0	0	23	0	3	26
Shuen Wan TS	0	4	0	0	0	0	0	0	0	2	10	35	34	0	4	89

Note: Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

The Highest Number of Vessels Observed in Each Typhoon Shelter During the Passage of Typhoons in 2014

Typhoon Shelter (TS)	Class I			Class II							Class III		Class IV	River Trade Vessel	Government Launch	Total
	Ferry	Launch	Others	Dumb Steel Lighter	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel			
Aberdeen TS ^{Note}	10	45	80	3	35	1	0	0	91	83	804	0	750	0	12	1914
Causeway Bay TS	0	35	3	6	19	2	0	15	4	10	60	0	182	0	2	338
Cheung Chau TS	3	24	0	0	25	3	4	0	7	10	131	45	20	0	3	275
Hei Ling Chau TS	2	3	0	5	8	2	0	5	0	3	0	0	1	0	1	30
Kwun Tong TS	2	1	0	11	0	15	0	0	0	4	6	0	4	136*	0	179
New Yau Ma Tei TS	18	50	14	110	30	27	0	12	5	35	30	0	62	47	6	446
Rambler Channel TS	0	4	0	30	18	7	0	13	0	30	15	0	14	83	2	216
Sam Ka Tsuen TS	0	5	0	0	3	0	0	0	2	0	41	0	8	0	0	59
Shau Kei Wan TS	5	14	0	0	15	2	0	0	30	0	265	0	23	0	2	356
To Kwa Wan TS	3	10	0	42	10	60	0	8	0	61	0	0	4	5	6	209
Tuen Mun TS	0	26	0	90	30	15	10	6	4	45	510	22	23	12	3	796
Yim Tin Tsai TS	0	0	0	0	0	0	0	0	0	0	1	0	20	0	2	23
Shuen Wan TS	0	7	0	0	4	0	0	0	0	2	28	40	36	0	10	127

*135 PRC fishing vessels and 1 Taiwan fishing vessel

Note: Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

- End -

CONTROLLING OFFICER'S REPLY

THB(T)062

(Question Serial No. 1304)

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

Question:

- (a) Regarding the inspection visits to locally-licensed vessels and certificates of surveys issued to locally-licensed vessels in the past three years (2012, 2013 and 2014), please advise this Committee on:
- (i) the number of each class of vessel involved;
 - (ii) the performance indicators and the achievement status; and
 - (iii) the manpower and expenditure involved.
- (b) Will more resources be allocated to cope with the anticipated increase in workload in 2015-16? If so, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 20)

Reply:

The information sought in respect of locally-licensed vessels is set out in the tables below:

(a) (i) Number of inspection visits

	2012	2013	2014
Class I	783	824	839
Class II	1 432	1 366	1 435
Class III	504	781	786
Class IV	82	81	117
Total	2 801	3 052	3 177

Number of Certificates of Survey issued

	2012	2013	2014
Class I	395	402	387
Class II	1 050	1 010	955
Class III	465	679	683
Class IV	39	49	60
Total	1 949	2 140	2 085

(ii) The achievement status of performance indicators (A) to (D) are set out below -

(A) Inspections outside Hong Kong : Four working days' notice with performance target at 95%.

	2012	2013	2014
Achievement status	100%	100%	100%

(B) Inspections within Hong Kong : One working day's notice with performance target at 90%.

	2012 [*]	2013	2014
Achievement status	97%	94%	98%

* only data between July and December are available.

(C) Approval of plans for new building of local vessels : within two months with performance target at 90%.

	2012	2013	2014
Achievement status	51%	21%	13%

(D) Approval of plans for alteration of local vessels : within one month with performance target at 90%.

	2012	2013	2014
Achievement status	25%	14%	7%

(iii) There were two ship surveyors and 13 ship inspectors performing ship inspection work for local vessels in 2012 and 2013. In 2014, there were two ship surveyors and 18 ship inspectors performing ship inspection work for local vessels. Inspection fees are paid by owners/owner representatives in accordance with the Merchant Shipping (Local Vessels) (Fees) Regulation (Cap 548J) on a cost recovery basis.

(b) In order to cope with the anticipated increase in workload and improve the achievement status on plan approval, additional resources have been allocated to recruit four senior ship inspectors under Non-Civil Service Contract terms in 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)063

(Question Serial No. 1305)

Head: (100) Marine Department
Subhead(No. & title): (-) Not specified
Programme: (2) Port Services
Controlling Officer: Director of Marine (Michael WL WONG)
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding ocean-going vessels (OGVs) arriving at Hong Kong, please advise this Committee on the average waiting time for berthing, the average time used for berthing, and the number of OGVs which switched to nearby ports because of excessive long waiting time for berthing in the past three years. The Marine Department has projected an increase in the number of arriving OGVs in 2015. Has the Government formulated any measures to shorten the waiting time for berthing of OGVs? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 21)

Reply:

In 2012, 2013 and 2014, the average time spent by OGVs berthing at the Kwai Tsing Container Terminals (KTCT) were 11.8, 13.1 and 14.5 hours respectively.

The Government does not maintain figures concerning the waiting time for OGVs to berth after arriving in Hong Kong waters, or the number of OGVs which have switched to ports in other areas due to excessive long waiting time.

To enhance the operational efficiency and competitiveness of the Hong Kong port, the Government is working with the trade to follow up on various enhancement measures in a pragmatic and progressive manner, with a view to supporting the efficient operation of the container terminals and the port as a whole. These enhancement measures include the recommendations of the Study on the Strategic Development Plan for Hong Kong Port 2030 (HKP2030 Study), which propose upgrading the Stonecutters Island Public Cargo Working Area to a modern terminal facility, enabling the Rive Trade Terminal to become a terminal for both OGVs and river trade vessels, making better use of land around KTCT and

providing more barge berths to enhance the terminals' operational efficiency and accommodate future growth in transshipment.

In addition, the Government commissioned in June last year a consultancy study on a site in Kwai Chung, currently used for port backup purposes, to explore the feasibility of developing it into a multi-storey car park principally for use by container trucks and medium/heavy goods vehicles, so as to free up more land for port backup uses to provide better support to port operations. The study is expected to be completed by around mid-2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)064

(Question Serial No. 1306)

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

Question:

Regarding river trade cargo vessels arriving at Hong Kong, please advise this Committee on the average waiting time for berthing and the average time used for berthing in the past three years. The Marine Department (MD) has projected an increase in the number of arriving river trade cargo vessels in 2015. Has the Government formulated any marine safety enhancement measures to minimise vessel collisions in the light of heavier marine traffic subsequent to the increase in river trade cargo vessels? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 22)

Reply:

In 2012, 2013 and 2014, the average time in the port of Hong Kong for river trade cargo vessels were 39.6 hours, 42.7 hours and 42.3 hours respectively. The Government does not maintain figures concerning the waiting time for berthing and the time used for berthing of river trade cargo vessels after arriving at Hong Kong.

In view of the possible growth in the number of river trade cargo vessels arriving at Hong Kong, the MD will increase the number of special operations to be conducted in 2015-2016 as appropriate to strengthen the regulation of navigation safety of vessels. The special operations will mainly focus on speeding of vessels, non-compliance of collision regulations and overloading of passengers or cargo.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)065****(Question Serial No. 2369)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Transport and Housing Bureau (THB) provide in the table below details of the duty visits made by the Secretary for Transport and Housing (STH) and the Under Secretary for Transport and Housing (USTH) in the past three years (2012-13, 2013-14 and 2014-15), including the date of visit, place of visit, size of entourage, purpose of visit, expenses on hotel accommodation, air tickets and meals and total expenditure for each visit? Please provide the amounts and the names of the sponsors of the sponsorships received (if any) of each visit.

Date of Visit	Place of Visit	Size of Entourage	Purpose of Visit	Hotel Accommodation Expenses	Air Ticket Expenses	Meal Expenses	Total Expenditure

Asked by: Hon CHAN Chi-chuen (Member Question No. 25)

Reply:

Relevant information concerning Programme (1) on duty visits by the STH and the USTH in the past three financial years is as follows :

STH

Date of Visit (Number of visits)	Place of Visit	Size of Entourage [^]	Purpose of Visit	Hotel Accommodation Expenses (A)	Air Ticket Expenses (B)	Other and Reimbursable Expenses [#] (C)	Total Expenditure (A)+(B)+(C)
2012-13 (5 times)	Beijing, Dalian, Guangzhou, Zhuhai	The Administrative Assistant to the STH and/or the Press Secretary to the STH would accompany the STH during duty visits having regard to the operational needs.	To exchange, lead delegation to visit and attend meetings and events (e.g. to lead the delegation of Hong Kong Maritime Industry Council and Hong Kong Port Development Council to Dalian to promote the maritime services offered by Hong Kong)	About \$13,800	About \$38,800	About \$10,300	About \$62,900
2013-14 (11 times)	Beijing*, Guangzhou, Shanghai, Shenzhen, Zhuhai, Taipei, Brussels, Frankfurt, Florence, Milan, Singapore, Tokyo*		To exchange, lead delegation to visit and attend meetings and events (e.g. to attend the 8 th Asia-Pacific Economic Co-operation Transportation Ministerial Meeting)	About \$89,900	About \$308,600	About \$63,500	About \$462,000
2014-15 (13 times)	Beijing*, Guangzhou*, Macao, Shenzhen, Zhuhai, Athens, Amsterdam, Rotterdam, Kuala Lumpur, London		To exchange, lead delegation to visit and attend meetings and events (e.g. to lead a delegation of Hong Kong Logistics Development Council and Hong Kong Port Development Council to Malaysia to promote Hong Kong as a regional logistics hub)	About \$50,800	About \$585,800	About \$76,500	About \$713,100

USTH

Date of Visit (Number of visits)	Place of Visit	Size of Entourage [^]	Purpose of Visit	Hotel Accommodation Expenses (A)	Air Ticket Expenses (B)	Other and Reimbursable Expenses [#] (C)	Total Expenditure (A)+(B)+(C)
2012-13 (3 times)	Guangzhou, Shenzhen, Zhuhai	0	To attend meetings (e.g. Hong Kong/ Shenzhen Cooperation meeting)	\$0	\$0	About \$800	About \$800
2013-14 (1 time)	Wuhan	0	To visit and understand the latest development in Mainland	About \$1,200	About \$5,400	About \$900	About \$7,500
2014-15 (3 times)	Guangzhou, London	0	To exchange, lead delegation to visit and attend meetings (e.g. to lead the delegation of Hong Kong Maritime Industry Council to promote the maritime services offered by Hong Kong)	About \$7,200	About \$61,400	About \$14,600	About \$83,200

[^] Number of entourage of the Director of Bureau's Office

[#] The expenditure includes meals and other reimbursable expenses in accordance with the relevant Civil Service Regulations.

^{*} Involved sponsorship of hotel accommodation and/or in-town transportation offered by the hosting governments/ organisations. The actual value of sponsorship received is not available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)066

(Question Serial No. 3162)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Some residents of Tsuen Wan East (TWE) have raised concern over the lack of direct bus service from TWE to the airport. In this connection, will the Government advise on whether it has considered and studied the provision of a new bus route plying between TWE and the airport; if yes, the manpower, expenditure and specific details involved; if no, the reasons for that?

Asked by: Hon CHAN Han-pan (Member Question No. 48)

Reply:

When considering the proposals for new bus service, the Government will critically review various factors, including whether the demand for the new service is sufficient and justifiable, the availability of sufficient transport services to meet the demand, and if the new service will have significant adverse impact on traffic congestion and roadside emission.

At present, passengers in TWE can take local bus routes and interchange with routes A31 (Tsuen Wan West Railway Station – Airport (Ground Transportation Centre)), and E32 (Kwai Fong Station – AsiaWorld-Expo) to the airport, or with E31 plying between Tsuen Wan (Discovery Park) and Tung Chung (Yat Tung). They can also enjoy a bus-bus interchange fare concession when interchanging between routes 36M (Lei Muk Shue – Kwai Fong Station)/238M (Riviera Gardens – Tsuen Wan Station) and route A31.

As the existing public transport services can generally meet passenger demand for travelling between TWE and the airport, the Government and the franchised bus companies have no plan at the moment to introduce a new airport bus route for TWE.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)067****(Question Serial No. 1613)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the following details regarding the helping measures provided to the six major outlying island ferry routes by the Government.

Up till now, the respective amounts applied for by the six outlying island ferry routes and approved by the Government in the last financial year for reimbursement in respect of items (a) to (d) below—

“Central – Cheung Chau”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
(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		

“Inter – islands”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
(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 application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
(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 – Peng Chau”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		

“Central – Peng Chau”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
(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 application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
(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 – Sok Kwu Wan”	Details of application from the ferry operator and the amounts applied for	Progress of reimbursement and the amounts approved by the Government
(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		
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Asked by: Hon CHAN Kam-lam (Member Question No. 9)

Reply:

The Finance Committee of the Legislative Council approved on 5 July 2013 funding of \$190.359 million straddling over four financial years from 2014-15 for providing special helping measures during the three-year licence period of the six major outlying island ferry routes, namely Central – Cheung Chau; Inter-islands serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; Central – Mui Wo; Central – Peng Chau; Central – Yung Shue Wan; and Central – Sok Kwu Wan.

As at 28 February 2015, the amounts applied respectively by the ferry operators of the six major ferry routes and approved thus far by the Government for reimbursement of the relevant items are given in the following tables –

“Central – Cheung Chau”	Details of application from the ferry operator and the amounts applied for (\$'000)	Progress of reimbursement and the amounts approved by the Government (\$'000)
(a) Waiving annual vessel survey fee and private mooring fee	283	283
(b) Reimbursing pier water charges	60	60
(c) Reimbursing pier cleansing and electricity charges	1,488	1,488
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	2,367	2,367

“Inter-islands”	Details of application from the ferry operator and the amounts applied for (\$'000)	Progress of reimbursement and the amounts approved by the Government (\$'000)
(a) Waiving annual vessel survey fee and private mooring fee	The only vessel operated on the Inter-islands ferry route is hired from another ferry operator, and the hiring charge has already included the relevant annual vessel survey fee	

(b) Reimbursing pier water charges	and private mooring charge. The operation of the route also does not incur pier water, cleansing and electricity charges because the piers used by the route are either 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).	
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	142	142

“Central – Mui Wo”	Details of application from the ferry operator and the amounts applied for (\$'000)	Progress of reimbursement and the amounts approved by the Government (\$'000)
(a) Waiving annual vessel survey fee and private mooring fee	139	139
(b) Reimbursing pier water charges	29	29
(c) Reimbursing pier cleansing and electricity charges	912	912
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	959	959

“Central – Peng Chau”	Details of application from the ferry operator and the amounts applied for (\$'000)	Progress of reimbursement and the amounts approved by the Government (\$'000)
(a) Waiving annual vessel survey fee and private mooring fee	104	104
(b) Reimbursing pier water charges	15	15
(c) Reimbursing pier cleansing and electricity charges	1,142	1,142
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	2,000	2,000

“Central – Yung Shue Wan”	Details of application from the ferry operator and the amounts applied for (\$'000)	Progress of reimbursement and the amounts approved by the Government (\$'000)
(a) Waiving annual vessel survey fee and private mooring fee	70	70
(b) Reimbursing pier water charges	20	20
(c) Reimbursing pier cleansing and electricity charges	1,280	1,280
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	1,807	1,807

“Central – Sok Kwu Wan”	Details of application from the ferry operator and the amounts applied for (\$'000)	Progress of reimbursement and the amounts approved by the Government (\$'000)
(a) Waiving annual vessel survey fee and private mooring fee	42	42
(b) Reimbursing pier water charges	4	4
(c) Reimbursing pier cleansing and electricity charges	233	233
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	385	385

- End -

CONTROLLING OFFICER'S REPLY**THB(T)068****(Question Serial No. 1614)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the implementation of the first phase of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) at Shenzhen Bay Port, will the Government advise on:

- (a) the respective figures on applications received and approved for each year since the implementation of the Scheme;
- (b) the time of review of the first phase of the Scheme; and
- (c) the implementation plan of the second phase of the Scheme?

Asked by: Hon CHAN Kam-lam (Member Question No. 10)

Reply:

- (a) The first phase of the Scheme was rolled out on 30 March 2012. As at 28 February 2015, the number of applications received and approved by the Transport Department are as follows:

Year	Number of applications received	Number of applications approved
2012 (from 30 March to 31 December)	1 240	1 085
2013	1 663	1 551
2014	1 953	1 836
2015 (from 1 January to 28 February)	530	502

- (b) to (c) We have been closely monitoring the implementation of the first phase of the Scheme and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, with a view to enhancing work efficiency and service quality.

There is no concrete timetable for the second phase of the Scheme. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out public consultation and listen to the views of the community.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)069

(Question Serial No. 1615)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has indicated that it worked with the maritime industry and relevant education institutions to set up the Maritime and Aviation Training Fund (MATF). What are the measures involved and the provisions incurred? What is the progress and the number of participants?

Aviation Training Fund

Project Title	Provision Incurred	Progress	Number of Participants
1.			
2.			
3.			
4.			

Maritime Training Fund

Project Title	Provision Incurred	Progress	Number of Participants
1.			
2.			
3.			
4.			

Asked by: Hon CHAN Kam-lam (Member Question No. 11)

Reply:

The Government launched the \$100 million MATF on 1 April 2014. Training and incentive schemes are being taken forward under the MATF with collaboration with the industry and the academia. Details, showing the position as at 28 February 2015, are as follows :

Initiatives	Funding expended / involved (1.4.2014 – 28.2.2015) (\$ million)	Progress	Number of participants as at 28.2.2015
(a) Maritime and Aviation Internship Network	1.933	Summer internships in maritime- and aviation-related companies were offered to tertiary students in 2014. The MATF contributed up to 75% or \$6,000, whichever is lower, towards each student's monthly honorarium, for an internship period up to two months. Preparation for the 2015 Internship is underway.	248 students and 29 companies from aviation- and maritime-related fields participated in the Network in the summer of 2014.
(b) Professional Training and Examination Refund Scheme	0.415	The Scheme was introduced in April 2014 to encourage and support in-service practitioners of the two sectors to attend / sit for pre-approved courses and professional examinations. Eligible applicants are refunded with 80% of the fees after completion of / passing the courses / examinations, subject to a cap of \$18,000 per person.	50 professional courses and examinations have been listed under the Scheme. 156 refund applications received, with 139 approved, four rejected, and others still under process.
(c) Local Vessel Trade Training Incentive Scheme	0.039	The Scheme was introduced in April 2014 to provide financial incentives for eligible deck / engine room ratings who are newly employed by the local vessel trade to accumulate the required sea going experience and to acquire the first professional qualification as coxswains or engine operators	Eight deck / engine room ratings enrolled.

		on local vessels. An incentive totaling up to \$30,000 may be provided to each eligible applicant.	
(d) Sea-going Training Incentive Scheme	3.496 ^(Note)	The Scheme was first launched in 2004 through which cadets are provided with a monthly subsidy while in cadetship to acquire seafaring experience on ocean-going vessels. Starting from April 2014, the monthly cadetship subsidy was increased to \$6,000 for a maximum period of 18 months.	In April 2014 – February 2015, 58 cadets were enrolled.
(e) Ship Repair Training Incentive Scheme	0.233 ^(Note)	The Scheme was first introduced in 2006. Graduates from selected Vocational Training Council (VTC) courses who enrolled for apprenticeship under the Scheme are being offered a monthly subsidy of \$1,500, up to 36 months.	23 apprentices remained on enrollment.
(f) Hong Kong Maritime and Logistics Scholarship Scheme	1.771 ^(Note)	Since 2007, selected Hong Kong Polytechnic University students of the Master of Science in International Shipping and Transport Logistics programme were awarded scholarship to cover full tuition fee and a living allowance.	Ten students were awarded scholarship in 2014.
(g) Hong Kong Maritime Law Scholarship Scheme	0.763 ^(Note)	Since 2010, selected City University of Hong Kong (CityU) students of the Master of Laws (Maritime and Transportation Law) programme were awarded scholarship to cover full tuition fee.	Seven students were awarded scholarship in 2014.
(h) HKU – DMU Academic Collaboration Scheme	0.676 ^(Note)	Since 2008, the Scheme has been jointly run by the University of Hong Kong (HKU) and the Dalian Maritime University (DMU) through which scholarships are offered to	In 2014, five DMU students, 31 HKU students, and 27 in-service practitioners

		selected DMU students for studying in the Master of Common Law at the HKU, and selected HKU students are sponsored to undertake summer courses at the DMU. Hong Kong practitioners are also sponsored to attend executive training programme organised by DMU. Visiting professors from the DMU are funded under the scheme to teach courses on Mainland shipping law at the HKU.	participated in the scheme.
(i) Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	0.262	The Scheme was launched in April 2014 to encourage young people to choose specialised aircraft maintenance programmes offered by the VTC, namely (a) Higher Diploma in Aircraft Maintenance Engineering or (b) Diploma in Vocational Education (Aircraft Maintenance) and join the aircraft maintenance industry after graduation. Eligible applicants of the Scheme will receive refund of 50% of the total tuition fee paid for the programmes, subject to a maximum sum of \$30,000 (whichever is the less).	40 applications received, with 39 approved.

Note : These schemes are (partly) being resourced by funding earlier provided to institutions / the MD by the THB, and will start to be resourced by the \$100-million MATF when such funding is exhausted.

In addition, we are working with a number of tertiary institutions on sponsoring local university students to undergo overseas academic exchange and take up maritime-related courses. This initiative is expected to roll out within 2015. Around \$0.9 million of the MATF was used in 2014-15 on promotional work including promotion at Education and Careers Expo, production of TV episodes for the aviation and maritime sectors, and supporting promotional and reaching out efforts by the relevant industries or non-profit making bodies.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1623)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the "Universal Accessibility" (UA) Programme, please advise on:

- (a) the respective details, progress, cost incurred and name of contractor of the items under the Programme in each of the 18 districts; and
- (b) the financial position of the Programme to date.

Asked by: Hon CHAN Kam-lam (Member Question No. 19)

Reply:

- (a) The Government has been installing barrier-free access (BFA) facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) for years (the "Original Programme") on the recommendation of the Equal Opportunities Commission. The implementation of the remaining 154 items under the "Original Programme" continues. Most of the items are anticipated for progressive completion until 2018 as scheduled. As at 28 February 2015, ten items have been completed, 74 items are under construction, and 35 items are anticipated to commence in 2015-16. The construction works for the remaining 35 items will commence as soon as possible upon completion of design and obtaining of support from the District Councils (DCs).

In August 2012, the Government launched the new UA Programme to further enhance the BFA facilities for existing public walkways maintained by the HyD. Installation of lifts at about 250 public walkways was proposed by the public. In the first half of 2013, we invited all the 18 DCs to prioritise the new items in their districts proposed

by the public. Each DC selected three public walkways for priority implementation (the “Expanded Programme”). We have largely completed the technical feasibility studies and investigation works for these public walkways selected by the DCs. We reported the study findings and preliminary proposals to the DCs in the first quarter of 2014. The detailed design works for those items confirmed to be technically feasible and supported by the DCs have commenced. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 28 February 2015, one priority item is under construction and 46 priority items are anticipated to commence construction in 2015-16. The construction works for the remaining ten priority items will commence as soon as possible upon completion of their investigation and design works, and obtaining of support from the DCs.

Eight works contracts have so far been awarded under the UA Programme to eight contractors (i.e. Hing Fu Engineering Co Ltd; Peako Engineering Co Ltd – Concentric Construction Ltd Joint Venture; Sum Kee Construction Ltd; Granville Civil Ltd; Sun Fook Kong (Civil) Ltd; China Harbour Engineering Co Ltd; Dix Construction & Transportation Ltd; and Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture) at a total estimated construction cost of about \$1,850 million.

The list of projects under the UA Programme is as follows –

Original Programme:

Highways Department Structure No.	Location
Central and Western District	
HS3	Across Cotton Tree Drive near Murray Building
HF37	Along Connaught Road Central near Exchange Square
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building
HF119	Across Connaught Road Central near Waterfront Police Station
HF152	Across Harcourt Road near Citic Tower
HF93	At Man Po Street near Pier Road
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market
HF137	Across Connaught Road Central near Pottinger Street
HF81	Across Pok Fu Lam Road near The University of Hong Kong
HF100	Across Lambeth Walk connected to Bank of America Tower
HF40	Across Cotton Tree Drive near Lippo Centre
Eastern District	
HS17	Across Island Eastern Corridor near Hong Kong Film Archive
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout
H162	King's Road Flyover across Kornhill Road

Highways Department Structure No.	Location
HF90	Across King's Road and Tin Chiu Street
HF90A	Across King's Road and Tin Chiu Street
Southern District	
HS16	Across Aberdeen Praya Road near Old Main Street
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road
HS7	Across Shek Pai Wan Road near Wah Fu Estate
HF59	Along Island Road at Deep Water Bay
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel
H116	Wong Chuk Hang Road near Nam Fung Road
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau
Wan Chai District	
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF35	Across Harbour Road near Harbour Drive
HF57	Across Fleming Road near Harbour Road
HF65	Across Gloucester Road near Central Plaza
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station
HF160	Across Gloucester Road near Central Plaza
HF2	Across Gloucester Road near Luk Kwok Hotel
HF2A	Across Gloucester Road near Luk Kwok Hotel
HS10	Across Wong Nai Chung Road and Queen's Road East
HF144	Across Gloucester Road and Tonnochy Road
HF106	Across Harbour Road and Convention Avenue near Arts Centre
HF145	Across Gloucester Road and Fenwick Street
HF43	Across Gloucester Road and Wan Shing Street near Canal Road
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover
HF116	Across Gloucester Road near Stewart Road
Kowloon City District	
KF25	Across Waterloo Road near Suffolk Road
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South
KS9	Across Prince Edward Road West at Kowloon City Interchange
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road
KF29	Across Kowloon City Road and San Shan Road
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange

Highways Department Structure No.	Location
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road
KS41	Across Chatham Road North near Winslow Street
Kwun Tong District	
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden
KF44	Across Hip Wo Street near Cheung Wo Court
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate
KF39	Across Wai Yip Street near Sheung Yee Road
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road
KF83	Across Lin Tak Road near Hing Tin Street
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road
Sham Shui Po District	
KS47	Across Tai Po Road near Pei Ho Street
KF10	Across Lai Chi Kok Road near Cheung Shun Street
KF43	Across Nam Cheong Street near Chak On Estate
KF32	Across Cheung Sha Wan Road near Fat Tseung Street
KS25	Across Cheung Sha Wan Road near Kweilin Street
KF13	Across Lung Cheung Road near Beacon Heights
Wong Tai Sin District	
KF57	Across Lung Cheung Road near Tin Ma Court
KS7	Across Lung Cheung Road near Choi Hung MTR Station
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road
KS35	Across Prince Edward Road East near San Po Kong Interchange
KF60	Across Ma Chai Hang Road near Lung Cheung Government Secondary School
KS12	Across Choi Hung Road at Lok Sin Road
K36	At Po Kong Village Road over Lung Cheung Road
K8	Along Fung Mo Street over Lung Cheung Road
Yau Tsim Mong District	
KS40	Across Nathan Road near Bute Street
KS2	Across Chatham Road South near Gun Club Hill Barracks
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters
KS30	Across Hong Cheong Road near Chatham Road Interchange
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange

Highways Department Structure No.	Location
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road
KS49	Across Jordan Road near Canton Road and Ferry Street
KF54	Across Luen Wan Street near Waterworks Depot
Kwai Tsing District	
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building
NS19	Across Ching Hong Road near Mayfair Gardens
NS89	Across Tsing Yi Road near Cheung Ching Estate
NS126	Across Kwai Fuk Road near Shing Fuk Street
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange
NF1	Across Kwai Chung Road near Kwai Fong Estate
NS1	Across Kwai Chung Road near Princess Margaret Hospital
NS1A	Across Kwai Chung Road near Princess Margaret Hospital
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road
NS10	Across Tsuen Wan Road near Lai King Estate
N546	Tsing Tsuen Bridge
North District	
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout
NF296	Across Lung Sum Avenue near San Fat Street
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF212	Across Wo Hing Road near Wah Ming Road
NF247	Across Pak Wo Road near Wai Ming Street
NF76	Across Jockey Club Road near Tin Ping Estate
NF104	Across Fanling Highway and San Wan Road
NS106	Across Fanling Highway near Tai Tau Leng

Highways Department Structure No.	Location
Sai Kung District	
NS98	Across Clear Water Bay Road near Tseng Lan Shue
Sha Tin District	
NS38	Across Tai Po Road near Fo Tan Road
NS28A	Across Fo Tan Road near Yuen Wo Road
NF40	Across Tai Po Road – Sha Tin near Wo Che Street
NF71	At Tai Po Road – Sha Tin over Sha Tin MTR Station near Tin Liu
NF74	Across Lion Rock Tunnel Road near Fung Shing Court
NF89	Across Sha Tin Wai Road near Sha Kok Street
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street
Tai Po District	
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive
NS69	Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NS70	Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre
NF266	Across Ting Kok Road near Tung Leung Lane
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang
NF81	Across East Rail Line Track near Kiu Tau
NF444	Across Nam Wan Road near Wan Tau Tong Estate
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden
NS77	Across Tai Po Tai Wo Road near Nam Wan Road
NF80	Across East Rail Line Track near Yuen Leng
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street
NS145	Across Fanling Highway near Tai Po Road – Tai Wo
Tuen Mun District	
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station
NS99	Across Tsing Wun Road near Yip Wong Road
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square

Highways Department Structure No.	Location
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street
NF101	Across Wu Shan Road near Wu King Road
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station
Tsuen Wan District	
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre
NF109	Across Castle Peak Road near Fou Wah Centre
NF108	Across Castle Peak Road – Tsuen Wan near Nan Fung Centre
NF167	Across Tai Chung Road near Sha Tsui Road
NF311	Across Castle Peak Road – Tsuen Wan near Tsuen Wan Town Square
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan
NF234	Across Yeung Uk Road and Texaco Road
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building
Yuen Long District	
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate
NF245	Across Fuk Hi Street near Wang Lok Street
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station

Expanded Programme:

Highways Department Structure No.	Location
Central and Western District	
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park
HF46	Across Possession Street near Lower Lascar Row
HF135	Along Cochrane Street near Tun Wo Lane
Eastern District	
HF63	Across Chai Wan Road near Shan Tsui Court
HF163	Across Siu Sai Wan Road near Harmony Road
HF92 & HF92A	Across Island Eastern Corridor near Quarry Bay Park
Southern District	
HF104	Across Aberdeen Praya Road near Nam Ning Street
HF105	Across Aberdeen Praya Road near Ocean Court
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road

Highways Department Structure No.	Location
Wan Chai District	
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street
HF154	Across Gloucester Road and Percival Street near Sino Plaza
HS9	Across Canal Road East near Sports Road
Kowloon City District	
K14	Pui Ching Road Flyover across Princess Margaret Road
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street
KF106	Across Hung Hom South Road near Hung Hom Road
Kwun Tong District	
KS56	Across Kwun Tong Road near Ting On Street
KF90	Across Lei Yue Mun Road near Tsui Ping Road
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park
Sham Shui Po District	
KF69	Across Lai Chi Kok Road and Tonkin Street
KS52	Across Tat Chee Avenue near To Yuen Street
KF97	Across Tai Po Road near Tai Woh Ping Road
Wong Tai Sin District	
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II
KF58	Across Lung Cheung Road near Ma Chai Hang Road
KF76	Across Fung Tak Road and Lung Poon Street
Yau Tsim Mong District	
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway
KF89	Across Ferry Street at Junction of Dundas Street
KF94	Across Cherry Street, Ferry Street and Tong Mei Road
Islands District	
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei
NF328	Across Yu Tung Road and Chung Yan Road
NS230	Across Shun Tung Road near Lantau North Police Station
Kwai Tsing District	
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road
NF72A	Across Kwai Foo Road near Kwai Yi Road
NF229	Across Junction of Castle Peak Road – Kwai Chung , Kwai Chung Road and Lei Muk Road
North District	
NF134	Across Fanling Highway near Fanling MTR Station

Highways Department Structure No.	Location
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane
NF295	Across San Wan Road near Landmark North
Sai Kung District	
NF193	Across Po Lam Road North near Lam Shing Road
NF309	Across Po Ning Road near Po Shun Road
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre
Sha Tin District	
NF73	Connecting Pai Tau Street and Sha Tin MTR Station
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road
Tai Po District	
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden
NF156	Across Tai Po Road – Yuen Chau Tsai near Kwong Fuk Estate
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate
Tuen Mun District	
NS42	Across Tuen Hing Road near Tuen Mun Road
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane
NF315	Across Lung Mun Road near Lung Mun Light Rail Station
Tsuen Wan District	
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station
NF186	Across Tai Chung Road near Heung Che Street
NF251	Across Yeung Uk Road and Ma Tau Pa Road
Yuen Long District	
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station

- (b) The expenditure on the UA Programme in 2011-12, 2012-13, 2013-14 and 2014-15 was \$6.6 million, \$28.5 million, \$232.2 million and \$558.4 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2015-16 is \$840 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)071

(Question Serial No. 1624)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

As regards reviewing the operational policy for franchised bus service, please set out in tabular form the subsidy/allowance/exemption items granted by the Government to each franchised bus company and the respective expenditures incurred over the past three years.

Asked by: Hon CHAN Kam-lam (Member Question No. 20)

Reply:

Franchised buses and buses solely used for the training of bus captains are exempted from the first registration tax under the Motor Vehicles (First Registration Tax) Ordinance (Cap 330).

Further, franchised buses are exempted from annual vehicle licence fees, and franchised bus operators can receive reimbursement for the rentals of the Government land used for franchised bus operation under the Elderly Concession Fare Scheme (ECFS). As announced in the 1993-94 Budget, public transport operators (including franchised bus operators) will have their annual licence fees and rentals waived to enable them to introduce or keep their concessionary fares for the elderly. Under the ECFS, franchised bus operators would offer half fare to elderly passengers and absorb the revenue forgone.

Details of the exemption/reimbursement that the franchised bus operators can enjoy from 2012 to 2014 are as follows –

Year	Amount of first registration tax waived (\$ million)	Under ECFS	
		Amount of vehicle licence fees exempted (\$ million)	Amount of government rentals reimbursed[#] (\$ million)
2012	25	24	229
2013	47	24	245
2014	47	24	255

As at March 2015. Applications for reimbursement can still be made after the closing of a year.

In addition, all diesel vehicles have been exempted from the payment of light diesel oil duty under the Dutiable Commodities Ordinance (Cap 109) since 2008. The exemption applies to diesel vehicles used by franchised bus operators.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)072****(Question Serial No. 1628)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please use the table below to set out the passenger reward measures offered by each franchise bus company upon deduction of its permitted return under the existing fare adjustment arrangement and the respective cost incurred over the past three financial years.

Kowloon Motor Bus Company (1933) Limited (KMB)

Year	Name of Passenger Reward Measures	Cost Incurred (\$)	Number (No.) of beneficiaries

Asked by: Hon CHAN Kam-lam (Member Question No. 24)

Reply:

According to the Fare Adjustment Arrangement for Franchised Buses, the passenger reward arrangement would be triggered when the rate of return on Average Net Fixed Asset for a franchised bus operator reaches or exceeds the threshold of 9.7%. The franchised bus operator would have to share the profit above the threshold with passengers on a 50:50 basis, by providing fare concessions or relieving the pressure for future bus fare increase.

Details of the fare concession schemes provided under the passenger reward arrangement by different operators during the last three years are as follows –

Year	Fare concession schemes	Amount used (\$ million)	No. of beneficiaries (million, in term of passenger trips)
2012	<p>Long Win Bus Company Limited</p> <ol style="list-style-type: none"> 1. \$2 flat fare for the elderly on Sundays and Public Holidays*; 2. free ride for the elderly on the Senior Citizen's Day on 18 November 2012; and 3. concession on "Overnight Services" routes to Airport staff. 	1.1	0.3
	<p>Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network)</p> <ol style="list-style-type: none"> 1. \$2 flat fare for the elderly on Sundays and Public Holidays*; 2. \$2 flat fare for passengers aged between 60 and 64 on Sundays and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); 3. free ride for the elderly on the Senior Citizen's Day on 18 November 2012; 4. same day return discounts on solely-operated cross-harbour routes between 22 January and 17 March 2012; and 5. \$2 discount on every second trip on local routes between 22 January and 17 March 2012. 	19.2	9.1
	<p>Citybus Limited (Franchise for Airport and North Lantau Bus Network)</p> <ol style="list-style-type: none"> 1. \$2 flat fare for the elderly on Sundays and Public Holidays*; 2. free ride for the elderly on the Senior Citizen's Day on 18 November 2012; 3. same day return discounts on "Airbus Services" and "Recreation and Special Services" routes; 4. concession on "Airbus Services" and "Overnight Services" routes to Airport staff, and 5. concession on prepaid tickets on "Airbus Services" routes. 	23.9	2.2
	<p>New Lantao Bus Company (1973) Limited</p> <ol style="list-style-type: none"> 1. \$2 flat fare for the elderly on Sundays and Public Holidays*; and 2. free ride for the elderly on the Senior Citizen's Day on 18 November 2012. 	0.3	0.1

Year	Fare concession schemes	Amount used (\$ million)	No. of beneficiaries (million, in term of passenger trips)
2013	<p>Long Win Bus Company Limited</p> <ol style="list-style-type: none"> 1. free ride for the elderly on the Senior Citizen's Day on 17 November 2013; 2. concession on "Airbus Services" and "Overnight Services" routes to Airport staff; and 3. same day return discounts on "Airbus Services" and "North Lantau External Services" routes between 19 October and 14 December 2013. 	2.9	1.2
	<p>Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network)</p> <ol style="list-style-type: none"> 1. \$2 flat fare for the passengers aged between 60 and 64 on Sundays and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); 2. free ride for the elderly on the Senior Citizen's Day on 17 November 2013; 3. same day return discounts on solely-operated cross-harbour routes between 3 February and 16 March 2013; and 4. \$2 discount on every second trip on local routes between 3 February and 16 March 2013. 	11.5	6.2
	<p>Citybus Limited (Franchise for Airport and North Lantau Bus Network)</p> <ol style="list-style-type: none"> 1. free ride for the elderly on the Senior Citizen's Day on 17 November 2013; 2. same day return discounts on "Airbus Services" and "Recreation and Special Services" routes; 3. concession on "Airbus Services" and "Overnight Services" routes to Airport staff; and 4. concession on prepaid tickets on "Airbus Services" routes. 	25	2.2
	<p>New Lantao Bus Company (1973) Limited</p> <ol style="list-style-type: none"> 1. \$2 flat fare for the passengers on Sundays and Public Holidays[^]. 	0.1	0.01
2014	<p>Long Win Bus Company Limited</p> <ol style="list-style-type: none"> 1. free ride for the elderly on the Senior Citizen's Day on 16 November 2014; 2. concession on "Airbus Services" and "Overnight Services" routes to Airport staff; and 3. same day return discounts on "Airbus Services" and "North Lantau External Services" routes between 1 September and 28 November 2014. 	4.0	1.8

Year	Fare concession schemes	Amount used (\$ million)	No. of beneficiaries (million, in term of passenger trips)
	Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Bus Network) 1. \$2 flat fare for the passengers aged between 60 and 64 on Sundays and Public Holidays on Hong Kong Island routes and Shenzhen West Express routes (except cross-harbour routes and racecourse routes); 2. free ride for the elderly on the Senior Citizen's Day on 16 November 2014; 3. same day return discounts on solely-operated cross-harbour routes between 26 January and 5 April 2014; and 4. \$2 discount on every second trip on local routes between 26 January and 5 April 2014.	19.5	10.3
	Citybus Limited (Franchise for Airport and North Lantau Bus Network) 1. free ride for the elderly on the Senior Citizen's Day on 16 November 2014; 2. same day return discounts on "Airbus Services" routes; 3. concession on "Airbus Services" and "Overnight Services" routes to Airport staff; and 4. concession on prepaid tickets on "Airbus Services" routes.	26.4	2.3

Remarks:

- * This concessionary arrangement was replaced by the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities implemented by the Government with effect from 5 August 2012. Under this scheme, the bus operators would still absorb the half price discount offered to the elderly passengers, while the Government would absorb the difference between the half price and \$2 paid by eligible elderly passengers. For example, for regular bus fare at \$10, the bus operators would absorb the revenue forgone of \$5, the elderly passenger would pay \$2 and the Government would pay \$3.
- ^ This concessionary arrangement was replaced by the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities implemented by the Government with effect from 3 March 2013. Please see remarks "*" on the details.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0171)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government advise this Committee on the following for 2014-15?

- (a) What are the operational expenses involved under this Programme?
- (b) What is the respective estimated salary provision for the Secretary, the Under Secretary and the Political Assistant?
- (c) What are the estimated entertainment expenses for the Director of Bureau's Office?
- (d) What are the estimated expenses for activities like official duty visits and study tours incurred by the Director of Bureau's Office?
- (e) What is the respective total number of days on leave for the Secretary, the Under Secretary and the Political Assistant in 2014-15?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 48)

Reply:

- (a) In the 2014-15 Revised Estimates, the provision for operating expenses of Programme (1) is \$13.5 million.
- (b) For budgetary purpose, the salary provisions in respect of the positions of the Secretary for Transport and Housing, the Under Secretary for Transport and Housing and the Political Assistant to Secretary for Transport and Housing in the

2014-15 Revised Estimates are \$3.42 million, \$2.39 million and \$1.20 million respectively.

- (c) and (d) Related expenses will be charged under Departmental Expenses and there is no separate breakdown on the items in the 2014-15 Revised Estimates.
- (e) The Secretary for Transport and Housing, the Under Secretary for Transport and Housing and the Political Assistant to Secretary for Transport and Housing are each entitled to a total of 22 days of vacation leave per year. In 2014-15 (up to 28 February 2015), they have taken 22, 17.5 and 20 days of vacation leave respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)074

(Question Serial No. 0172)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

In the Matters Requiring Special Attention in 2014-15 under this Programme, the Government has mentioned that it will continue to work with the Airport Authority Hong Kong (AA) in taking forward the Hong Kong International Airport Master Plan 2030, including the environmental impact assessment (EIA) in relation to the three-runway system (3RS) and the engagement of various stakeholders for the development of the third runway. In this connection, will the Government advise this Committee on:

- (a) the operational expenses, staffing provision and estimated emoluments involved for the above work in 2014-15;
- (b) whether the impact on Chinese White Dolphins (CWD) will be assessed in the EIA in relation to the 3RS; if yes, the details; if no, the reasons for that;
- (c) whether the impact of the third runway on aircraft noise level has been assessed; if yes, the details; if no, the reasons for that;
- (d) whether the impact of the third runway on aircraft emissions has been assessed; if yes, the details; if no, the reasons for that; and
- (e) the respective figures on the Government's meetings with the green groups, aviation industry and residents of Tung Chung on the third runway last year as it has undertaken to engage the various stakeholders?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 49)

Reply:

- (a) A dedicated Airport Expansion Project Coordination Office (AEPCO) has been set up in the Transport Branch of the Transport and Housing Bureau since 2012 to closely monitor and assist the AA in carrying out the necessary planning work for the 3RS project. The office comprises three directorate officers and eight non-directorate officers in the disciplines of Administrative Officer, Engineer, Executive Officer as well as clerical and secretarial staff. The notional annual mid-point salary value of all the posts in the AEPCO in the financial year 2014-15 is estimated to be \$10,800,960.

(b) to (d)

The statutory EIA for the 3RS was conducted in accordance with the Environmental Impact Assessment Ordinance (Cap 499), relevant Study Brief and Technical Memorandum. It covered a total of twelve environmental aspects including CWD, aircraft noise and aircraft emissions. The assessments on the project's impact on these three aspects are detailed in chapters 13.9, 7.3 and 5.3 of the EIA report, which can be accessed at:

http://www.epd.gov.hk/eia/register/report/eiareport/eia_2232014/html/index.htm.

The AA, being the proponent of the 3RS project, has successfully completed the statutory EIA process for the project. The Director of Environmental Protection approved the 3RS EIA report and granted the Environmental Permit (EP) on 7 November 2014. The AA is committed to implementing various environmental mitigation measures recommended in the EIA report and in accordance with the EP conditions.

- (e) Throughout the planning process of the 3RS project, the AA has been actively engaging the relevant stakeholders and the general public in gauging their views on the project. Various engagement activities, including briefings, seminars and public forums, were conducted for various stakeholders including resident groups, professional bodies, aviation industry, green groups, students and media as well as the general public. In 2014, the AA organised/ participated in 278 activities for engaging the stakeholders of the 3RS project.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)075

(Question Serial No. 3166)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under the Matters Requiring Special Attention in 2015-16 of the Programme that the Government will continue to review the fare adjustment arrangement for franchised bus service. In this connection, will the Government advise this Committee on the operational expenses and staffing provision to be involved, as well as the estimated salary expenditure for the work in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 52)

Reply:

The Fare Adjustment Arrangement (FAA) for franchised buses is a mechanism for the Government to process applications for fare increase as and when made by the franchised bus operators. The work involved in the FAA review will be absorbed by the existing staffing resources of the Transport Branch of the Transport and Housing Bureau and the Transport Department as part of their normal duties, and there is no separate breakdown of expenditure for the purpose. To assist in the review, the Government has commissioned a consultancy study at a fee of around \$1.4 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)076

(Question Serial No. 3167)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Under this Programme, the Government has mentioned that it will, in conjunction with the governments of Guangdong and the Macao Special Administrative Region (SAR), continue to oversee the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge and formulate related cross-boundary transport arrangements in 2015-16. Will the Government advise this Committee on the estimated operational expenses, staffing establishment and annual emoluments involved for the relevant work in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 53)

Reply:

Under Head 158, the Transport Branch of the Transport and Housing Bureau will deploy existing staff resources to oversee the works for the HZMB Main Bridge and formulate related cross-boundary transport arrangements as part of their normal duties. There is no separate breakdown on the operating expenses, staff establishment and expenditure on salary dedicated for these purposes.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)077

(Question Serial No. 0710)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the construction and operational arrangements of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), please advise on:

- (a) whether the Government has completed its assessment of the latest estimate of the Cost to Complete (CTC) for the XRL project, when the relevant information will be released, which contract has shown the most significant increase in its estimate and the respective percentage of increase in estimate for railway works and non-railway works; and
- (b) whether the MTR Corporation Limited (MTRCL) has submitted the report on the structural strength of the XRL train body (i.e. the train crashworthiness at the collision speed of 25 kilometres per hour) as requested by the Government, whether any independent consultants have been engaged to assist in assessing the report, the assessment results, whether additional measures will be proposed to enhance train safety and when will the relevant findings be reported to the Legislation Council (LegCo).

Asked by: Hon CHAN Yuen-han (Member Question No. 38)

Reply:

- (a) The MTRCL announced on 11 August 2014 that the Cost to Complete (CTC) of the XRL would be \$71.52 billion (additional insurance costs and Project Management Cost included). The proportion for the estimated increase for railway works and non-railway works is roughly 8:2, which is about the same as that of the Approved Project Estimate in 2010. Based on the information provided by the MTRCL and

with the assistance of the monitoring and verification (M&V) consultant, the Highways Department (HyD) has completed the review of the MTRCL's CTC. In the review, the HyD and its M&V consultant identified certain items which had not been included in the CTC, or which would need to be reviewed to ensure adequate coverage in the risk allowances. The HyD noted that the second report of the MTRCL Independent Board Committee stated a similar conclusion reached by its own appointed experts. The HyD has urged the MTRCL to review again the CTC as to how the identified items would be addressed. The MTRCL has advised that it would review again the CTC, which would be completed in the second quarter of 2015. We will advise the LegCo of the outcome as early as possible.

- (b) The MTRCL is entrusted by the Government for the design, construction and commissioning of the XRL. The HyD is responsible for overseeing the MTRCL's project management of the XRL, including the procurement of the XRL trains. The Electrical and Mechanical Services Department (EMSD) is the regulator responsible for railway safety. The MTRCL submitted the train collision analysis report and train collision risk assessment report for the XRL trains to the HyD and the EMSD for review. The train collision analysis report demonstrates the crashworthiness performance of the XRL trains under different collision speeds, while the collision risk assessment report demonstrates the collision risk of the XRL trains under different operation scenarios of the XRL. The HyD and the EMSD have reviewed both reports and provided comments to the MTRCL for follow up. The Government will inform the LegCo Subcommittee on Matters Relating to Railways of the progress of this matter as soon as possible.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0711)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the construction of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), please advise on the progress of the discussion between the Government and the relevant Mainland authorities over the "co-location" arrangements for the XRL, the number of meetings held and the difficult legal issues involved.

Asked by: Hon CHAN Yuen-han (Member Question No. 38)

Reply:

The concept of co-location arrangements for the boundary control facilities ("co-location" arrangements) at the West Kowloon Terminus (WKT) of the XRL is to enable Mainland officers to enforce the Mainland's immigration and clearance procedures and the related Mainland laws at the station. In devising the arrangements, a key consideration is to enable Mainland officers to smoothly carry out their duties under the Mainland laws (including those relating to customs, immigration and quarantine matters) within the constitutional and legal framework. Led by the Secretary for Justice, the Transport and Housing Bureau and the relevant policy bureaux and departments are actively studying these and other issues, and discussing them with the relevant Mainland authorities. As the work is complex, it takes time to deliberate and examine the related issues. The relevant work is still continuing. Our goal is to strive to implement the "co-location" arrangements at the WKT when the Hong Kong section of the XRL is commissioned by the end of 2017.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)079

(Question Serial No. 0713)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding detailed planning work for the first batch of projects recommended in the Railway Development Strategy 2014 (RDS-2014), i.e. Tuen Mun South Extension, the Northern Link (and Kwu Tung Station) and the East Kowloon Line, please advise on:

- (a) the progress of the detailed planning work for the five projects, the time to consult local stakeholders again and the estimated time to request the MTR Corporation Limited (MTRCL) to commence the preliminary planning and design work;
- (b) whether the Government will adhere to the "ownership approach" when implementing the railway projects or review the existing implementation approaches in view of the cost overrun or delays of some of the railway projects under construction;
- (c) whether any existing rail lines are in the vicinity of restored landfills and how the landfill gas issue was tackled during the construction of such railways given the public concern over potential gas hazard during the construction and operation of the East Kowloon Line which passes through a restored landfill; and
- (d) whether experience will be drawn from previous railway projects by constructing tunnels instead of viaducts for the Northern Link (and Kwu Tung Station) to reduce impact on environment as the project will affect 4.4 hectares of habitats of ecological significance?

Asked by: Hon CHAN Yuen-han (Member Question No. 48)

Reply:

- (a) The taking forward of individual railway projects outlined in the RDS-2014 is subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated assessment of passenger transport demand and availability of resources at the time. We have started dialogue with the MTRCL regarding the implementation of the Northern Link, the East Kowloon Line and the Tuen Mun South Extension having regard to the indicative implementation window recommended in the RDS-2014. In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable, when the relevant details are available.
- (b) We will further study and consider suitable financial arrangements for individual railway projects at the detailed planning stage. As mentioned above, the taking forward of individual railway projects will be subject to the outcome of detailed engineering, environmental and financial studies relating to each project. As railway projects involve huge investment, we will carefully consider in particular the financial and funding aspects, and will draw up the most appropriate arrangements for each project.
- (c) A section of the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) alignment is located underneath the Ngau Tam Mei Landfill (NTML). An assessment was performed at the Environmental Impact Assessment (EIA) Stage. It was concluded that with the proposed landfill gas protection measures in place, the potential risk of landfill gas migration to the XRL would be minimal. Such measures included appropriate training of construction workers and supervisory staff, implementation of safety procedures to minimise the risks of fires and explosion, and monitoring of gas levels during tunnel construction in the concerned region. The XRL tunnel excavation works underneath the NTML have been completed without any incident relating to landfill gas and the relevant monitoring results were normal.

In general, the requirements of landfill gas protection measures are subject to the site conditions of the landfill and the proposed railway works in the vicinity. This should be considered on a case-by-case basis. During the preliminary study on the proposed East Kowloon Line under the Review and Update of the Railway Development Strategy 2000, we were aware that there were several closed landfill sites in the vicinity of the railway line. Upon preliminary assessment of different railway alignment options and the topography, we considered the scheme put forward in the RDS-2014 should be a feasible option. Regarding the possible engineering and environmental difficulties as well as the risks that may be encountered, we will carry out detailed engineering and environmental assessments at the next planning stage.

- (d) In implementing the Northern Link and Kwu Tung Station, we will assess and consider alternative alignments, including tunnels and viaducts, at the detailed planning stage so as to mitigate the impacts on ecologically-sensitive places.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2991)

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the consultancy studies commissioned by the Transport and Housing Bureau (THB) and the departments under its purview for the purpose of formulating and assessing policies, please provide information about the studies in the following format.

- (a) Please provide details of the public policy studies and strategic public policy studies commissioned with funds allocated from 2011-12 to 2014-15.

Name of Consultant	Mode of Award (open auction/ tender/ quotation/ others (please specify))	Title, Content and Objectives of Project	Consultancy Fee (\$)	Start Date	Progress of Study (under planning/in progress/ completed (completion month and year))	The Government's Follow-ups to the Study Report and their progress (if any)	For completed studies, have they been made public? If yes, through what channels? If no, why?

- (b) Regarding the consultancy studies commissioned by the THB and the departments under its purview for the purpose of formulating and assessing policies, are there any such projects for which funds have been reserved in 2015-16? If yes, what are the details?

Name of Consultant	Mode of Award (open auction/ tender/ quotation/ others (please specify))	Title, Content and Objectives of Project	Consultancy Fee (\$)	Start Date	Progress of Study (under planning/in progress/ completed (completion month and year))	The Government's Follow-ups to the Study Report and their progress (if any)	For completed studies, have they been made public? If yes, through what channels? If no, why?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 18)

Reply:

Details of the policy studies commissioned with funds allocated from 2011-12 to 2014-15, and for which funds have been reserved in 2015-16, are provided in the table below:

Name of Consultant	Mode of Award (open auction/ tender/ quotation/ others (please specify))	Title, Content and Objectives of Project	Consultancy Fee (\$ million)	Start Date	Progress of Study	The Government's Follow-ups to the Study Report and their progress (if any)	For completed studies, have they been made public? If yes, through what channels? If no, why?
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>	0.775 (2011-12)	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>In the light of the views received during the public consultation conducted in 2011, the Government studied and modified some of the toll adjustment options recommended by the consultants to address the requests from the public and the trade. The Government put forward three toll adjustment options as proposed measures to improve the traffic distribution among the RHCs on 8 Feb 2013 for a further three-month public consultation.</p>	The report of the consultancy study has been uploaded to the THB's website.
AECOM Asia Company Limited	Tender	<p>Consultancy Study on Potential Reprovisioning Sites for Oil Depots Affected by the Proposed Port Development at Southwest Tsing Yi</p>	3.204 (2011-12) 0.181 (2012-13)	Apr 2009	Completed	N/A	The Executive Summary was uploaded on the websites of the Hong Kong Port Development Council (PDC) and Hong

		<i>To identify potential reprovisioning 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>					Kong Maritime Industry Council (MIC) in December 2014. Findings form part of the Preliminary Feasibility Study for Container Terminal 10 at Southwest Tsing Yi.
Ove Arup & Partners HongKong Ltd.	Tender	Traffic Study for Admiralty <i>To review the existing vehicular / pedestrian traffic conditions in Admiralty in view of the increase in developments in the area (e.g. the Central Government Offices, the West Island Line and the South Island Line (East)), and to assess the same up to 2026. The Study formulated transport plans and improvement schemes to address the transport demands in Admiralty. The Study commenced in May 2010 and was completed in June 2012.</i>	1.418 (2011-12) 0.252 (2012-13)	May 2010	Completed	The proposed improvement works are to be carried out by the Highways Department.	The Executive Summary has been uploaded to the Transport Department (TD)'s homepage.
AECOM Asia Company Limited	Tender	Traffic Study for Pok Fu Lam Area <i>To review the existing traffic conditions and assess the traffic impacts due to the proposed lifting of the Pok Fu Lam Moratorium.</i>	0.482 (2011-12) 0.401 (2012-13) 0.243 (2013-14)	Dec 2010	Completed	The TD followed up on the results of the consultancy study and completed an in-house preliminary traffic impact assessment (TIA) in late 2013 for the proposed public housing developments / redevelopments of six sites in the southern part of the Pok Fu Lam area. The assessment showed that the additional traffic impact to be generated by the proposed developments / redevelopments	As the study involves sensitive land development information, the Government has no plan to release the study report.

						would not be substantial.	
MVA Hong Kong Limited	Tender	TIA for Long-term Logistics Development in Kwai Tsing Area <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>	0.711 (2011-12) 0.186 (2012-13)	Dec 2010	Completed	The traffic improvement measures recommended for Tsing Yi were presented to the Traffic and Transport Committee of the Kwai Tsing District Council on 18 Oct 2012.	Executive Summary of the Study is available for public viewing on the TD's website.
AECOM Asia Company Limited	Tender	Consultancy Study on Review and Update of the Railway Development Strategy (RDS) 2000 <i>To review and update the RDS 2000 for Hong Kong to meet the needs of domestic and cross-boundary railway transport by 2031.</i>	10.004 (2011-12) 10.767 (2012-13) 13.132 (2013-14) 1.566 (2014-15) 1.0 (2015-16)	Mar 2011	Completed	In the light of the findings of the consultancy study, the Government formulated the RDS 2014, recommending that seven recommended railway projects be completed in the planning horizon up to 2031 having regard to transport demand, cost-effectiveness and the development needs of New Development Areas and other new developments.	Executive Summary of the Study is available for public viewing on the websites of the THB and the Highways Department (HyD).
Wilbur Smith Associates Limited	Written quotations	Detailed Traffic Assessment of Toll Arrangements for RHCs <i>To update the transport model to reflect the latest traffic demand and conditions;</i> <i>To examine the feasibility and traffic impact of toll-related suggestions received during the public consultation; and</i> <i>To carry out detailed traffic assessment and formulate toll scenarios for the three RHCs with a view to achieving a</i>	0.591 (2011-12) 0.127 (2012-13) 0.694 (2013-14)	May 2011	Completed	Taking into account views received during the public consultation conducted in 2011, the Government studied and modified some of the toll adjustment options recommended by the consultants to address the requests from the public and the trade. The Government put forward three toll adjustment options as proposed measures to improve the traffic distribution among the RHCs on 8 Feb	Details of the three toll adjustment options formulated on the basis of the findings of the consultancy study were set out in the public consultation paper issued in Feb 2013.

		<i>better distribution of traffic.</i>				2013 for a further three-month public consultation.	
BMT Asia Pacific Limited	Tender	Consultancy Study on the Strategic Development Plan for Hong Kong Port 2030 <i>To review relevant factors to update the port cargo forecasts and recommend how to make more efficient use of the existing port facilities and review the future development plan.</i>	0.208 (2011-12) 0.208 (2012-13) 0.831 (2013-14) 0.856 (2014-15) 0.208 (2015-16)	Jul 2011	Completed	The Government will collaborate with relevant stakeholders to implement feasible measures to improve the operational efficiency of the Hong Kong Port.	The Executive Summary was uploaded on the websites of the PDC and the MIC in Dec 2014.
BMT Asia Pacific Limited	Tender	Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre <i>To map out strategies for enhancing Hong Kong's position as an international maritime centre taking into account prevailing opportunities and challenges.</i>	0.277 (2011-12) 0.555 (2012-13) 1.387 (2013-14) 0.555 (2014-15)	Nov 2011	Completed	The Government is following up on the consultant's recommendation of setting up a new maritime body in Hong Kong by working out its scope of work and organisation with a view to ascertaining its financial and business sustainability.	The final report and the executive summary are available for public viewing on the website of the MIC.
ICF International Ltd.	Written quotations	Consultancy for the Study of Fare Adjustment Mechanism (FAM) of the MTR Corporation Limited (MTRCL)	1.34	Dec 2011	Completed	Recommendations made in the report served as reference in the review on the FAM of the MTRCL by the Government. The review outcome was announced in April 2013. Details of the FAM review were set out in the Legislative Council (LegCo) Brief issued to Members on 17 Apr 2013.	See the last column
Asia Consulting Group Limited	Tender	Financial Consultancy Study (Appointment of Financial Adviser) for the Hong Kong International Airport Master Plan 2030 <i>To advise the Government on the financial and</i>	2.7	Dec 2011	Completed	We made reference to the findings of the study when considering the recommendation on the Master Plan 2030 submitted by the Airport Authority in Dec 2011.	Key findings of the study have been set out in the Legislative Council Brief on the Government's decision on the Master Plan 2030 issued on 20 Mar 2012.

		<i>economic aspects relating to the Master Plan 2030.</i>					
AECOM Asia Company Limited	Tender	Ecological Assessment for Logistics Development in Tuen Mun Area 49 <i>To ascertain the acceptability of the proposed logistics development from ecological perspective; and to identify and develop practicable improvement measures to address the ecological impacts in the Study Area.</i>	0.205 (2012-13) 0.051 (2013-14)	Oct 2012	Completed	The findings will be submitted to the Town Planning Board for consideration in the second half of 2015 in relation to the planning application for the proposed logistics development in Tuen Mun Area 49.	The Executive Summary was uploaded on the website of the Hong Kong Logistics Development Council.
AECOM Asia Company Limited	Tender	Traffic Study for Causeway Bay West - Feasibility Study <i>To conduct a TIA to identify the traffic problems within the study area and to develop improvement schemes to resolve the traffic problems.</i>	0.26 (2012-13) 0.54 (2013-14)	Dec 2012	Completed	The TD is studying the improvement schemes recommended under the study.	The Executive Summary has been uploaded to the TD's homepage.
Deloitte & Touche Financial Advisory Services Ltd.	Written quotations	Appointment of Financial Consultant for the Review of the FAM of the MTRCL	1.04	Mar 2013	Completed	Deliverables of the consultancy served as reference in the review on the FAM of the MTRCL by the Government. The review outcome was announced in Apr 2013. Details of the FAM review were set out in the LegCo Brief issued to Members on 17 Apr 2013.	See the last column
Milliman Limited	Tender	Consultancy on the implementation of a Marine Traffic Accident Victims Assistance Scheme <i>To assess the feasibility of setting up an independent assistance scheme for victims of marine traffic accidents.</i>	0.750 (2014-15)	Apr 2013	Completed	To report the findings to the LegCo Panel on Economic Development (ED Panel) within 2015.	Main findings of the study will be set out in the ED Panel paper.

ICF International Ltd.	Written quotation	Consultancy for the Review on the Fare Adjustment Arrangement (FAA) for Franchised Buses	1.418	Sep 2013	In progress	Recommendations made in the report will serve as reference in the review of the FAA for Franchised Buses by the Government. The outcome of the review will be made public.	N/A
AECOM Asia Company Limited	Tender	Transport and TIA – under Technical Feasibility Study For Proposed Land Uses in Tuen Mun Areas 38 & 49 <i>To assess the traffic impacts of the proposed logistics developments and to recommend improvement measures required to effectively mitigate the impacts.</i>	0.228 (2013-14) 1.466 (2014-15)	Dec 2013	Completed	The findings were presented to the Tuen Mun District Council (TMDC) on 3 Mar 2015 in relation to the proposed logistics development in Tuen Mun Areas 38 & 49.	The findings were presented to the TMDC on 3 Mar 2015.
The Chinese University of Hong Kong	Tender	Study on the impact of new entrants to Hong Kong's aviation market <i>To study the different business models in the international aviation arena and to advise the Government on strategies to further develop Hong Kong as an aviation hub.</i>	0.5	Jan 2014	Being Finalised	N/A	N/A
The Chinese University of Hong Kong	Tender	Study on the Operation of Airlines and Airline Groups <i>To study the latest developments in the international airline industry from both economic and technical perspectives.</i>	0.322	Jan 2014	Being Finalised	N/A	N/A
MVA Hong Kong Limited	Tender	TIA for the Proposed Development at Murray Road Multi-storey Car Park <i>To carry out a TIA of the proposed commercial development for</i>	0.32 (2014-15) 0.5 (2015-16) (This study is funded by the Development Bureau (DEVB))	Apr 2014	In progress	N/A	N/A

		<i>Murray Road Multi-storey Car Park.</i>					
Policy 21 Ltd.	Tender	<p>Provision of Services for Conducting the Stocktaking and Identification Study on Berthing Arrangements for Local Vessels</p> <p><i>To survey the supply and demand of berthing and sheltered space of Local Vessels; to analyse and predict future demand; and to collect feedback from stakeholders to understand their views and expectations.</i></p>	0.741 (2014-15) 0.742 (2015-16)	May 2014	In progress	The Marine Department (MD) closely monitors the progress of the study through regular meetings with the consultant and relevant departments.	N/A
The Chinese University of Hong Kong	Tender	<p>Consultancy Study on Establishing a Civil Aviation Training Institute in Hong Kong</p> <p><i>To assess the current and future manpower situation and explore the feasibility of establishing a civil aviation training institute in Hong Kong.</i></p>	0.56 (2014-15) 0.84 (2015-16)	Jun 2014	In Progress	N/A	N/A
AECOM Asia Company Limited	Tender	<p>Preliminary Study on Multi-storey Container Tractor/Trailer and Heavy Goods Vehicle Carpark in Kwai Chung Area</p> <p><i>To assess the current and future parking demand and supply of different vehicles in the Kwai Tsing District, and to prepare a conceptual design of a multi-storey car park to accommodate mainly container vehicles and medium/heavy goods vehicles.</i></p>	1.284	Jun 2014	In progress	N/A	N/A

Tricor Consulting Limited	Written quotation	<p>Business Case Study for Establishing a New Statutory Maritime Body</p> <p><i>To examine the business case of setting up a new statutory maritime body in terms of its operational and financial sustainability, and define scope of work and structure for the new body.</i></p>	<p>0.300 (2014-15)</p> <p>0.450 (2015-16)</p>	Jul 2014	In progress	N/A	The findings will be announced after completion of the study.
H4 Maritime Limited	Tender	<p>Consultancy to Provide Expert Advice on the Work of the MD with Reference to Maritime Authorities Adopting Regulatory Regimes Similar to Hong Kong's</p> <p><i>To advise on the work of the MD with reference to the work of maritime authorities of jurisdictions that adopt regulatory regimes similar to Hong Kong's, including at least the UK, in the area of port control, vessel survey and inspection, vessel equipment and installations, entry qualifications and training and collaboration with other industry bodies.</i></p> <p><i>The objective of the consultancy is to provide the MD with advice on its work with regard to various regulatory, management and administrative issues by drawing upon the experiences of overseas maritime authorities, which adopt regulatory regimes similar to Hong Kong's.</i></p>	<p>1.221 (2014-15)</p> <p>0.815 (2015-16)</p>	Sep 2014	In progress	N/A	N/A

BMT Asia Pacific Limited	Tender	<p>Risk Assessment on “Fast Speed” Locally-Licensed Passenger-Carrying Vessels</p> <p><i>To review the current traffic condition of Hong Kong waters and assess the associated risks; to conduct risk assessment with respect to safe operations of locally-licensed passenger-carrying vessels (LLPCVs); to conduct literature review of regulation of LLPCVs by other reputable overseas maritime authorities; to recommend a definition for the term “fast speed” for LLPCVs in Hong Kong, as well as safety measures; and to conduct workshops, questionnaire survey and interviews with stakeholders.</i></p> <p><i>The objectives of the consultancy are to prescribe a definition of the term “fast speed” with respect to LLPCVs, and to identify measures to enhance the safety and control of such vessels on the basis of a risk assessment.</i></p>	0.349 (2014-15) 0.524 (2015-16)	Nov 2014	In progress	N/A	N/A
AECOM Asia Company Ltd	Tender	<p>TIA for the Proposed Developments in Stanley and Tai Tam</p> <p><i>To carry out a TIA of the proposed housing site in Stanley and Tai Tam.</i></p>	0.11 (2014-15) 0.68 (2015-16) (This study is funded by DEVB)	Jan 2015	In progress	N/A	N/A
PolyU Technology and Consultancy Co. Ltd	Tender	<p>Consultancy on Developing a Lifejacket Suitable for Use by Both Adults and Children on Local Vessels in the Waters of Hong Kong</p>	0.204 (2014-15) 1.836 (2015-16)	Feb 2015	In progress	N/A	N/A

		<i>To explore the feasibility of developing a lifejacket suitable for use by both adults and children which complies with the relevant international safety standards for use on local vessels in Hong Kong.</i>					
MVA Hong Kong Limited	Tender	TIA for the Proposed Development near junction of Lung Cheung Road and Lion Rock Tunnel Road <i>To carry out a TIA of the proposed housing site near junction of Lung Cheung Road and Lion Rock Tunnel Road.</i>	0.14 (2014-15) 0.52 (2015-16) (This study is funded by DEVB)	Dec 2014	In progress	N/A	N/A
Not yet available	Tender	TIA for the Proposed Development at Nam Fung Road <i>To carry out a TIA of the proposed housing sites at Nam Fung Road.</i>	1.40 (estimate) (This study is funded by DEVB)	Mar 2015 (tentative)	Under planning	N/A	N/A
Not yet available	Tender	TIA for the Proposed Development in Tai Po Kau and Ma Wo <i>To carry out a TIA of the proposed housing sites in Tai Po Kau and Ma Wo.</i>	1.40 (estimate) (This study is funded by DEVB)	June 2015 (tentative)	Under planning	N/A	N/A
Not yet available	Tender	Roles and Positioning Review of the Public Transport Strategy Study <i>To examine the roles and positioning of various public transport services, including franchised buses, public light buses, taxis, non-franchised buses, Light Rail, trams and ferries.</i>	Not yet available	Late 2015/ Early 2016	Under Planning	N/A	N/A

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0863)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) The Government has rejected the proposal to construct a railway in Siu Sai Wan (SSW) on such grounds as low cost effectiveness, lack of suitable sites, insufficient passenger flow, etc. Has the Government studied other ways (such as building viaducts, a light rail or an extension from Heng Fa Chuen Station to SSW) to construct a railway in SSW that will connect to the existing Island Line? If yes, what are the findings? If no, will such studies be conducted?
- (b) At present, SSW residents mainly rely on bus and green minibus (GMB) services to reach MTR stations but this has resulted in heavy road traffic and hence roadside pollution within the district. As the district population continues to grow, bus and GMB services might not be able to cope with the residents' increasing demand in the long run. Given that the Government has rejected the proposal on constructing the SSW extension, what measures will be taken to improve the traffic condition within the district in a long-term and effective manner?

Asked by: Hon CHUNG Shu-kun, Christopher (Member Question No. 40)

Reply:

- (a) The Transport and Housing Bureau announced the Railway Development Strategy 2014 (RDS-2014) on 17 September 2014, providing a framework for planning the future expansion of Hong Kong's railway network up to 2031. In formulating the RDS-2014, three schemes for Siu Sai Wan Line (SSWL), namely the "Extension" Scheme, the "Bifurcation" Scheme and the "Feeder" Scheme, have been explored.

The “Extension” Scheme is a direct extension of the Island Line (ISL) from the existing Chai Wan Station to Siu Sai Wan. The “Bifurcation” Scheme involves the construction of a spur line bifurcating from the existing Heng Fa Chuen Station, such that east-bound trains will terminate alternately at the Chai Wan Station and a new station in Siu Sai Wan. The “Feeder” Scheme features a dedicated medium capacity rail line that connects Siu Sai Wan to the Heng Fa Chuen Station, requiring passengers to interchange between this feeder and the ISL.

The Chai Wan end of the ISL is currently surrounded by a number of buildings (such as residential buildings and malls) which block the extension of that line. As such, the possibility of the “Extension” Scheme and its associated economic and financial benefits could only be further considered when the constraint is removed subsequent to the demolition of the buildings concerned for redevelopment. Under the “Bifurcation” Scheme, the trains have to stop alternately at Chai Wan and Siu Sai Wan, meaning that the existing railway service to Chai Wan would have to run at a lower frequency and the operation of the ISL would also be affected. Moreover, the proposed alignment would pass through the Cargo Handling Basin, involving reclamation and difficult relocation of the Chai Wan Public Cargo Working Area. Regarding the “Feeder” Scheme, there would also be considerable technical difficulties as it requires permanent occupation of some existing open space and community facilities, as well as the land of some Government, Institution and Community facilities. Moreover, the new railway would possibly be built on viaduct as the Heng Fa Chuen Station of the ISL is an above-ground station. This may require demolition and reconstruction of existing vehicular bridge along the railway alignment. Further, visual impact and noise nuisance are expected during the construction and operation stages as the railway viaduct would be very close to the nearby residents.

Taking into account the various relevant factors, the implementation of the SSWL was not recommended in the RDS-2014.

- (b) While it is the Government’s policy to use railways as the backbone of our passenger transport system in Hong Kong, we strive to build a diversified public transport system under which various public transport modes could complement one another in providing the travelling public with convenient transport services while allowing multi-modal choices. At present, a large number of daytime and evening bus routes are available in Siu Sai Wan. GMB routes in Siu Sai Wan also provide feeder service to Chai Wan station and Heng Fa Chuen Station of the ISL, with overnight service to and from Mong Kok East Station of the East Rail Line. Using road-based transport modes, Siu Sai Wan residents can have access to various destinations directly or to different railway stations along the ISL for onward journeys.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)082

(Question Serial No. 1392)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The estimate for land and waterborne transport in 2015-16 is more than that in previous year, please advise on the following:

- (a) out of the expenditure on land and waterborne transport in 2014-15, the amount spent on the study for the co-location of boundary control facilities (BCFs) for the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL);
- (b) the latest progress of the study for the co-location of the BCFs for the Hong Kong section of the XRL; and
- (c) whether the Bureau has earmarked any provision in 2015-16 to continue with the study for the co-location of the BCFs; if yes, the specific timetable; if no, the reasons for that.

Asked by: Hon FAN Kwok-wai, Gary (Member Question No. 11)

Reply:

The concept of co-location arrangements for the BCFs (“co-location” arrangements) at the West Kowloon Terminus (WKT) of the XRL is to enable Mainland officers to enforce the Mainland’s immigration and clearance procedures and the related Mainland laws at the station. In devising the arrangements, a key consideration is to enable Mainland officers to smoothly carry out their duties under the Mainland laws (including those relating to customs, immigration and quarantine matters) within the constitutional and legal framework. Led by the Secretary for Justice, the Transport and Housing Bureau and the

relevant policy bureaux and departments are actively studying these and other issues, and discussing them with the relevant Mainland authorities. As the work is complex, it takes time to deliberate and examine the related issues. The relevant work is still continuing. Our goal is to strive to implement the “co-location” arrangements at the WKT when the Hong Kong section of the XRL is commissioned by the end of 2017.

The manpower and expenditure in taking forward the customs, immigration and quarantine arrangements for the XRL in both 2014-15 and 2015-16 are absorbed by existing resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0996)

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:

During 2014-15, what are the estimated expenditure and staffing provision for the environmental impact assessment (EIA) and other related planning for the three-runway system (3RS) of the airport? What is the progress of the related study on the project's implications on fisheries resources?

Asked by: Hon HO Chun-yin, Steven (Member Question No. 13)

Reply:

The Airport Authority Hong Kong (AA), the proponent of the 3RS project, has engaged consultants to conduct studies in relation to the planning work for the project, namely the statutory EIA, associated design details and financial arrangement. The AA estimated that the cost for the above planning work is around \$850 million.

The AA has completed the above planning work, including the EIA process. The Director of Environmental Protection (DEP) approved the 3RS EIA report and granted the Environmental Permit (EP) on 7 November 2014. The assessment on the project's impact on fisheries is detailed in chapter 14 of the EIA report, which can be accessed at http://www.epd.gov.hk/eia/register/report/eiareport/eia_2232014/html/index.htm. According to the EP, as far as fisheries resources are concerned, the AA shall establish an independent Fisheries Enhancement Fund (the Fund) and submit a detailed Fisheries Management Plan (the Plan) in collaboration with fishermen for supporting the fishing industry and enhancing fisheries resources in the western Hong Kong waters. A management committee shall also be set up for the Fund with fishermen and relevant stakeholders for effective implementation of the Plan. The AA shall submit the Plan to the Advisory Council on the Environment for comment before making the submission to the DEP for approval.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)084

(Question Serial No. 3203)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding marine works related to the expansion of new towns and the planning of new development areas, please advise the details of fisheries planning in connection with the future marine works for the Three-Runway System (3RS) project of the airport, the manpower establishment and expenditure involved.

Asked by: Hon HO Chun-yin, Steven (Member Question No. 11)

Reply:

The Airport Authority Hong Kong (AA), the proponent of the 3RS project, has successfully completed the statutory Environmental Impact Assessment (EIA) process for the project. The Director of Environmental Protection (DEP) approved the 3RS EIA report and granted the Environmental Permit (EP) on 7 November 2014. The EP sets out all the conditions that the AA must comply for taking forward the 3RS project. Regarding Fisheries, the AA shall establish an independent Fisheries Enhancement Fund (the Fund) and submit a detailed Fisheries Management Plan (the Plan) in collaboration with fishermen for supporting the fishing industry and enhancing fisheries resources in the western Hong Kong waters. A management committee shall also be set up for the Fund with fishermen and relevant stakeholders for effective implementation of the Plan. The AA shall submit the plan to the Advisory Council on the Environment for comment before making the submission to the DEP for approval. Since work in this respect is still on-going, we are not able to provide information on the expenditure and manpower required by the AA to implement the above measures.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)085

(Question Serial No. 3106)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee on:

- (a) the progress in percentage of the South Island Line (East) [SIL(E)], the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL) as at March 2015 and the respective deviations from the planned progress in percentage;
- (b) the latest timetables for the commissioning of these three rail lines; and
- (c) the respective additional costs incurred due to delay of works.

Asked by: Hon HO Sau-lan, Cyd (Member Question No. 32)

Reply:

According to the MTR Corporation Limited (MTRCL), up to the end of 2014, the progress of construction works and the target dates of commissioning of the SIL(E), the KTE and the SCL are tabulated below:

Project	Originally Planned Progress of Construction Works ^{Note} (% completed)	Actual Progress of Construction Works ^{Note} (% completed)	Target Commissioning date
SIL(E)	90	80	End 2016
KTE	95	77	Mid-2016
SCL	34	23	Tai Wai to Hung Hom section: 2019 Hung Hom to Admiralty section: 2021

Note: The progress of the railway projects is expressed in terms of percentage share (%) of the estimated expenditure on the projects.

As reported to the Subcommittee on Matters Relating to Railways of the Legislative Council (LegCo) Panel on Transport in March 2015, the latest cost estimate for the SIL(E) had increased from \$12.4 billion (in December 2009 prices) to \$15.2 billion (in money-of-the-day (MOD) prices), whereas the latest cost estimate for the KTE remained at the original \$5.3 billion (in December 2009 prices).

As the SIL(E) and the KTE are ownership projects, the MTRCL will bear the additional expenditure arising from the delay of the railway works.

The Approved Project Estimate for the entire SCL project is \$79.8 billion (in MOD prices). For the Tai Wai to Hung Hom section of the SCL, the MTRCL estimated that there would be a minimum delay of 11 months, and an additional cost of at least \$4.1 billion arising from the archaeological and conservation works at the To Kwa Wan Station. The current target is to commission the Tai Wai to Hung Hom section of the SCL in 2019.

For the Hung Hom to Admiralty section of the SCL, the commissioning date will very likely be deferred to 2021 to allow flexibility for the topside development of the convention centre at the Exhibition Station, and to cater for the reclamation works under the Wan Chai Development Phase II as well as the tunnel works of the Central-Wan Chai Bypass.

The MTRCL is conducting a cost review for the entire SCL for submission to the Highways Department for scrutiny. As the current contingency of the SCL will not be sufficient to meet the additional expenditure arising from the archaeological and conservation works, we will seek additional funding from the LegCo in due course.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3225)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

During this year, the Transport and Housing Bureau (THB) will carry out a Public Transport Strategy Study (PTSS) and introduce practicable measures to contain road traffic congestion. Will the Government advise this Committee on:

- (a) its financial commitment for the PTSS to be carried out;
- (b) the way to contain road traffic congestion as a whole and its financial commitment for that; and
- (c) the details of the traffic management measures to ensure rationalising traffic flow among road harbour crossing (RHCs) from now to the opening of the Central-Wan Chai Bypass?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. 41)

Reply:

- (a) The PTSS comprises two parts, namely the Roles and Positioning Review (RPR) and the Topical Study. For the RPR, a sum of \$9.5 million has been earmarked for commissioning a consultancy study. A total of six time-limited posts will be created for two and a half years in the Transport Branch of the THB and the Transport Department (TD). One is a directorate post of Administrative Officer Staff Grade C (the creation of which is subject to approval by the Finance Committee), and the other five are non-directorate posts. In 2015-16, a sum of \$6.4 million has been earmarked for the additional staffing resources. The Topical Study will be carried out using existing resources.

- (b) The Government has been adopting a three-pronged approach in tackling road traffic congestion, i.e. by improving transport infrastructure, expanding and improving the public transport system, and managing road use. The Government is also considering the recommendations put forward by the Transport Advisory Committee in its “Report on Study of Road Traffic Congestion in Hong Kong”, which was submitted to the Secretary for Transport and Housing (STH) in December last year after a study conducted upon the invitation of the STH. The Government will respond to them once it is in the position to do so.

- (c) From now until the Central-Wan Chai Bypass comes into operation, the TD will closely monitor the traffic situation at all RHCs and their neighbouring areas, and implement further traffic management measures when necessary, which include the continual development of intelligent transport systems to enhance the road network efficiency and more efficient distribution of traffic information. The Government will also study how to enhance the cross-harbour bus network efficiency, and encourage the operators to provide more bus-bus interchange concessions.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3272)

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:

During this year, the Transport Branch (TB) will follow up on the recommendations of the Commission of Inquiry into Collision of Vessels near Lamma Island with a view to enhancing marine safety and governance of the Marine Department (MD). In this connection, will the Government advise this Committee on:

- (a) the progress of the measures implemented at the present stage, including those relating to lookout, muster list, number of crew and signage of lifejackets on-board and watertight doors fitted with alarms; and the financial commitment involved; and
- (b) the amount of the Maritime and Aviation Training Fund (MATF) proposed by the Government for further training of crew to meet the requirements of new legislation and new measures to be introduced; the progress of the relevant work and the way to make use of the MATF effectively so as to achieve its objectives?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. 42)

Reply:

- (a) On the five improvement measures that are included in the first phase for enhancing marine safety, i.e. (i) enhancing look-out by crew, (ii) provision of a muster list, (iii) review of minimum safe manning scale, (iv) improving signage and directives relating to lifejackets, and (v) the requirement of fitting watertight-door alarms in wheelhouse, all have been implemented by the MD. The new requirements took effect from, respectively, March (for item (iv)), May (for items (ii) and (v)) and November (for items (i) and (iii)) 2014. No additional resources were / will be required by the TB in 2014-15 and 2015-16 in this connection.

- (b) The Government launched the \$100-million MATF on 1 April 2014 to support the development of a diversified talent pool for the aviation and maritime sectors. Under the MATF, a “Professional Training and Examination Refund Scheme” was introduced to provide subsidies to in-service practitioners to attend / sit for pre-approved courses and professional examinations. Eligible applicants are refunded with 80% of the fees after completion of / passing the courses / examinations, subject to a cap of \$18,000 per person. This scheme is open to persons working in the maritime sector as well as those in the local vessel trade. As at end February 2015, 29 professional courses / examinations relating to training for local vessel trade have been listed under the MATF, through which participants who undertook professional / technical training and upgrade their skills may apply for refund.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)088

(Question Serial No. 2227)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Political Assistant (PA) in 2014-15, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the PA in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 24)

Reply:

In the 2014-15 Revised Estimates, the salary provision in respect of the position of the PA to Secretary for Transport and Housing (STH) is \$1.2 million. For budgetary purposes, the salary provision in respect of the position of the PA to STH in 2015-16 is \$1.25 million. There are no expenditure incurred and estimate budgeted on regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the PA to STH in 2014-15 and 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)089

(Question Serial No. 2233)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Secretary in 2014-15, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Secretary in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 30)

Reply:

In the 2014-15 Revised Estimates, the salary provision in respect of the position of the Secretary for Transport and Housing (STH) is \$3.42 million. For budgetary purpose, the salary provision in respect of the position of the STH in 2015-16 is \$3.58 million. There are no expenditure incurred and estimate budgeted on regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the STH in 2014-15 and 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)090

(Question Serial No. 2237)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Under Secretary in 2014-15, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Under Secretary in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 34)

Reply:

In the 2014-15 Revised Estimates, the salary provision in respect of the position of the Under Secretary for Transport and Housing (USTH) is \$2.39 million. For budgetary purpose, the salary provision in respect of the position of the USTH in 2015-16 is \$2.5 million. There are no expenditure incurred and estimate budgeted on regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the USTH in 2014-15 and 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)091

(Question Serial No. 2246)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the expenditure and number of officers involved by the Transport and Housing Bureau (THB) for overseeing the construction of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) since 2010. Please advise on the THB's estimated expenditure and number of officers involved for the project in 2015-16, and the date of completion of the XRL project.

Asked by: Hon KWOK Ka-ki (Member Question No. 43)

Reply:

The MTR Corporation Limited (MTRCL) has been entrusted with the construction, testing and commissioning of the Hong Kong section of the XRL. Construction of the XRL commenced in January 2010. According to the Entrustment Agreement, the programme completion date is August 2015. In May 2014, the MTRCL announced that the new commissioning target would be the end of 2017. The Highways Department (HyD), with the assistance of its monitoring and verification consultant, has completed its review on the MTRCL's proposed Programme to Complete (PTC). The HyD notified the MTRCL of its assessment in writing in October 2014. In gist, the HyD's assessment was that the PTC could be attained provided that the target progress for the critical contracts was met and various major conditions were satisfied, including (but not limited to) the assumptions that the contractors would maintain their best endeavours, and various assumed production rates of the key construction activities for the tunnel and the West Kowloon Terminus contracts could be met, etc. The MTRCL responded that it would make its best endeavours to implement the XRL project in accordance with the Entrustment Agreement, with a view to meeting the target commissioning in end 2017. More recently, the HyD expressed to the

MTRCL its grave concern over the continuous delay in works progress for some critical contracts, and has urged the MTRCL to take effective measures to recover the delay. The MTRCL advised that the PTC and its associated risks were under review, which was expected to be completed in the second quarter of 2015.

The existing staff of the Transport Branch of the THB monitor the construction of the XRL project as part of their normal duties. There is no separate breakdown of expenditure and manpower for this particular task.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)092

(Question Serial No. 3219)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

During 2015-16, the Government will continue to oversee the construction and the operational arrangements of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). Will the Government earmark provision for studying the specific details, including the feasibility and operational issues, of the implementation of the "co-location" arrangements? What are the details of the expenditure involved and the manpower arrangement?

Asked by: Hon LAM Tai-fai (Member Question No. 54)

Reply:

The manpower and expenditure for studying the arrangements for implementing co-location of the boundary control facilities at the West Kowloon Terminus of the XRL will be absorbed by existing resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1861)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

According to the information provided by the Hong Kong Tramways Limited, the revenue of the company dropped significantly by 29.8% at the end of last year when compared with the same period in 2013. It has been proposed in paragraph 13(d) of the budget speech that short-term measures be launched to support the affected sectors. Do these measures include any support for the company? If yes, what are the details? If no, the reasons for that. Will there be any study on other measures to help the operation of the company? If yes, what are the details? If no, the reasons for that.

Asked by: Hon LEE Wai-king, Starry (Member Question No. 21)

Reply:

In formulating the short-term support measures outlined in paragraph 13 of the Budget Speech, the Government has taken into account a whole host of factors, including the effect of the Occupy Movement on the affected sectors, the Government's fiscal position, the operation and practicability of the measures, as well as views received from the concerned industries and other sectors during the Budget consultation period.

Since the Hong Kong Tramways Limited does not need to pay vehicle examination fee, the measure to waive vehicle examination fee for the transport sector which was affected by the Occupy Movement, as announced in paragraph 13(d) of the Budget Speech, is not applicable to it. Nonetheless, the Government has been using tramcar bodies and tram shelters to publicise Government messages. As a positive gesture, we have made arrangements to make more use of this publicity channel. This should give the operator some financial help.

– End –

CONTROLLING OFFICER'S REPLY

THB(T)094

(Question Serial No. 1216)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2015-16 for Programme (2) that the Government will “continue to take forward the proposed pedestrian environment improvement schemes in Yuen Long Town”. In this connection, please:

- (a) set out the items under the schemes and advise on the progress, the manpower and expenditure involved and the timetable of each item; and
- (b) advise on the number of minor improvement works under the schemes that have been completed to alleviate congestion of pedestrian pavements, as well as the details and effectiveness of the works.

Asked by: Hon LEUNG Che-cheung (Member Question No. 10)

Reply:

A number of pedestrian environment improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment in Yuen Long Town.

- (a) There are a total of nine minor improvement schemes, which comprise widening of footpaths and pedestrian crossings at road junctions, minor junction improvement works, implementation of no-stopping restrictions and addition of a staircase. So far, seven minor improvement schemes stated in part (b) below have been completed at a total cost of about \$1.8 million. The remaining two schemes involve widening of the pedestrian crossing at Castle Peak Road – Yuen Long near Tai Tong Road and addition of a staircase for Fung Cheung Road Footbridge. They are anticipated to be completed within this year. The Highways Department (HyD) has been deploying

existing staff resources to oversee the implementation of these minor improvement schemes.

There are a total of three major improvement schemes, namely streetscape improvement at Fung Yau Street North and Fung Cheung Road, improvement of the junction of Castle Peak Road and Kuk Ting Street, and construction of a footbridge system along the Yuen Long Nullah. For the first two schemes, the HyD deploys existing staff resources to carry out detailed design which is in active progress. For the footbridge system, the HyD commissioned a consultant in December 2014 to carry out further investigation and detailed design, which will take about two years to complete. The HyD deploys existing staff resources to manage this consultancy, and the estimated cost of this consultancy is about \$13.8 million.

- (b) The seven minor improvement schemes which have been completed are listed below –
1. widening of the footpath at Tai Tong Road between Castle Peak Road - Yuen Long and Fau Tsoi Street;
 2. widening of the pedestrian crossing at Castle Peak Road - Yuen Long near Hong Lok Road;
 3. widening of the footpath with a dedicated pick-up/drop-off area and improvement of landscape at Yau Sun Street;
 4. widening of the pedestrian crossing at the junction of Kau Yuk Road and Tai Tong Road;
 5. widening of the footpath at Kik Yeung Road near Castle Peak Road - Yuen Long;
 6. construction of a new T-junction at Ping Shun Street and Ma Wang Road; and
 7. imposition of no-stopping restrictions at On Shun Street.

They have achieved their intended objective of alleviating pedestrian congestion.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)095

(Question Serial No. 1218)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2015-16 for Programme (2) that the Government will “continue its efforts to introduce practicable measures to contain road traffic congestion”. In this connection, please:

- (a) set out the ten most congested roads and their respective design traffic flow and actual traffic flow; and
- (b) advise on whether any surveys have been conducted on the congestion of footpaths. If yes, please set out the ten most congested footpaths and their respective design pedestrian flow and actual pedestrian flow. If no, will the Government consider conducting such surveys to facilitate its policy formulation?

Asked by: Hon LEUNG Che-cheung (Member Question No. 12)

Reply:

- (a) The Transport Department (TD) does not keep a record on the traffic flow on all roads of Hong Kong, and so cannot conclude which ten roads are the most congested. The TD has been conducting journey time surveys on representative routes annually for the purpose of assessing the overall traffic conditions in Hong Kong.
- (b) The TD does not compile comprehensive statistics on the utilisation of all footpaths in Hong Kong, and so cannot conclude which footpaths are the most crowded. The TD has been monitoring footpath utilisation in various districts. When necessary, the TD will arrange site inspections and statistical surveys on pedestrian flows, and maintain close liaison with district councils and local communities, with a view to devising

appropriate improvement measures, such as widening of footpaths and pedestrian crossings.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0376)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government advise on how the budget for 2015-16 will be used to:

- (a) further liberalise its air services regime with aviation partners, thereby strengthening Hong Kong's status as an international and regional aviation centre; and
- (b) work with the Hong Kong Port Development Council (PDC) and relevant government departments in taking forward measures to improve the operational efficiency of the Hong Kong Port?

Asked by: Hon LEUNG Kwan-yuen, Andrew (Member Question No. 13)

Reply:

- (a) The Government is keen to expand Hong Kong's external aviation links, as well as bilateral air services agreements / arrangements with aviation partners to facilitate the sustained growth and development of our aviation industry. We seek to further liberalise the air services agreements / arrangements in 2015-16 and to negotiate new air services agreements / arrangements with other aviation partners as opportunities arise and on a mutually beneficial basis.
- (b) We briefed the PDC and the Hong Kong Maritime Industry Council on the findings of the "Study on the Strategic Development Plan for Hong Kong Port 2030" (the Study) on 1 December 2014. The Study concluded that in order to meet the forecast growth in throughput up to 2030, the handling capacity of the existing container terminals and

related port facilities need to be enhanced, such as the provision of more port backup land and barging facilities.

The Government is reviewing the allocation and management of port backup land in the vicinity of the Kwai Tsing Container Terminals currently leased under short-term tenancies. The review will explore how to better utilise the land to support the efficient operation of the container terminals and the port as a whole. Proposals will be set out in a document for industry consultation in due course. In addition, the Government commissioned in June last year a consultancy study on a site in Kwai Chung, currently used for port backup purposes, to explore the feasibility of developing the site into a multi-storey car park principally for use by container trucks and medium/heavy goods vehicles, so as to free up more land for port backup uses to provide better support to port operations. The study is expected to be completed by around mid-2015.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2165)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the estimated expenditure on the salaries, housing allowances, expenses of duty visits and entertainment allowances for the following posts of the Office of Secretary for Transport and Housing (STH) in 2015-16:

- (a) STH
- (b) Under Secretary for Transport and Housing (USTH)
- (c) Administrative Assistant (AA) to STH
- (d) Press Secretary (PrSecy) to STH
- (e) Political Assistant (PA) to STH
- (f) Researcher (STH's Office)
- (g) Senior Executive Officer (SEO) (STH's Office)
- (h) Executive Officer (EO) (STH's Office)
- (i) Executive Assistant (EA) (STH's Office)
- (j) Senior Personal Secretary (SPS) to USTH
- (k) Personal Secretary (PS) to AA to STH
- (l) Assistant Clerical Officer (ACO) (STH's Office)1
- (m) ACO (STH's Office)2

Asked by: Hon LEUNG Kwok-hung (Member Question No. 507)

Reply:

For budgetary purpose, the salary provisions in respect of the positions of the STH, the USTH and the PA to STH in 2015-16 are \$3.58 million, \$2.5 million and \$1.25 million respectively. Salary provision estimated at \$0.74 million is also made in 2015-16 for the two non-civil service contract positions of Researcher (STH's Office) and EA (STH's Office). There is no estimate budgeted on housing allowance payable to the above five positions in 2015-16.

For 2015-16, the total notional annual salary cost at mid-point of the eight civil service posts (i.e. AA to STH, PrSecy to STH, SEO (STH's Office), EO (STH's Office), SPS to USTH, PS to AA to STH, ACO (STH's Office)1 and 2) is \$5.95 million. Housing allowances of the eligible civil service posts are paid in accordance with the relevant terms of appointment of the officers, as well as the relevant regulations and guidelines. The expenditure is not charged to Head 158.

Expenses of duty visits and entertainment allowances will be charged under Departmental Expenses, and there is no separate breakdown on these items in the 2015-16 Estimates.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)098

(Question Serial No. 2179)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (THB) is responsible for overseeing the implementation of the West Island Line (WIL), the South Island Line (East) [(SIL(E)], the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL). There are news that the railway projects are facing delays and injections into the Capital Works Reserve Fund (CWRF) might be required. Will the THB advise on:

- (a) whether the SIL(E) project is facing any delays; if no, the progress and the expected time of project completion; if yes, the additional project cost required and the probability of further injections after an injection is made;
- (b) whether the works for the East West Corridor of the SCL are facing any delays; if no, the progress and the expected time of project completion; if yes, the additional project cost required and the probability of further injections required after an injection is made; and
- (c) whether the works for the North South Corridor of the SCL are facing any delays, if no, the progress and the expected time of project completion; if yes, the additional project cost required and the probability of further injections required after an injection is made.

Asked by: Hon LEUNG Kwok-hung (Member Question No. 543)

Reply:

- (a) As reported to the Subcommittee on Matters Relating to Railways of the Legislative Council (LegCo) Panel on Transport in March 2015, the target commissioning date of the SIL(E) was deferred from the original date of December 2015 to the end of 2016, mainly due to the delay in the underpinning works beneath the Island Line for the expansion of the Admiralty Station. The latest cost estimate for the SIL(E) had increased from \$12.4 billion (in December 2009 prices) to \$15.2 billion (in money-of-the-day prices). As the SIL(E) is an ownership project, the MTR Corporation Limited (MTRCL) will bear the additional expenditure arising from the delay of the railway works.
- (b) and (c) For the Tai Wai to Hung Hom section of the SCL, the MTRCL estimated that there would be a minimum delay of 11 months, and an additional cost of at least \$4.1 billion arising from the archaeological and conservation works at the To Kwa Wan Station. The current target is to commission the Tai Wai to Hung Hom section of the SCL in 2019.

For the Hung Hom to Admiralty section of the SCL, the commissioning date will very likely be deferred to 2021 to allow flexibility for the topside development of the convention centre at the Exhibition Station, and to cater for the reclamation works under the Wan Chai Development Phase II as well as the tunnel works of the Central-Wan Chai Bypass.

The MTRCL is conducting a cost review for the entire SCL for submission to the Highways Department for scrutiny. As the current contingency of the SCL will not be sufficient to meet the additional expenditure arising from the archaeological and conservation works, we will seek additional funding from the LegCo in due course.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)099

(Question Serial No. 2187)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the details of the posts and the estimated expenditure on their salaries and allowances in 2015-16 for the following sections of the Transport and Housing Bureau:

- (a) Division 1 of the Transport Branch (TB) (Land Transport Planning Section, Capital Works Projects Section, Railway and Highway Development Section, Railways Ordinance Unit, Administration and Resource Management Section)
- (b) Division 2 of the TB (Public Transport Services Section, Railway Operation and Services Section, Financial Monitoring Section)
- (c) Division 4 of the TB (Air Services and Airport Development Section, Air Services and Civil Aviation Management Section)
- (d) Airport Expansion Project Co-ordination Office (AEPCO)
- (e) Secretariat Press Office (SPO)

Asked by: Hon LEUNG Kwok-hung (Member Question No. 508)

Reply:

The estimated salary in 2015-16 in terms of notional annual mid-point salary (NAMS) of the posts in the three divisions concerned, the AEPCO and the SPO are tabulated below. The provision for payment of allowances for TB staff is estimated to be about \$3.82 million

in 2015-16. There is no separate breakdown of the provision for individual divisions and offices.

(a) Division 1

Category	Number of Posts	Total NAMS (\$)
Directorate Posts		
Administrative Officer Staff Grade B1 / Administrative Officer Staff Grade C (AOSGC) / Government Engineer (GE) / Principal Executive Officer	5	9,443,400
Non-directorate Posts (by Grade)		
Administrative Officer (AO) / Engineer / Town Planner	9	9,647,220
Analyst/Programmer, Executive Officer (EO), Official Languages Officer, Supplies Supervisor, Clerical and Secretarial (C&S) Staff, Chauffeur and Workman	56	21,656,040

(b) Division 2 ^[Note]

Category	Number of Posts	Total NAMS (\$)
Directorate Posts		
Administrative Officer Staff Grade B (AOSGB) / AOSGC / Chief Treasury Accountant	5	9,222,000
Non-directorate Posts (by Grade)		
AO / Treasury Accountant (TA)	11	11,139,660
Accounting Officer / C&S Staff	8	2,604,180

Note: Including a new Public Transport Strategy Study Section which will be set up in 2015-16, subject to completion of the necessary procedures.

(c) Division 4

Category	Number of Posts	Total NAMS (\$)
Directorate Posts		
AOSGB / AOSGC	3	5,826,000
Non-directorate Posts (by Grade)		
AO / TA	5	6,112,800
EO / C&S Staff	8	2,901,420

(d) AEPCO

Category	Number of Posts	Total NAMS (\$)
Directorate Posts		
Principal GE / AOSGC / Chief Engineer	3	5,535,600
Non-directorate Posts (by Grade)		
AO / Engineer	4	3,389,280
EO / C&S Staff	4	1,876,080

(e) SPO

Category	Number of Posts	Total NAMS (\$)
Non-directorate Posts (by Grade)		
Information Officer/C&S Staff	3	826,320

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1150)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding inner harbour ferry services, will the Government advise on the following:

- (a) the breakdown of the expenditures on the subsidies for each ferry route and each measure for reducing the operational cost of the ferry services; and
- (b) given the inconvenience caused to many members of the public since the "Hung Hom - Wan Chai" ferry service ceased operation in 2011 and the local sentiments for its resumption, whether the Government will consider resumption of the ferry service to meet public needs and help relieve the crowdedness on other means of cross-harbour transport ; if yes, the details; if no, the reasons for that?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 5)

Reply:

- (a) The Government has been providing the six major outlying island ferry routes¹ with special helping measures (SHMs) since mid-2011, with a view to maintaining the financial viability of these services and alleviating the burden of fare increase on passengers. As at 28 February 2015, the expenditure involved for the provision of the SHMs in the past three financial years (i.e. 2012-13, 2013-14 and 2014-15) amounts to \$123.2 million, with breakdown in the following tables –

¹ The six ferry routes are "Central – Cheung Chau"; "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; "Central – Mui Wo"; "Central – Peng Chau"; "Central – Yung Shue Wan"; and "Central – Sok Kwu Wan".

**SHMs for the six major outlying island ferry routes
in the past three financial years (2012-13, 2013-14 and 2014-15)
up to 28 February 2015**

	(\$'000)					
	Central – Cheung Chau	Inter – islands	Central – Mui Wo	Central – Peng Chau	Central – Yung Shue Wan	Central – Sok Kwu Wan
(a) Waving annual vessel survey fee and private mooring charge	791	Not Applicable *	425	188	128	75
(b) Reimbursing pier electricity, water and cleansing charges	4,427	Not Applicable *	3,090	1,960	2,050	357
(c) Reimbursing the revenue forgone due to the provision of elderly fare concessions	4,407	435	2,982	4,332	3,112	589
(d) Reimbursing vessel maintenance cost	29,725	Not Applicable *	24,719	10,173	10,245	2,016
(e) Reimbursing the revenue foregone due to the provision of child fare concessions	3,518	61	2,069	1,693	3,986	488
(f) Reimbursing vessel insurance cost	438	Not Applicable *	300	638	1,290	309
(g) Launching “Visiting Scheme to Outlying Islands”	861	Not Applicable *	240	228	528	299

* The only vessel operated on Inter-islands ferry route is hired from another ferry operator, and the hiring charge has already included the relevant annual vessel survey fee and private mooring charge. The operation of the route also does not incur pier water, cleansing and electricity charges because the piers used by the route are either 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).

The Government has also been providing other helping measures to all ferry routes to enhance their financial viability. These measures include taking over the pier maintenance responsibilities, waiving fuel duty and exempting vessel licence fees. There is no expenditure involved in waiving fuel duty, while those for taking over the pier maintenance responsibilities and exempting vessel licence fees in the past three financial years are given in the following tables –

Financial year	2012-13 (\$'000)	2013-14 (\$'000)	2014-15 (Up to 28 February 2015) (\$'000)
Pier maintenance expenditure borne by the Government (for all ferry routes)	16,982	16,887	27,502

Exempting vessel licence fees (for ferry routes with provision of elderly fare concessions)			
Financial year	2012-13 (\$'000)	2013-14 (\$'000)	2014-15 (Up to 28 February 2015) (\$'000)
Inner harbour ferry routes			
1. Tsim Sha Tsui – Central	24	21	21
2. Tsim Sha Tsui – Wan Chai			
3. North Point – Kwun Tong	7	7	7
4. North Point – Hung Hom [@]	Nil	Nil	Nil
5. North Point – Kowloon City [@]	Nil	Nil	Nil
6. Sai Wan Ho – Kwun Tong	2	2	2
7. Sai Wan Ho – Sam Ka Tsuen	2	2	2
Outlying island ferry routes			
1. Central – Cheung Chau	73	73	73
2. Inter-islands [@]	Nil	Nil	Nil
3. Central – Mui Wo	5	5	5
4. Central – Peng Chau	10	10	13
5. Central – Yung Shue Wan	14	14	14
6. Central – Sok Kwu Wan	7	7	7
7. Peng Chau – Hei Ling Chau	3	3	Not Applicable [^]
8. Aberdeen – Yung Shue Wan via Pak Kok Tsuen	3	3	3
9. Aberdeen – Sok Kwu Wan via Mo Tat	8	8	7
10. Discovery Bay – Central	36	36	36
11. Ma Wan – Central	7	7	7
12. Ma Wan – Tsuen Wan	7	7	7
13. Discovery Bay – Mui Wo [#]	Nil	Nil	Nil
14. Tuen Mun – Tung Chung – Sha Lo Wan – Tai O [#]	Nil	Nil	Nil

[@] The vessels deployed to operate this route are hired from other ferry operators. Exemption of vessel licence fees is not applicable.

[#] As the ferry routes have not offered elderly fare concessions currently, the operators are not eligible for exemption of vessel licence fees.

[^] This route has ceased operation since 16 August 2013. Special departures of the “Central - Peng Chau” ferry route have been in place with effect from the same date to provide connection between Peng Chau and Hei Ling Chau. Exemption of vessel licence fees for this route is not applicable in 2014-15.

- (b) The Transport Department (TD) conducted two tender exercises between September and December 2010 with a view to selecting suitable ferry operators to operate the “Hung Hom – Central” and “Hung Hom – Wan Chai” licensed ferry services. No tender submission was received even after the TD had relaxed the requirements in the second tender exercise in December 2010.

The TD considers that the results of the two tender exercises have reflected the market assessment that the operation of the two ferry services is not financially viable under the existing operating environment, with persistently low level of patronage and high operating cost. Nevertheless, if there is any ferry operator showing interest to operate a ferry service to and from Hung Hom, the TD will examine the passenger need as well as financial and operational feasibility of such proposal.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)101

(Question Serial No. 1153)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2015-16 of Programme (2) of the Immigration Department that the Government will “plan the immigration facilities required at the new control points at the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) West Kowloon Terminus (WKT), Hong Kong-Zhuhai-Macao Bridge Hong Kong port area and Liangtang/Heung Yuen Wai”. As the implementation of the co-location arrangements at the WKT of the XRL will have significant implications on the planning and design of the immigration facilities, will the Government advise this Committee on:

- (a) the resources allocated to the implementation of the co-location arrangements at the WKT of the XRL over the past three years, as well as the effectiveness and progress of the relevant work; and
- (b) the provision to be allocated to the WKT of the XRL in the next three years and the expected time of implementation of the co-location arrangements?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 8)

Reply:

The concept of co-location arrangements for the boundary control facilities (BCFs) (“co-location” arrangements) at the WKT of the XRL is to enable Mainland officers to enforce the Mainland’s immigration and clearance procedures and the related Mainland laws at the station. In devising the arrangements, a key consideration is to enable Mainland officers to smoothly carry out their duties under the Mainland laws (including those relating to customs, immigration and quarantine matters) within the constitutional and

legal framework. Led by the Secretary for Justice, the Transport and Housing Bureau and the relevant policy bureaux and departments are actively studying these and other issues and discussing them with the relevant Mainland authorities. As the work is complex, it takes time to deliberate and examine the related issues. The relevant work is still continuing. Our goal is to strive to implement the “co-location” arrangements at the WKT when the Hong Kong section of the XRL is commissioned by the end of 2017.

The manpower and expenditure in taking forward the customs, immigration and quarantine arrangements for the XRL over the past three years are absorbed by existing resources.

For the construction of the BCFs and the provision of Hong Kong government facilities or equipment at the WKT, a total of \$2,809 million was approved by the Finance Committee in January 2010.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)102

(Question Serial No. 1159)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Kwun Tong Line Extension (KTE) of the MTR Corporation Limited (MTRCL) was originally scheduled for commissioning this year. However, the delays have caused the works to continue until the middle of next year and Whampoa Station might not be opened for use in parallel. Residents of Whampoa have to face such problems as noises, dust and traffic diversion for a prolonged period of time. As such, will the Government make reference to the practice of setting up an MTR Fare Saver in Sai Ying Pun prior to the opening of Sai Ying Pun Station on the West Island Line so as to offer fare concession to residents of Whampoa before the opening of Whampoa Station?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 14)

Reply:

Owing to the site constraints of dense population, heavy traffic, congested underground utilities, and the uncertainty arising from the complex geological conditions underground, there has been some delay in the construction of Whampoa Station. The current target of the MTRCL is to commission the KTE in mid-2016. The MTRCL will continue to review the progress of the works and update the target date of commissioning when necessary.

As regards the proposed fare concessions to the residents of Whampoa before the opening of Whampoa Station, the request has been referred to the MTRCL for consideration.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)103

(Question Serial No. 3221)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In recent years, a number of large-scale strategic road and new railway projects are underway in Hong Kong. However, the large-scale strategic road and railway projects might have impacts on the foundations of nearby housing estates. In this connection, will the Government advise this Committee on:

- (a) the amount of resources, broken down by expenditure items, deployed on inspections and related work to assess the impacts of traffic works on the foundations of nearby residential buildings over the past three years; and
- (b) whether the Government has reviewed the effectiveness of such measures and if yes, the findings? Will the Government allocate additional resources to ensure that the related works will not affect the structural safety of nearby housing estates; if yes, the details; if no, the reasons for that?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 50)

Reply:

For road projects undertaken by the Government and railway projects implemented by the MTR Corporation Limited (MTRCL), there is a general provision in the contracts requiring contractors to take all reasonable and practicable steps when carrying out the works to prevent damage to or interference with adjoining structures including their foundation. The contractors are required to conduct condition surveys and install monitoring devices, where appropriate, at buildings and structures in the vicinity of works sites prior to the commencement of construction works; and monitor their condition during the construction

period. The cost of the surveys and monitoring works is covered in the contract price, and there is no separate breakdown for the related expenditure.

The above measures are in line with overseas practice in relation to the monitoring of the impact of construction works on adjacent buildings. Consultants will be employed to develop suitable design and construction arrangements such that the construction and subsequent operation of the projects will not affect the structural integrity of the adjacent buildings. For road projects, consultants will be employed by the Government to supervise the construction works. For railway projects, the MTRCL will set up its own project team to supervise the execution of railway works.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)104

(Question Serial No. 1073)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch (TB) of the Transport and Housing Bureau has indicated that it will continue to identify sites for logistics development in collaboration with relevant departments in 2015-16. In this connection, please advise on:

- (a) the initiative's latest progress including the timetable for releasing the sites, their respective site areas and locations;
- (b) the progress of the relevant studies and the resources involved as the Government has indicated that it will conduct studies on the consolidation of logistics and port back-up sites around the Kwai Tsing Container Terminals (KTCT), look into the measures for better use of the "brownfield sites" and engage in the planning and development of logistics sites on the Airport Island in order to help the logistics industry develop towards the provision of distribution services for high-value goods; and
- (c) the time to commence district consultation on the ten hectares of logistics site reserved at Tuen Mun West and the time-table for releasing the site.

Asked by: Hon LO Wai-kwok (Member Question No. 17)

Reply:

(a) and (c)

We have reserved ten hectares of land in Tuen Mun West for logistics development, comprising a site of 3.6 hectares in Tuen Mun Area 49 and a site of 6.4 hectares in Tuen Mun Area 38. We have just completed a comprehensive Traffic Impact

Assessment (TIA) which confirms that subject to the implementation of the recommended mitigation measures, the proposed logistics development is feasible and would not cause unacceptable traffic impacts. We consulted the Tuen Mun District Council on the TIA results at its meeting on 3 March 2015. Subject to further discussion with the District Council members on the traffic issues and planning approval from the Town Planning Board on the proposed logistics development in Tuen Mun Area 49, we plan to release this logistics site to the market before end of this year. The logistics site in Tuen Mun Area 38 is being used as a temporary fill bank until the end of 2018. We will continue to keep in view the availability of this site for logistics use.

In 2015-16, we will continue to work with the relevant bureaux/departments to identify other suitable land for logistics use in different parts of Hong Kong, including Hung Shui Kiu, northern part of the New Territories and north Lantau, through various on-going and committed planning, engineering and feasibility studies commissioned by the relevant departments.

- (b) The Government is reviewing the allocation and management of port backup land in the vicinity of the Kwai Tsing Container Terminals currently leased under short-term tenancies. The review will explore how to better utilise the land to support the efficient operation of the container terminals and the port as a whole. Proposals will be set out in a document for industry consultation in due course. In addition, the Government commissioned in June last year a consultancy study on a site in Kwai Chung, currently used for port backup purposes, to explore the feasibility of developing the site into a multi-storey car park principally for use by container trucks and medium/heavy goods vehicles, so as to free up more land for port backup uses to provide better support to port operations. The study is expected to be completed by around mid-2015. The work is absorbed by existing manpower in the TB.

Regarding the “brownfield sites” (which generally refer to agricultural or rural sites in the New Territories which are deserted and have been changed for open storage, container yards, depots, rural industries and recycling yards, etc, and that are incompatible with the surrounding environment), the Government is studying feasible measures, including accommodating some of the users in multi-storey buildings and taking the “brownfield sites” inside the Hung Shui Kiu New Development Area (NDA) as a pilot case, with a view to taking forward the development of the NDAs. The Development Bureau is working with relevant bureaux and departments in this area. For the TB, the work involved is undertaken by existing staff.

As for the reserved land for cargo use on the Airport Island, the Airport Authority Hong Kong has been evaluating the need for logistics-related development at the Hong Kong International Airport (HKIA). Planning and development of the site will take into consideration the latest development of the airfreight forwarding industry, with the objective of enhancing the HKIA’s competitiveness and strengthening its leading position in air cargo. We understand that the work is on-going.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0896)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the section on "Trading and Logistics Industry" in the Budget Speech and the Programme on "Air and Sea Communications and Logistics Development", will the Government advise this Committee on:

- (a) the reason(s) for an increase of 13.1% in the estimated provision for this Programme as compared with that of the last financial year;
- (b) the districts where suitable sites will be identified as it is mentioned under this Programme that the Transport Branch (TB) of the Transport and Housing Bureau will "continue to identify suitable sites and examine their feasibility for logistics development in collaboration with relevant departments", whether North Lantau will be one of the districts, the budget and manpower arrangement for the work; and
- (c) the expenditure incurred last year in relation to the technical assessments for the ten hectares of land reserved at Tuen Mun West, the progress of the work, the specific work in the next stage and the estimated timetable for completion?

Asked by: Hon MAK Mei-kuen, Alice (Member Question No. 7)

Reply:

- (a) The increase of \$14 million or 13.1% in the Estimate for 2015-16 as compared to the Revised Estimate in 2014-15 is mainly due to (i) an increased cash flow requirement of \$11.404 million for the non-recurrent item Maritime and Aviation Training Fund, and (ii) an increase in salary provision of \$4.660 million arising from the net increase of five posts in 2015-16. The increase in the two areas is partly offset by the decrease

in other personnel and general departmental expenses and cash flow of another non-recurrent item.

- (b) In 2015-16, we will continue to work with the relevant bureaux/departments to identify suitable sites for logistics development in different parts of Hong Kong, including Hung Shui Kiu, northern part of the New Territories and north Lantau, through various on-going and committed planning, engineering and feasibility studies commissioned by relevant departments under the policy steer of the Development Bureau (DEVB). For the TB, the work involved is undertaken by existing manpower.
- (c) A comprehensive Traffic Impact Assessment (TIA) was conducted for the ten hectares of land reserved for modern logistics development at Tuen Mun Area 38 (6.4 hectares) and Tuen Mun Area 49 (3.6 hectares). The expenditure incurred for 2014-15 was estimated to be \$1.47 million. The TIA confirms that subject to the implementation of the recommended mitigation measures, the proposed logistics development is feasible and would not cause unacceptable traffic impacts. We consulted the Tuen Mun District Council on the TIA results on 3 March 2015. Subject to further discussion with the District Council members on the traffic issues and planning approval from the Town Planning Board on the proposed logistics development in Tuen Mun Area 49, we plan to release the logistics site in Area 49 to the market before end of this year. The logistics site in Tuen Mun Area 38 is currently occupied by a temporary fill bank until the end of 2018. We will continue to keep in view the availability of this site for logistics use.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0897)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Financial Secretary pointed out in his Budget Speech that “the trading and logistics industry needs to develop towards the provision of high value-added services” and that the “lack of backup land is a big problem confronting our logistics industry”. In this connection, will the Government advise this Committee on:

- (a) the specific measures to be taken by the Government to support the trading and logistics industry to develop towards the provision of high value-added services, and whether additional manpower and expenditure will be involved; and
- (b) the specific measures (apart from reserving ten hectares of logistics site at Tuen Mun West as mentioned in the Budget Speech) to be taken by the Government to help the local logistics industry resolve the problem of lack of backup land, and whether such measures will include a policy review of the “brownfield sites”?

Asked by: Hon MAK Mei-kuen, Alice (Member Question No. 8)

Reply:

- (a) In 2015-16, we will continue to implement initiatives to support the development of the logistics industry towards the provision of high value-added services, including the identification of suitable sites for the construction of modern logistics facilities, the improvement of transport infrastructure to enhance connectivity and the promotion of e-logistics to strengthen industry competitiveness. For the Transport Branch (TB) of the Transport and Housing Bureau, the work involved is undertaken by existing manpower.

Logistics sites in Tuen Mun

In respect of the ten hectares of land reserved for logistics development in Tuen Mun West, which comprises a site of 3.6 hectares in Tuen Mun Area 49 and a site of 6.4 hectares in Tuen Mun Area 38, we have just completed a comprehensive Traffic Impact Assessment (TIA). The TIA confirms that subject to the implementation of the recommended mitigation measures, the proposed logistics development is feasible and would not cause unacceptable traffic impacts. We consulted the Tuen Mun District Council on the TIA results at its meeting on 3 March 2015. Subject to further discussion with the District Council members on the traffic issues and planning approval from the Town Planning Board on the proposed logistics development in Tuen Mun Area 49, we plan to release this logistics site to the market before end of this year. The logistics site in Tuen Mun Area 38 is being used as a temporary fill bank until the end of 2018. We will continue to keep in view the availability of this site for logistics use.

Improvement of transport infrastructure

As regards infrastructure improvement, we will press ahead with the construction of the Hong Kong-Zhuhai-Macao Bridge and planning works for the development of the Three-Runway System at the Hong Kong International Airport.

Promotion of e-logistics

For the promotion of e-logistics, two relevant initiatives for 2015-16 include the implementation of the “SMe-Plug Jumpstart Program” (the Jumpstart Program) and the proposed development of a “Smart Warehouse Internet-of-Things Management System” (SWIMS) by the Hong Kong R&D Centre for Logistics and Supply Chain Management Enabling Technologies (LSCM).

The Jumpstart Program was launched in March 2015 by the Hong Kong Logistics Development Council (LOGSCOUNCIL) in collaboration with the Hong Kong Productivity Council (HKPC) and the LSCM to encourage the adoption of e-freight by providing sponsorship to about 100 logistics companies in the installation of the SMe-plug. The SMe-plug is an “Interoperable data connector” developed by the LSCM to reduce the costs and efforts required of logistics small and medium-sized enterprises (SMEs) in making connections with e-services platforms. The sponsorship to be provided to each participating company is capped at \$30,000, or 50% of the set-up cost of the SMe-plug, whichever is the less. The HKPC is responsible for the preparation, administration and implementation of the Jumpstart Program under the steer of the LOGSCOUNCIL. We provided a project sum of \$3.975 million to the HKPC for this purpose in 2014-15.

The LSCM’s SWIMS is an enabling technology for a smart and agile warehousing system to help logistics SMEs in handling high frequency shipments and small orders of e-commerce goods through flexible warehousing arrangements. In January 2015, the LOGSCOUNCIL provided comments to the LSCM to facilitate the latter to compile their detailed proposal for funding application through established procedures this year.

- (b) Apart from the sites in Tuen Mun West, the Government will continue to identify other suitable land for logistics use in different parts of Hong Kong, including Hung Shui Kiu, northern part of the New Territories and north Lantau, through various on-going and committed planning, engineering and feasibility studies commissioned by the relevant departments.

The TB will continue to provide input to the Development Bureau which is working with relevant bureaux and departments on “brownfield sites”.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0898)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under this Programme that the Government will “continue to work closely with the Hong Kong Logistics Development Council (LOGSCOUNCIL) and the logistics industry to promote e-logistics”. What are the specific measures under the initiative and will additional manpower and expenditure be involved?

Asked by: Hon MAK Mei-kuen, Alice (Member Question No. 8)

Reply:

In 2015-2016, the Government, with the support of the LOGSCOUNCIL, will fund two initiatives relating to e-logistics promotion, namely the implementation of the “SMe-Plug Jumpstart Program” (the Jumpstart Program) and the proposed development of a “Smart Warehouse Internet-of-Things Management System” (SWIMS) by the Hong Kong R&D Centre for Logistics and Supply Chain Management Enabling Technologies (LSCM).

The Jumpstart Program was launched in March 2015 by the LOGSCOUNCIL in collaboration with the Hong Kong Productivity Council (HKPC) and the LSCM to encourage the adoption of e-freight by providing sponsorship to about 100 logistics companies in the installation of the SMe-plug. The SMe-plug is an “Interoperable data connector” developed by the LSCM to reduce the costs and efforts required of logistics small and medium-sized enterprises (SMEs) in making connections with e-services platforms. The sponsorship to be provided to each participating company is capped at \$30,000, or 50% of the set-up cost of the SMe-plug, whichever is the less. The HKPC is responsible for the preparation, administration and implementation of the Jumpstart Program under the steer of the LOGSCOUNCIL. We provided a project sum of \$3.975 million to the HKPC for this purpose in 2014-2015.

The LSCM's SWIMS is an enabling technology for a smart and agile warehousing system to help logistics SMEs in handling high frequency shipments and small orders of e-commerce goods through flexible warehousing arrangements. In January 2015, the LOGSCOUNCIL provided comments to the LSCM to facilitate the latter to compile their detailed proposal for funding application through established procedures this year.

The above initiatives do not involve additional manpower by the Transport Branch of the Transport and Housing Bureau.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)108

(Question Serial No. 0899)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under this Programme that the Government will “work with the Hong Kong Port Development Council (PDC) and relevant government departments in taking forward measures to improve the operational efficiency of the Hong Kong Port”. What are the specific measures under the initiative and will additional manpower and expenditure be involved?

Asked by: Hon MAK Mei-kuen, Alice (Member Question No. 8)

Reply:

The Government released the findings of the “Study on the Strategic Development Plan for Hong Kong Port 2030” (the Study) on 1 December 2014 and briefed the PDC and the Hong Kong Maritime Industry Council. The Study concluded that in order to meet the forecast growth in throughput up to 2030, the handling capacity of the existing container terminals and related port facilities needs to be enhanced, such as the provision of more port backup land and barging facilities.

The Government is reviewing the allocation and management of port backup land in the vicinity of the Kwai Tsing Container Terminals currently leased under short-term tenancies. The review will explore how to better utilise the land to support the efficient operation of the container terminals and the port as a whole. Proposals will be set out in a document for industry consultation in due course. The work is absorbed by existing manpower in the Transport Branch of the Transport and Housing Bureau.

In addition, the Government commissioned in June last year a consultancy study on a site in Kwai Chung, currently used for port backup purposes, to explore the feasibility of

developing the site into a multi-storey car park principally for use by container trucks and medium/heavy goods vehicles, so as to free up more land for port backup uses to provide better support to port operations. The study is expected to be completed by around mid-2015. The total estimated expenditure for the study is about \$1.28 million. Internal manpower has been deployed to oversee the study.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0900)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work on overseeing the Tuen Mun Western Bypass (TMWB) project, despite the local support for the alignment of the TMWB obtained in 2010, some members of the local community have raised strong objections against the project, as they are worried that the northern viaduct section of the TMWB and the portal of its southern tunnel section at Tsing Tin Road Interchange might affect nearby residents. Please provide the following information.

- (a) The Government has mentioned that it would engage a consultant to conduct a preliminary study on the objections received. What are the findings of the study and what is the timetable for consultation with local stakeholders?
- (b) What is the revised timetable for implementation of the project? Will it tie in with the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB)? If no, how long will it take for the implementation after the commissioning of the HZMB?
- (c) While the works for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) are in good progress, members of the local community are worried that without the co-ordination of the TMWB, the commissioning of the TM-CLKL will not be able to help alleviate the traffic congestion in Tuen Mun. Upon commissioning of the TM-CLKL, what will be the traffic flow on Wong Chu Road? Will the Government take any improvement measures to deal with the situation, and will it consider reducing the toll rates of the Lantau Link to divert the traffic?

Asked by: Hon MAK Mei-kuen, Alice (Member Question No. 37)

Reply:

The TMWB project is under review taking into account the latest traffic forecast and the views of the Tuen Mun District Council (TMDC) and other stakeholders. We presented a revised alignment of the TMWB connecting Tuen Mun Area 40 with Tsing Tin Road to the TMDC on 3 March 2015. We will further review the TMWB project having regard to the TMDC's latest views. The works programme and estimated project cost for the TMWB are included in the review.

When the TM-CLKL is commissioned in 2018, the traffic conditions along Wong Chu Road would still be acceptable during the peak periods. According to the Transport Department (TD)'s assessment, the volume to capacity ratio (v/c ratio)¹) of the slip road connecting Tuen Mun Road with Wong Chu Road was approaching 1.0 in 2013, and is estimated to reach 1.0 by 2021 after the commissioning of the TM-CLKL. This level of traffic condition is considered acceptable. The TD will continue to monitor the traffic flow along Wong Chu Road.

The Government will continue to adopt the "user pays" principle, and take into account a number of factors including operating costs, impact on the traffic flow, the economy as well as public affordability and acceptability, when determining the toll level of the TM-CLKL and reviewing that of the Lantau Link in future.

¹ The v/c ratio is an indicator which reflects the performance of a road. A v/c ratio equals to or less than 1.0 means that a road has sufficient capacity to cope with the volume of vehicular traffic under consideration and the resultant traffic will flow smoothly. A v/c ratio between 1.0 and 1.2 indicates the onset of congestion; and that above 1.2 indicates more serious congestion with speed deteriorating progressively with further increase in traffic.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2731)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the development of our maritime and logistics industries, please provide information on the following.

- (a) Last year, the Transport Branch (TB) of the Transport and Housing Bureau oversaw the conduct of a consultancy study by the Civil Aviation Department (CAD) on the feasibility of establishing a civil aviation training institute. The work will be continued in the coming year. What are the specific progress and preliminary findings of the study?
- (b) Last year, the TB worked with the maritime and aviation industries and relevant education institutions to set up the Maritime and Aviation Training fund (MATF), and implemented various incentive and scholarship schemes to support manpower training and development initiatives. In the coming year, it will continue to draw up and implement manpower development and promotion initiatives under the MATF with advice from the tripartite taskforces. What are the details involved? What are the respective numbers of people receiving training in each of the past three years? How many of them have pursued their career in the relevant industries?
- (c) In the coming year, the TB will continue to collaborate with the Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) and the Hong Kong Association of Freight Forwarding and Logistics Limited (HAFFA) to ensure the smooth implementation of the training programme for the freight logistics sector. What are the specific plan and details involved? What are the respective numbers of people receiving training in each of the past three years? How many of them have pursued their career in the relevant industries?

- (d) Last year, the TB supported the Hong Kong Maritime Industry Council in taking forward recommendations put forth in the “Consultancy Study on Enhancing Hong Kong’s Position as an International Maritime Centre” including the proposal to set up a new institutional body for maritime development. What is the progress of the respective follow-ups on the recommendations? What are the details of the plan on setting up a new institutional body?

Asked by: Hon QUAT Elizabeth (Member Question No. 59)

Reply:

- (a) The CAD has engaged a consultant to carry out a feasibility study on establishing a civil aviation training institute. The scope of the study includes an assessment on the current and future manpower resources and training needs of the Hong Kong and overseas aviation industry, and the feasibility of establishing a civil aviation training institute and related issues, including the scale of the institute, types and level of training to be offered, trainers, and interaction and collaboration with the stakeholders (including those existing training institutes), etc. During the conduct of the study, the consultant has consulted the stakeholders of the aviation industry, and contacted local and overseas aviation organisations and training institutes to collect relevant information and seek their comments. The consultancy study is expected to be completed in 2015. The Government will follow up the results of the feasibility study, examine the detailed arrangements for establishing the civil aviation training institute in due course.
- (b) The Government has been taking forward five incentive and scholarship schemes to help groom talents for the maritime sector for the past three financial years, these are tabulated in (1)-(5) below. In addition, under the \$100-million MATF which was first launched on 1 April 2014, further work has been carried out in collaboration with the industry and the academia to introduce new schemes and programmes ((6)-(9) below) for enhancing manpower training support for the maritime and aviation sectors :

	Initiatives	Details
(1)	Sea-going Training Incentive Scheme	Cadets are being provided with subsidy under the Scheme for acquiring seafaring experience on ocean-going vessels for up to 18 months, and there is provision for professional qualification examination fee remission. 52, 44, and 58 cadets were respectively enrolled under the Scheme in 2012-13, 2013-14 and 2014-15. (Note)
(2)	Ship Repair Training Incentive Scheme	Graduates from selected Vocational Training Council (VTC) courses who enrolled for apprenticeship under the Scheme are being offered monthly subsidy up to 36 months. Four, 14, and nine apprentices were respectively enrolled under the Scheme in 2012-13, 2013-14 and 2014-15. (Note)

(3)	Hong Kong Maritime and Logistics Scholarship Scheme	Scholarships are being offered to selected Hong Kong Polytechnic University (PolyU) students of the Master of Science in International Shipping and Transport Logistics programme. 14, ten and ten PolyU students were respectively awarded the scholarship in 2012, 2013 and 2014. 20 scholarship recipients joined the maritime sector after graduation, and 14 students are still in education.
(4)	Hong Kong Maritime Law Scholarship Scheme	Scholarships are being offered to the City University of Hong Kong (CityU) students of the Master of Laws (Maritime and Transportation Law) programme. Nine, five and seven CityU students were respectively awarded the scholarship in 2012, 2013 and 2014. 12 scholarship recipients joined the maritime sector after graduation, and nine students are still in education.
(5)	University of Hong Kong (HKU) – Dilan Maritime University (DMU) Academic Collaboration Scheme	Scholarships are being offered to selected DMU students for studying in the Master of Common Law programme at the HKU, and selected HKU students are sponsored to undertake summer courses at the DMU. Five, six and five DMU students were respectively awarded the scholarship in 2012, 2013 and 2014. 11 scholarship recipients joined the maritime sector after graduation, and five students are still in education.
(6)	Maritime and Aviation Internship Network	This initiative was embarked in April 2014 under which internship positions in maritime- and aviation-related companies were offered to tertiary students in the 2014 summer, and the MATF contributed partly to the monthly honorarium that the student interns received. 248 students and 29 companies participated in the Network for summer 2014. The initiative will be re-run for summer 2015. (Note)
(7)	Professional Training and Examination Refund Scheme	This scheme was introduced in April 2014 to encourage and support in-service practitioners of the two sectors to attend / sit for pre-approved courses and professional examinations. As at 28 February 2015, more than 130 in-service practitioners had successfully applied under the Scheme.
(8)	Local Vessel Trade Training Incentive Scheme	So far eight eligible ratings, who newly joined the local vessel trade, have joined the Scheme.

(9)	Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	This scheme was introduced in April 2014 to encourage young people to choose specialised aircraft maintenance programmes offered by the VTC, namely (a) Higher Diploma in Aircraft Maintenance Engineering or (b) Diploma in Vocational Education (Aircraft Maintenance) and join the aircraft maintenance industry after graduation. Eligible applicants of the Scheme will receive refund of 50% of the total tuition fee paid for the programmes, subject to a maximum sum of \$30,000 (whichever is the less). As at 28 February 2015, around 39 students have successfully applied under the Scheme.
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Note : There is no requirement for the cadets / apprentices / students to continue to work in the maritime sector after the training / apprenticeship / internship period, hence the precise number of those who (will) stay(ed) on cannot be provided.

- (c) With the support of the Hong Kong Logistics Development Council (LOGSCOUNCIL), the Government provided a sponsorship of \$1 million to the CILTHK and the HAFFA in 2007-08 for designing and implementing a Vocational Training Programme (the Programme) tailored for the frontline staff of the freight logistics sector. The Programme seeks to enhance the skills and capabilities of the freight logistics workforce by offering practical knowledge that is crucial for freight operations. The Programme is divided into “Airfreight” and “Seafreight” streams, with four modules for each stream. The Programme was rolled out in phases from early 2010. The number of participants who have completed training under the different modules of the Programme in each of the last three years is 171 in 2012-13, 54 in 2013-14 and 70 in 2014-15. The vast majority of the participants are incumbent practitioners in the logistics industry. The CILTHK and the HAFFA will continue to conduct marketing and promotion of the Programme to encourage participation by employees of logistics companies, and will regularly report progress to the LOGSCOUNCIL.
- (d) The study findings of the consultancy study on “Enhancing Hong Kong’s Position as an International Maritime Centre” were released in April 2014. A major recommendation of the consultant is that the Government set up a new maritime body to drive more proactively the long-term development of the maritime industry. Last July, the TB commissioned a consultancy study to look into the scope of work and organisation of the future new maritime body with a view to ascertaining its financial and business sustainability. The study is in the final stages and recommendations are expected to be available in next few months. Thereafter, the Government will consult the Legislative Council and engage the industry, and start the relevant preparatory work as appropriate. The detailed plan, timetable and the resources required will be ascertained when the proposal is finalised.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2732)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the development of our maritime and logistic industries, please provide details of the latest estimate and financing plan for the expansion of the Hong Kong International Airport, i.e. the Three-Runway System (3RS) project. Also, what are the impacts on the implementation of the project given the current judicial review (JR) against the environmental impact assessment (EIA) report?

Asked by: Hon QUAT Elizabeth (Member Question No. 59)

Reply:

The cost of the 3RS project is estimated to be around \$141.5 billion in money-of-the-day prices according to the latest estimate prepared by the Airport Authority Hong Kong (AA) in January 2015. Having regard to its current strong financial position and projected steady growth in revenue in coming years, the AA considered that it should finance the project by itself. On 17 March 2015, the Executive Council affirmed the need for the 3RS project. The AA is actively exploring ways, in consultation with the Government, to facilitate early implementation of the project, with a target commissioning date of 2023.

There are two JR applications filed against the decisions of the Director of Environmental Protection to approve the EIA report and grant the Environmental Permit for the 3RS project. As the JR applications are being processed in court, we will not comment on the cases. Meanwhile, the AA will study the implications of the JR applications and consider ways to minimise the potential impact on the 3RS programme.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)112

(Question Serial No. 0079)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the ten hectares of logistics site reserved at Tuen Mun West, will the Government advise:

- (a) whether it has assessed the impact on the capacity of Tuen Mun Road when the site is in use; if yes, the details; if no, the reasons for that; and
- (b) when the site will be released for the use of the industry?

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 1)

Reply:

- (a) A comprehensive Traffic Impact Assessment (TIA) was conducted for the proposed modern logistic developments at Tuen Mun Areas 38 and 49. According to the TIA results, the two-way traffic generated by the two sites during the morning and evening peak hours (i.e. 7:00 am to 9:00 am, and 5:00 pm to 7:00 pm) will be about 100 vehicles per hour for the development in Area 49 and 150 vehicles per hour for the development in Area 38 when the two developments are expected to be completed for operation by 2019 and 2023 respectively. The additional traffic is expected to mainly travel to Tuen Mun or the urban area via Lung Mun Road, Lung Fu Road, Wong Chu Road, and Tuen Mun Road or to Lantau via the future Tuen Mun – Chek Lap Kok Link. The TIA shows that the traffic conditions of the above-mentioned roads will be at a manageable level.

- (b) We consulted the Tuen Mun District Council on the TIA results on 3 March 2015. Subject to further discussion with the District Council members on the traffic issues and planning approval from the Town Planning Board on the proposed logistics development in Tuen Mun Area 49, we plan to release the site in Area 49 to the market before end of this year. The site in Tuen Mun Area 38 is currently occupied by a temporary fill bank until the end of 2018. We will continue to keep in view the availability of this site for logistics use.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0082)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

In paragraphs 72 and 73 of the Budget Speech, the Government envisaged that the construction works for the third-runway system could commence in 2016 for commissioning in 2023. In light of the widespread objection of this system on the internet, will the Government inform this Council of its strategy in gauging public support for this project? What kind of measures will the Government adopt in order to ensure there will be sufficient labour force to support the construction works of this project and how will it control and co-operate with the Airport Authority so as to avoid overspending?

Asked by: Hon SHEK Lai-him, Abraham (Member Question No. 4)

Reply:

Throughout the planning process of the Three-Runway System (3RS) project, the Airport Authority Hong Kong (AA), the project proponent, has been actively engaging the relevant stakeholders and the general public in gauging their views on the project and to clarify any misconceptions regarding 3RS. Various engagement activities, including briefings, seminars and public forums, were conducted for various stakeholder groups. A dedicated bilingual 3RS website (<http://www.threerunwaysystem.com>) has been set up since May 2012 to provide the public with the latest updates on the 3RS project. The AA has also made use of other online platforms (e.g. Facebook) to reach out to the general community especially the younger generation. The AA will continue to engage different stakeholders in gauging their views and promote the 3RS through both conventional means and online media.

On 17 March 2015, the Executive Council affirmed the need for the 3RS project. The AA is actively exploring ways, in consultation with the Government, to facilitate early

implementation of the project, with a target commissioning date of 2023. In parallel, the AA is also assessing the manpower requirement for the project.

The Transport and Housing Bureau has set up an Airport Expansion Project Coordination Office in 2012 to monitor and co-ordinate the 3RS planning work carried out by the AA. The office will continue to work closely with the AA on the design and construction of the project, including project cost control and expenditure monitoring during implementation of the 3RS project.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2886)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Budget Speech that “We shall ride on the experience of other jurisdictions and explore possible measures that can promote aerospace financing business in Hong Kong.” In this connection, will the Government advise this Committee on:

- (a) the estimated expenditure of the work in 2015-16;
- (b) the figures and ranks of the officer responsible for the work;
- (c) the specific work plan of the officers; and
- (d) the progress or timetable of the work in 2015-16?

Asked by: Hon SIN Chung-kai (Member Question No. 54)

Reply:

The initiative on exploring the potential of aerospace financing industry in Hong Kong was put forward by the Working Group on Transportation (WGT) under the Economic Development Commission. The Transport Branch (TB) of the Transport and Housing Bureau provides secretariat support to the WGT. The relevant work and other expenditure involved in providing secretariat support are handled by the existing manpower and absorbed by the TB's existing resources.

In addition, the Financial Services and the Treasury Bureau (FSTB) as well as the Inland Revenue Department (IRD) render support in taking forward this initiative with their existing manpower and resources.

As mentioned in the 2015-16 Budget, aerospace financing is crucial to the development of high value-added aviation services. The TB, the FSTB, as well as the IRD, will continue to take forward the initiative with reference to the experience of other jurisdictions and explore possible measures that can promote aerospace financing business in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3141)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government mentioned in the Budget Speech that “It is imperative for us to take forward the development of a Three-Runway System (3RS) in order to meet our long-term air traffic demand, and to maintain our status as an international and regional aviation centre in the face of fierce competition from other airports in the region. Having gone through the environmental impact assessment process, the Airport Authority Hong Kong (AA) has submitted its recommendations on the planning of the 3RS to Government”. In this connection, will the Government advise this Committee on:

- (a) the work plan for the 3RS and the estimated expenditure involved in 2015-16;
- (b) the numbers and ranks of the officers responsible for the 3RS; and
- (c) the Government's role in the financial arrangement of the 3RS and the implication on the Government's finance.

Asked by: Hon SIN Chung-kai (Member Question No. 58)

Reply:

(a) and (c)

The AA, proponent of the 3RS project, has completed the necessary planning work for the project including the statutory Environmental Impact Assessment, associated design details and financial arrangement. Having regard to its current strong financial position and projected steady growth in revenue in coming years, the AA considered that it should finance the project by itself. On 17 March 2015, the

Executive Council affirmed the need for the 3RS project. The AA is actively exploring ways, in consultation with the Government, to facilitate early implementation of the project, with a target commissioning date of 2023.

In the light of the importance and complexity of the 3RS project, a dedicated Airport Expansion Project Coordination Office (AEPCO) has been set up in the Transport Branch of the Transport and Housing Bureau since 2012 to closely monitor the AA in carrying out the planning work for the project. The notional annual mid-point salary value of all the posts in the AEPCO in the financial year 2015-16 is estimated to be \$10,800,960. The estimated expenditure for the employment of independent consultants to assist in reviewing the work of the AA is about \$17 million.

- (b) The AEPCO comprises three directorate officers and eight non-directorate officers in the disciplines of Administrative Officer, Engineer, Executive Officer as well as clerical and secretarial staff.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)116

(Question Serial No. 0403)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated in the Budget Speech that the construction works for the three-runway system (3RS) of the Hong Kong International Airport would commence in 2016 for commissioning in 2023. In this connection, will the Government please advise on:

- (a) the latest estimated project cost for the 3RS and its related works and a comparison with the previous estimation;
- (b) the construction manpower required for the above works and how to ensure sufficiency of technical workers; and
- (c) the amount of project cost to be borne by the Government and how the remainder of the cost will be settled?

Asked by: Hon TIEN Pei-chun, James (Member Question No. 1)

Reply:

The cost of the 3RS project is estimated to be around \$141.5 billion in money-of-the-day (MOD) prices according to the latest estimate prepared by the Airport Authority Hong Kong (AA) in January 2015. This is comparable to the previous estimation at \$136.2 billion (in MOD prices) under the AA's "Hong Kong International Airport Master Plan 2030". Having regard to its current strong financial position and projected steady growth in revenue in coming years, the AA considered that it should finance the project by itself. Following the Executive Council's affirmation of the need for the 3RS project on 17 March 2015, the AA is actively exploring ways, in consultation with the Government, to facilitate early implementation of the project, with a target commissioning date of 2023. In parallel, the AA is also assessing the manpower requirement for implementation of the project.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0426)

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:

During 2015-16, the Transport Branch (TB) will continue to work with the Airport Authority Hong Kong (AA) on initiatives that will enhance airport capacity, airport services, and the airport's connectivity and competitiveness. In this connection, will the Government advise this Committee on:

- (a) the initiatives taken last year, the achievements made and expenditures incurred; and
- (b) the respective initiatives to be taken to enhance airport capacity, airport services, and the airport's connectivity and competitiveness and the estimated expenditures to be incurred?

Asked by: Hon TIEN Pei-chun, James (Member Question No. 24)

Reply:

- (a) In 2014, the Hong Kong International Airport (HKIA) welcomed 63.3 million passengers, showing a year-on-year (yoy) increase of 5.7%. Cargo throughput and flight movements reached 4.38 million tonnes and 391 008 respectively, representing the yoy growth of 6.0% and 5.1%.

To cope with medium-term demand, the AA is investing over \$12 billion to construct new facilities. The AA has completed its west apron expansion project which provides 28 aircraft parking stands, a cross-runway vehicular tunnel and other related supporting facilities. The AA has also been implementing midfield development project at the HKIA. A passenger concourse is under construction to provide 20 additional aircraft parking stands. Works on the project started in late 2011 and are

expected to be completed by the end of 2015. Upon completion of the midfield development project, the HKIA will be able to handle ten million more passengers annually.

The Government also attaches great importance to manpower training to support the sustainable development of the maritime and aviation industries. We set up a \$100-million Maritime and Aviation Training Fund on 1 April 2014, and launched a number of training and incentive schemes which seek to provide support to more young students or in-service practitioners to undertake relevant skills training and pursue professional undergraduate studies, and encourage them to join the maritime and aviation industries, thereby enhancing the overall competency and professionalism of the sectors.

At the same time, the Civil Aviation Department has engaged a consultant to carry out a feasibility study on establishing a civil aviation training institute in Hong Kong. The feasibility study commenced in mid-2014, and is expected to be completed in early 2015. The Government will follow up on the findings of the feasibility study, and examine the detailed arrangements for establishing Hong Kong's own civil aviation training institute.

- (b) There was robust growth in air traffic movements (ATMs) at the HKIA in the past few years, with an average growth rate of about 5% per year. The ATMs at the HKIA reached 391 008 in 2014. In the light of the current projection and growth of traffic, the existing two-runway system is expected to reach full capacity very soon. Notwithstanding the above expansion projects which could incrementally and temporarily enhance the operations of the HKIA, the bottleneck of the HKIA remains the runway capacity. There is a pressing need to take forward the implementation of the Three-Runway System (3RS) as soon as possible to cater for the long-term air traffic demand and maintain Hong Kong's competitiveness amidst increasing competition from the neighbouring airports.

On 17 March 2015, the Executive Council affirmed the need for the 3RS project. The project is estimated to cost around \$141.5 billion in money-of-the-day prices according to the latest estimate prepared by the AA in January 2015. The AA is actively exploring ways, in consultation with the Government, to facilitate early implementation of the project, with a target commissioning date of 2023.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1503)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “worked with the Airport Authority Hong Kong (AA) and the Civil Aviation Department (CAD) in enhancing the capacity of the existing runways and other airport facilities, such as implementing the midfield expansion project” and under the respective scope of the actual provisions for 2011-12, 2012-13 and 2013-14, the revised provision for 2014-15 and the estimated provision for 2015-16, please advise this Committee on:

- (a) the air traffic movements (ATMs), cargo throughput and passenger throughput of the Hong Kong International Airport (HKIA);
- (b) the projected full capacity of the HKIA in terms of ATMs, cargo throughput and passenger throughput when it commenced operation;
- (c) the expenditures borne by the AA on the repairs, maintenance and cost effectiveness of the HKIA; and
- (d) the timetable for taking forward the project on the Three-Runway System (3RS) of the HKIA.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 15)

Reply:

- (a) The ATMs, cargo throughput and passenger traffic at the HKIA for 2011-12 to 2014-15 (up to January 2015) are provided below.

Financial Year	Passenger traffic Trips (in million)	Cargo throughput Tonnes (in million)	ATMs ⁽¹⁾
2011 -12	54.9	3.9	339 000
2012 -13	57.2	4.0	355 000
2013 -14	60.7	4.2	377 000
2014 - 15 (up to January 2015) ⁽²⁾	53.5	3.7	330 000

Note:

(1) The ATMs include civil international passenger, cargo and non-revenue flights. Military and local flights are excluded.

(2) Figures in 2014-15 are provisional.

- (b) According to the New Airport Master Plan published in 1992, the HKIA was planned to handle 87.3 million passengers, 8.9 million tonnes of air cargo and 375 500 ATMs. According to a more recent study conducted in 2008 by the AA's aviation consultant, the National Air Traffic Services, the practical maximum capacity of the existing two-runway system (2RS) at the HKIA is some 420 000 ATMs per year. This study has taken into account the latest development/advances in aircraft technology and type, terrain constraint surrounding the HKIA, development of air networks, travel trends, historical growth of traffic at the HKIA, etc. The passenger and cargo traffic that can eventually be achieved will depend on the aircraft type used by individual airlines and the loading of the aircraft.

There was robust growth in the ATMs at the HKIA in the past few years, with an average growth rate of about 5% per year. The ATMs at the HKIA reached 391 008 in 2014. In the light of the current projection and growth of traffic, the existing 2RS is expected to reach full capacity very soon, and a 3RS is urgently needed to satisfy the long-term demand of the HKIA.

- (c) The expenditure borne by the AA on the repairs and maintenance of the HKIA is provided below.

\$ million	Financial Year			
	2011-12	2012-13	2013-14	2014-15 (up to 30 September 2014)
Repairs and maintenance	520	604	663	293

- (d) The AA, the proponent of the 3RS project has completed the planning work of the project, including the statutory Environmental Impact Assessment, associated design details and financial arrangement, and submitted its recommendations to the Government in January 2015. On 17 March 2015, the Executive Council affirmed the need for the 3RS project. The AA is actively exploring ways, in consultation with the Government, to facilitate early implementation of the project, with a target commissioning date of 2023.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1504)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “continue to oversee the technical feasibility studies and planning for the higher-ranking proposals on the provision of hillside escalator links and elevator systems”, most proposals are still at the design or consultation stage. Under the respective scope of the actual provisions for 2011-12, 2012-13 and 2013-14, the revised provision for 2014-15 and the estimated provision for 2015-16, please advise this Committee on:

- (a) the difficulties that make most proposals remain at the design or consultation stage;
- (b) the number of posts in the Highways Department (HyD) that are in charge of the above initiative and the number of proposals handled by each post; and
- (c) whether measures such as increasing manpower for the HyD will be taken to expedite the progress of the relevant studies and works so as to benefit hillside residents as early as possible.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 16)

Reply:

The Government established in 2009 a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (hereafter referred to as “hillside escalator links”) to determine the priority for conducting preliminary technical feasibility studies for the 20 works proposals received at that time. On this, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the results were reported to the LegCo Panel on Transport in February 2010. Two proposals were screened out initially, and 18

others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

Subsequently, upon reviewing the manpower resources, the HyD has commenced the preliminary technical feasibility studies for the proposals ranked eleventh and twelfth. These two studies were completed in the second and third quarters of 2014 respectively. The current progress of the 18 ranked proposals is at **Annex**.

Works for hillside escalator links involve various considerations such as the condition of the slopes, the flow path of the pedestrians, the layout of the structures, the impact on the surrounding environment, the possible reaction of the affected residents, the soil properties, the diversion of underground utilities and the associated land resumption if needed, and are therefore considerably complex. Subject to the findings of the preliminary technical feasibility studies, the HyD will continue to carry out various pre-construction tasks, which cover investigation and preliminary design, consultation with District Councils and relevant stakeholders, gazettal of the proposals and handling of any objections under the Roads (Works, Use and Compensation) Ordinance (Cap 370), land acquisition if necessary, formulation of detailed design, application for funding approval from the LegCo in respect of individual projects and invitation for tenders, etc. Since these pre-construction tasks involve complicated procedures and some proposed projects may be relatively controversial in nature, the time required for each works project varies with actual circumstances.

Staff of the HyD, the Transport Department and the Electrical and Mechanical Services Department have been assisting in the implementation of the hillside escalator links. Consultants have been engaged to provide technical assistance as necessary. We will review the works progress and manpower resources in a timely manner.

Current progress of the 18 ranked proposals of the hillside escalator links

Rank	Proposal	Progress of the project
1	Pedestrian Link at Tsz Wan Shan	This link is implemented under the Shatin to Central Link project.
2	Braemar Hill Pedestrian Link	The preliminary technical feasibility study has been completed. The HyD is preparing to engage consultants for the investigation and preliminary design with respect to the selected alignment.
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The preliminary technical feasibility study, investigation and preliminary design have been completed. The HyD has also commenced the detailed design.
4	Escalator Link and Pedestrian Walkway System at Pound Lane	The preliminary technical feasibility study has been completed. The HyD launched a public consultation in 2013 to gauge public views on the implementation of the project including the alignment. After considering public views and reviewing the original scheme, the HyD consulted the Central and Western District Council on the preliminary refined scheme on 8 January 2015. As the next step, the HyD will further consult the public on the preliminary refined scheme.
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.

7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
9	Lift and Pedestrian Walkway System at Waterloo Hill	The preliminary technical feasibility study has been completed. The project was gazetted and authorized. The HyD is carrying out the detailed design of the proposal.
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It is revealed in the preliminary technical feasibility study that the project involves two dangerous private slopes. The HyD will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD is preparing to engage consultants for the investigation and preliminary design.
12	Lift and Pedestrian Walkway at Luen On Street	The preliminary technical feasibility study has been completed. The HyD is preparing to engage consultants for the investigation and preliminary design.
13	Yuet Wah Street Pedestrian Linkage	This project is being implemented by the Civil Engineering and Development Department under the Kwun Tong Town Centre Redevelopment.
14	Escalator Link System between Hong Sing Garden and Po Hong Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.

14	Lift System between Lai King Hill Road and Princess Margaret Hospital	The ground investigation for construction of lift tower at Princess Margaret Hospital undertaken by the Hospital Authority (HA) has been completed. Pending the investigation results which are being compiled, relevant information will be used for the detailed design of the lift system, which will be undertaken by HA.
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)120

(Question Serial No. 1505)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “overseeing the implementation of special helping measures for the six major outlying island ferry routes in the current licence period from 2014 to 2017” and under the actual provisions for 2011-12, 2012-13 and 2013-14, the revised provision for 2014-15 and the estimated provision for 2015-16, please advise this Committee on:

- (a) the revenues of the six major outlying island ferry routes and the details of the subsidy provided by the Government;
- (b) the daily average patronage of the six major outlying island ferry routes on weekdays and public holidays respectively; and
- (c) whether there is a timeframe for the implementation of special helping measures for the six major outlying island ferry routes, and when the subsidy will end.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 17)

Reply:

- (a) Revenues of the six major outlying island ferry services are commercially sensitive information of the ferry operators.

To enhance the long term financial viability of the six major outlying island ferry routes¹ and alleviate the burden of fare increases on passengers, the Government has been providing special helping measures (SHMs) to these six ferry routes during the last three-year licence period from April / July 2011 to March / June 2014 and the current three-year licence period from April / July 2014 to March / June 2017². Details of the SHMs are tabulated as follows:

	SHMs	Actual amount reimbursed for the three-year licence period from April / July 2011 to March / June 2014	Commitment approved for the current three-year licence period from April / July 2014 to March / June 2017³
		\$ million	
(1)	waiving annual vessel survey fee and private mooring fee	1.60	1.57
(2)	reimbursing pier electricity, water and cleansing charges	10.81	13.52
(3)	reimbursing the balance of revenue foregone due to the provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement	13.13	18.97
(4)	reimbursing the vessel maintenance cost	72.42	95.73
(5)	reimbursing revenue foregone due to the provision of child fare concessions	9.90	23.49
(6)	reimbursing vessel insurance cost	2.24	3.36
(7)	re-launching a "Visiting Scheme to Outlying Islands"	1.69	2.00

¹ The six ferry routes are "Central – Cheung Chau"; "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; "Central – Mui Wo"; "Central – Peng Chau"; "Central – Yung Shue Wan"; and "Central – Sok Kwu Wan".

² The licence period for "Central – Mui Wo" route commenced on 1 April 2011 and those for the remaining five routes commenced on 1 July 2011. These licences were extended for three more years in 2014.

³ There is an additional 20% buffer provision to meet the increase in operating costs due to unforeseen factors.

- (b) The average daily patronage of the six major outlying island ferry routes during weekdays in the latest operating year from mid-2013 to mid-2014 was 47 000, while that of Sundays and public holidays was 60 100.
- (c) The SHMs were provided by the Government for the six major outlying island ferry routes during the three-year licence period from mid-2011 to mid-2014, and subsequently in the current three-year licence period from mid-2014 to mid-2017. The Government will conduct a mid-term review on the provision of the SHMs to the six major outlying island ferry routes in late 2015 / early 2016, as part of the Topical Study under the Public Transport Strategy Study, which will examine the role of ferries vis-à-vis other public transport services and possible ways to maintain their long term financial viability.

– End –

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1506)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the "Universal Accessibility" (UA) policy and under the respective scope of the actual provisions for 2011-12, 2012-13 and 2013-14, the revised provision for 2014-15 and the estimated provision for 2015-16, please advise this Committee on:

- (a) the number of public footbridges, elevated walkways and subways that do not bear a "Highways Department Structure Number" or are not managed by any government department; and
- (b) whether the Government has retrofitted any lifts or barrier-free access (BFA) facilities at these public footbridges that are not managed by any government departments.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 18)

Reply:

The Government has been installing BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, for years in response to the recommendations of the Equal Opportunities Commission (the "Original Programme"). In August 2012, the Government launched the new programme on UA which aims at further enhancing the BFA facilities for existing public walkways maintained by the HyD. Installation of lifts at about 250 public walkways was proposed by the public. In the first half of 2013, the Government invited all the 18 District Councils (DCs) to prioritise the new items in their districts proposed by the public. Each of the DCs selected three public walkways for priority implementation (the "Expanded Programme"). The Government is actively implementing both the "Original Programme" and the "Expanded Programme" under the

UA Programme. The expenditure in 2011-12, 2012-13, 2013-14 and 2014-15 was \$6.6 million, \$28.5 million, \$232.2 million and \$558.4 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2015-16 is \$840 million.

The Transport Branch of the Transport and Housing Bureau does not have information on the number of walkways (including footbridges, elevated walkways and subways) in Hong Kong that are not maintained by the HyD or other government departments. As walkways not maintained by the HyD fall outside the current scope of the UA Programme, the HyD has not retrofitted BFA facilities for such walkways under the UA Programme.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1507)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “in conjunction with the governments of Guangdong and the Macao Special Administrative Region, continue to oversee the works for the HZMB Main Bridge and formulate related cross-boundary transport arrangements” and under the respective scope of the actual provisions for 2011-12, 2012-13 and 2013-14, the revised provision for 2014-15 and the estimated provision for 2015-16, please advise this Committee on:

- (a) the amount of project cost to be borne by the Hong Kong Government for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge;
- (b) the number, causes and consequences of the industrial accidents that happened at the Hong Kong section of the HZMB Main Bridge since its construction; and
- (c) the respective time of commissioning of the Zhuhai, Macao and Hong Kong sections of the HZMB Main Bridge as estimated by the governments of Hong Kong, Guangdong and the Macao Special Administrative Region (SAR).

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 19)

Reply:

The entire HZMB project consists of two parts: (i) the HZMB Main Bridge; and (ii) the link roads and boundary crossing facilities of the three sides. The works of the HZMB Main Bridge are situated in Mainland waters and are being carried out by the HZMB Authority. The three governments are responsible for constructing their own boundary crossing facilities and link roads.

According to the agreement of the three governments on the construction, operation, maintenance and management of the HZMB, the Mainland government will contribute RMB ¥7 billion, the HKSAR government will contribute RMB ¥6.75 billion and the Macao SAR government will contribute RMB ¥1.98 billion. The total contributions from the three sides will be RMB ¥15.73 billion, whilst the remaining cost will be financed by loans. Hong Kong side's contribution of HKD \$9.28 billion was approved by the Finance Committee in 2009.

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. Besides, Mr LI Chunhong, the Director of the Guangdong Development and Reform Commission, advised at the press conference of the third session of the 12th Guangdong Provincial People's Congress held on 10 February this year that as the HZMB project encountered many unforeseen difficulties and technical problems, it appeared to be very difficult to commission the HZMB by end 2016.

As for the local projects in Hong Kong, according to the current progress, the Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR) projects may not be completed in time by end 2016. The Highways Department is reviewing the anticipated completion dates.

Since the commencement of the HKBCF of the HZMB, the HKLR and the Tuen Mun-Chek Lap Kok Link projects in 2011, 2012 and 2013, there are a total of 80 industrial accidents. The causes of the accidents are broadly categorised as injured by tools, plants and objects; injured whilst carrying, lifting and working; fell from height; slippage and others.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)123

(Question Serial No. 1508)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “continue its efforts to introduce practicable measures to contain road traffic congestion” and under the respective scope of the actual provisions for 2011-12, 2012-13 and 2013-14, the revised provision for 2014-15 and the estimated provision for 2015-16, please advise this Committee on:

- (a) when the Government will respond to the recommendations made in the Report on Study of Road Traffic Congestion in Hong Kong published by the Transport Advisory Committee (TAC); and
- (b) the details of the “practicable measures” mentioned under the Programme, whether the Report has been accepted and the explanations on how road traffic congestion can be contained.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 20)

Reply:

Upon the invitation of the Secretary for Transport and Housing (STH), the Transport Advisory Committee (TAC) conducted a study on road traffic congestion and submitted to the STH its “Report on Study of Road Traffic Congestion in Hong Kong” in December last year. The TAC has put forward a number of short, medium and long term recommendations to alleviate road traffic congestion for the Government’s consideration. The Government is carefully studying the recommendations, and will respond to them once it is in the position to do so.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)124****(Question Serial No. 3291)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Hong Kong-Shenzhen Western Corridor (HK-SWC) and under the respective scope of the actual provisions for 2011-12, 2012-13 and 2013-14, the revised provision for 2014-15 and the estimated provision for 2015-16, please advise this Committee on:

- (a) the respective figures on the daily and annual vehicular flow of the HK-SWC in respect of taxis, franchised buses, non-franchised buses and cross-boundary vehicles; and
- (b) what the Government will do to attract more drivers to use the HK-SWC to increase its vehicular flow, which has been reported to be lower than expectation and projection as vehicles using the HK-SWC can reach the Shenzhen Bay Control Point direct.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 22)

Reply:

- (a) According to the Annual Traffic Census published by the Transport Department (TD), the vehicular flows of HK-SWC which include both local public transport and cross-boundary vehicles accessing to Shenzhen Bay Port (SBP) in 2011, 2012 and 2013 are as follows –

	Daily Vehicular Flow	Annual Vehicular Flow (million)
2011	12 170	4.44
2012	14 750	5.38
2013	15 370	5.61

The TD is compiling the statistics of 2014 and the relevant figures are not yet available. The TD does not have any breakdown by vehicular types.

- (b) According to a previous forecast by the Government, the daily vehicular and passenger flows of HK-SWC would be around 29 800 and 30 800 respectively during the initial period of opening. The anticipated vehicular and passenger flows will increase to some 60 300 vehicles and 61 300 passengers a day in 2016. According to information provided by the Immigration Department and the Custom and Excise Department, the average daily cross-boundary vehicular and passenger flows at SBP in 2014-15 were about 9 800 vehicles and 105 000 passengers respectively. Compared with the previous forecast, the actual vehicular traffic flow was lower whilst the actual passenger flow was much higher.

Since 1982, the Governments of the Hong Kong Special Administrative Region and Guangdong have been jointly implementing and administering a quota system covering all cross-boundary vehicles (excluding goods vehicles and the Lok Ma Chau-Huanggang cross-boundary shuttle buses). Under the quota system, cross-boundary vehicles are restricted to use specific boundary crossing points (BCP) to ensure that the traffic volume commensurates with the handling capacity of the respective BCPs. The Government has no plan to attract more cross-boundary vehicles to use the SBP via the HK-SWC under the current quota system.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)125

(Question Serial No. 1927)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

What are the respective numbers of arriving and departing passengers using the SkyPier on the Lantau Island over the past five years? What is the degree of saturation? What is the number of ferries involved? Will the Government study the opening of SkyPier to non-airport users? What will be the expenditure involved? When will the findings be available?

Asked by: Hon TO Kun-sun, James (Member Question No. 31)

Reply:

The main purpose of the SkyPier is to provide convenient and speedy ferry services for air-to-sea/sea-to-air transit passengers travelling between Hong Kong and the Pearl River Delta (PRD) region. The Airport Authority Hong Kong (AA) operates the SkyPier in accordance with the Deed of Security signed with the Government, and is required to meet security requirements for transit passengers and baggage. The existing SkyPier is located within the Airport Restricted Area at the Hong Kong International Airport (HKIA) where customs, immigration and quarantine facilities are not provided. Therefore, the existing SkyPier is not open for use by non-transit passengers.

Cross-boundary ferry terminals are planned and provided by the Government on a territory-wide basis. The two existing cross-boundary ferry terminals (CBFTs) (i.e. the Hong Kong - Macau Ferry Terminal and the China Ferry Terminal) managed by the Government will have sufficient capacity to meet the projected demand for cross-boundary ferry services in the foreseeable future. Further, it is relevant that with the planned completion of the Hong Kong-Zhuhai-Macao Bridge, there will be an additional cross-boundary option for travelling between Hong Kong and Macao as well as Hong Kong

and cities on the western part of the PRD region. As such, there is no plan for a third government-managed CBFT at this stage.

Based on the AA's information, the SkyPier currently serves a daily average of 95 sailings between the HKIA and the eight sea ports in the PRD. Utilisation of the SkyPier is nearly saturated during peak hours between 9 am and 5 pm. The transit passenger throughput of the SkyPier in the past five years was as follows:

Year	Transit passenger throughput (million passengers)
2010	2.2
2011	2.4
2012	2.6
2013	2.7
2014	2.8

- End -

CONTROLLING OFFICER'S REPLY

THB(T)126

(Question Serial No. 1928)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

What are the respective numbers of arriving and departing passengers using the China Ferry Terminal (CFT) and the Hong Kong-Macau Ferry Terminal (MFT) over the past five years? What is the degree of saturation? What is the number of ferries involved? What were the expenditures of the terminals over the past five years? What are the estimated expenditures for 2015-16?

Asked by: Hon TO Kun-sun, James (Member Question No. 32)

Reply:

The annual passenger throughputs and number of ferry trips of the MFT and the CFT for the past five years were as follows:

Year	MFT		CFT	
	Passenger throughputs (million)	Ferry trips	Passenger throughputs (million)	Ferry trips
2010	17.3	95 383	7.2	50 147
2011	17.8	95 515	7.7	47 371
2012	17.7	92 162	8.1	46 078
2013	17.6	90 319	8.6	45 466
2014	17.6	89 248	9.0	45 247

The daily maximum handling capacities of the MFT and the CFT add up to about 290 000 passengers. In 2014, the total peak daily patronage was about 124 000 passengers, accounting for some 43% of the total handling capacities of the two cross-boundary ferry terminals.

The annual expenditures of the MFT and the CFT for the past five years were as follows:

Year	MFT (\$ million)	CFT (\$ million)
2010-11	48.2	34.2
2011-12	47.8	36.3
2012-13	51.4	41.2
2013-14	52.1	39.8
2014-15 (estimated)	53.3	42.4

The estimated expenditures of the MFT and the CFT in 2015-16 are about \$53.3 million and \$42.4 million respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)127

(Question Serial No. 2563)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

To support those sectors affected by the Occupy Movement, the Government plans to waive the fees for vehicle examination once for the renewal of vehicle licences of taxis, light buses, franchised and non-franchised buses, goods vehicles, trailers and special purpose vehicles within a year.

- (a) Please provide in the table below the number of each type of vehicles and the respective amount of fees waived.

Vehicle Type	Taxis	Light Buses	Franchised Buses	Non-franchised Buses	Goods Vehicles	Trailers	Special Purpose Vehicles
Number of Vehicles							
Amount of Fees Waived							

- (b) Please provide in the table below figures on traffic flow in each of the 18 districts of Hong Kong between September and December over the past three years.

2014	Central and Western	Wan Chai	Eastern	Southern	Kowloon City	Wong Tai Sin	Kwun Tong	Yau Tsim Mong	Sham Shui Po	Tsuen Wan	Kwai Tsing	Sai Kung	Sha Tin	Tai Po	North	Tuen Mun	Islands
Sep																	
Oct																	
Nov																	
Dec																	

2013	Central and Western	Wan Chai	Eastern	Southern	Kowloon City	Wong Tai Sin	Kwun Tong	Yau Tsim Mong	Sham Shui Po	Tsuen Wan	Kwai Tsing	Sai Kung	Sha Tin	Tai Po	North	Tuen Mun	Islands
Sep																	
Oct																	
Nov																	
Dec																	

2012	Central and Western	Wan Chai	Eastern	Southern	Kowloon City	Wong Tai Sin	Kwun Tong	Yau Tsim Mong	Sham Shui Po	Tsuen Wan	Kwai Tsing	Sai Kung	Sha Tin	Tai Po	North	Tuen Mun	Islands
Sep																	
Oct																	
Nov																	
Dec																	

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 10)

Reply:

- (a) Based on the number of registered vehicles as at end October 2014, it is estimated that the number of vehicles which can benefit from the waiver of vehicle examination fee is 174 300. The total amount of fee waived is estimated to be about \$120 million. Details are as follows:

Vehicle Type	Taxis	Light Buses	Franchised Buses	Non-franchised Buses	Goods Vehicles	Trailers	Special Purpose Vehicles
Number of Vehicles ^{Note 1}	18 138	7 363	5 846	7 636	117 040	17 038	1 239
Amount of fees waived (\$ million) ^{Note 2}	9.7	4.7	5.6	6.6	83.2	9.1	1.0

Note 1: Based on the number of registered vehicles as at end October 2014.

Note 2: Estimated based on the current level of vehicle examination fee.

- (b) The Transport Department (TD) only collects monthly traffic flow data at certain number of road sections. This limited amount of road sections cannot represent the traffic flows for the entire district. Therefore, the TD does not have the monthly traffic flow data from September to December in the 18 districts for the past three years.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2573)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport and Housing Bureau (THB) is responsible for, inter alia, overseeing the progress of the various MTR railway projects. Please advise on:

- (a) the progress of the South Island Line(East) [SIL(E)], the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL), their respective estimated time of completion and commissioning and their respective estimated project costs;
- (b) the latest estimated project cost of the SCL given the works delay and additional expenditure incurred by the discovery of antiquities and relics at the works site of the To Kwa Wan (TKW) Station of the SCL, and whether the TKW Station will be opened in parallel with the commissioning of the SCL; and
- (c) whether decisions have been made on how the antiquities and relics discovered at the TKW Station of the SCL will be handled; if yes, the details.

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 22)

Reply:

According to the MTR Corporation Limited (MTRCL), as at the end of 2014, the progress of construction works and the target dates of commissioning for the SIL(E), the KTE and the SCL are tabulated below:

Project	Actual Progress of Construction Works^{Note} (% completed)	Target Commissioning date
SIL(E)	80	End 2016
KTE	77	Mid-2016
SCL	23	Tai Wai to Hung Hom section: 2019 Hung Hom to Admiralty section: 2021

Note: The progress of the railway projects is expressed in terms of percentage share (%) of the estimated expenditure on the projects.

As reported to the Subcommittee on Matters Relating to Railways of the Legislative Council Panel on Transport in March 2015, the latest cost estimate for the SIL(E) had increased from \$12.4 billion (in December 2009 prices) to \$15.2 billion (in money-of-the-day (MOD) prices), whereas the latest cost estimate for the KTE remained at the original \$5.3 billion (in December 2009 prices).

As the SIL(E) and the KTE are ownership projects, the MTRCL will bear the additional expenditure arising from the delay of the railway works.

The Approved Project Estimate for the entire SCL project is \$79.8 billion (in MOD prices). The MTRCL estimated that there would be a minimum delay of 11 months, and an additional cost of at least \$4.1 billion for the Tai Wai to Hung Hom section of the SCL, arising from the archaeological and conservation works at the TKW Station. The MTRCL is conducting a cost review for the entire SCL for submission to the Highways Department for scrutiny. The current target is to commission the Tai Wai to Hung Hom Section of the SCL, including the TKW Station, in 2019.

The Antiquities Authority (the Secretary for Development) announced on 8 December 2014 his decision on the conservation of the remnants discovered at the TKW Station, with most of them preserved in-situ. The MTRCL is revising the design of the TKW Station and the construction sequence in accordance with the decision. The archaeological remnants to be preserved in-situ are located in the area earmarked as the future Sung Wong Toi Park. The Government will explore the feasibility of providing appropriate facilities inside the park for displaying the archaeological remnants in a holistic way. The MTRCL is also revising the design of the station to allow flexibility for displaying part of the unearthed relics in the concourse of the TKW Station in future.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)129

(Question Serial No. 2574)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), a project originally scheduled for completion in 2015, could only be opened in 2017 because of the delay in the completion of the major works to 2016. Please advise on:

- (a) the latest progress of the project, the works that have been completed and the cost incurred;
- (b) the remaining works to be carried out; and
- (c) the provision unspent and whether the amount is enough to cover the remaining works.

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 23)

Reply:

- (a) As reported by the MTR Corporation Limited (MTRCL), the overall progress of the XRL was 66.3% completed as at the end of December 2014. Around 88% of the overall excavation works and around 43% of the concrete works had been completed for the West Kowloon Terminus (WKT). Excavation of the main tunnel was about 90% completed. Also, all of the 14 buildings at the Shek Kong Stabling Sidings and the Emergency Rescue Siding had been completed. Electrical and mechanical (E&M) works, including track-laying and installation of overhead lines, are in progress. As at the end of December 2014, the cumulative expenditure for the contracts awarded was about \$43.15 billion.

- (b) Future works to be carried out mainly include the remaining tunnel section, the WKT construction works, the majority of the system-wide E&M works, and the testing and commissioning of the project.
- (c) The Approved Project Estimate for the construction of the XRL project is \$66.8 billion. The estimated cumulative expenditure up to the end of 2014-15 is about \$50.0 billion. The MTRCL announced on 11 August 2014 that the Cost to Complete (CTC) of the XRL project would be \$71.52 billion. The HyD has urged the MTRCL to further review the CTC in the light of the reports of the MTRCL Independent Board Committee and the HyD's review findings. The MTRCL is conducting the relevant review and will advise the Government of the outcome in the second quarter of 2015.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)130****(Question Serial No. 2594)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

At present, there are over 52 000 cross-boundary vehicles plying between Guangzhou and Hong Kong. Please advise on:

- (a) the number of traffic accidents involving cross-boundary vehicles over the past 36 months and the respective breakdowns for Hong Kong vehicles and Mainland vehicles;
- (b) the types of the above traffic accidents and their respective numbers of cases.

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 48)

Reply:

- (a) The number of traffic accidents with personal injury occurring on roads in Hong Kong involving cross-boundary vehicles for the 36-month period from January 2012 to December 2014 is as follows –

Year	Number of traffic accidents involving cross-boundary vehicles		
	Total [^]	Hong Kong vehicles	Mainland vehicles
2012	506	485	26
2013	578	564	17
2014	597	579	22

[^] As some traffic accidents involved both Hong Kong vehicles and Mainland vehicles, the totals are less than the sums of the two breakdowns.

- (b) Among the traffic accidents mentioned in part (a), around 76% or an average of around 430 cases per annum involved vehicle-vehicle collision. Another 15% or an average of around 80 cases per annum involved vehicle-pedestrian collision. The remaining 9% or an average of 50 cases per annum involved vehicle-object collision or non-collision type accidents.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)131****(Question Serial No. 2604)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The trading and logistics industry is a major industry of Hong Kong. Please advise on:

- (a) the air and port cargo throughput of Hong Kong over the past three years; and
- (b) the distribution of the re-exports, domestic exports and imports involved.

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 59)

Reply:

- (a) and (b) The air cargo throughput at the Hong Kong International Airport (HKIA) in the past three years is provided in Table 1, and the container throughput of the Hong Kong Port during the same period is provided in Table 2.

Table 1: Air Cargo Throughput at the HKIA

Year	Cargo handled (million tonnes) ⁽¹⁾		
	Unloaded	Loaded	Total ⁽²⁾
2012	1.46	2.56	4.03
2013	1.49	2.64	4.13
2014	1.59	2.79	4.38

Notes:

- (1) Unloaded cargo includes import and inbound transshipment cargo. Loaded cargo includes export and outbound transshipment cargo. Air mail is excluded.
- (2) Figures may not add up to total due to rounding.

Table 2: Container Throughput of the Hong Kong Port

Year	Containers discharged ⁽³⁾ (’000 TEUs)	Containers loaded ⁽⁴⁾ (’000 TEUs)	Total container throughput ⁽⁵⁾ (’000 TEUs)
2012	11 707	11 411	23 117
2013	11 474	10 878	22 352
2014	11 271	10 955	22 226

Notes:

- (3) Containers discharged include import, inbound transshipment and empty containers.
- (4) Containers loaded include export, outbound transshipment and empty containers.
- (5) Figures may not add up to total due to rounding.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)132

(Question Serial No. 1136)

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:

There are a number of airports in the Pearl River Delta (PRD) region. Due to the robust economic growth, the air traffic in the region has become busier by the day. In early 2004, the Civil Aviation Administration of China (CAAC), the Civil Aviation Department (CAD) of Hong Kong and the Civil Aviation Authority of Macao (CAAM) have set up a Tripartite Working Group (TWG) to formulate measures to improve the airspace structure and air traffic control (ATC) arrangements in the PRD region to optimise the use of airspace and enhance safety. In 2007, the TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan", which clearly stipulated the short, medium and long-term optimisation targets and measures to be achieved and implemented before 2020. The ultimate target of the plan is to achieve joint airspace planning, use of common standards and harmonised flight procedure design for the air traffic in the region, thereby ensuring safe and efficient use of the airspace for mutual benefits and a win-win situation to the three sides. Will the Government advise on the specific details, implementation progress and timetable of the optimisation targets and measures, as well as the expenditure and manpower involved in 2013-14, 2014-15 and 2015-16 respectively?

Asked by: Hon TSE Wai-chuen, Tony (Member Question No. 33)

Reply:

The "PRD Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan), drawn up by the TWG in 2007, stipulated short, medium and long-term optimisation targets and measures, with a view to supporting air traffic growth in the PRD region, thereby achieving mutual benefits and a win-win outcome for the airports in the region, including Guangzhou, Hong Kong, Shenzhen, Macao and Zhuhai. The Plan set out measures to be implemented in phases in order to rationalise airspace design, enhance flight

levels allocation, standardise units of measurements, unify air traffic control procedures, establish additional air routes and handover points, etc., in the PRD region. The ultimate target of the Plan is to achieve joint airspace planning, use of common standards and harmonised flight procedure design for the region, thereby ensuring safe and efficient use of the airspace.

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, 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 coordinate 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.

The above work is conducted by existing staff as part of their normal duties, and there have been no additional expenses involved in 2013-14, 2014-15 and 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)133

(Question Serial No. 1141)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the engagement of local, Mainland and overseas lawyers to give formal legal advice in writing for the study on the legal arrangements for the co-location of boundary control facilities (BCFs) for the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), please advise on the expenses incurred to date since the commencement of the current-term Government, the names of the law firms or lawyers providing such advice, and the estimated expenses for such engagement in 2015-16.

Asked by: Hon TSE Wai-chuen, Tony (Member Question No. 38)

Reply:

The study on the legal arrangements for implementing co-location of the BCFs at the West Kowloon Terminus of the XRL is being undertaken by the Department of Justice deploying existing resources. The Transport and Housing Bureau has not engaged lawyers to provide legal advice on the subject.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1144)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government is assessing the recommendations made by the Airport Authority Hong Kong (AA) on the planning for the Three-Runway System (3RS), which involved various complex and professional assessments in areas such as financing, airspace, cost estimate, operations, cost-effectiveness, environmental protection and land transport. Independent advice from third-party consultants might be required. Will the Government advise this Committee on whether the assessment of the AA's recommendations on the planning for the 3RS is conducted internally or by engaging independent third-party consultants? If the former is the case, please advise on the staffing establishment and the professional grades involved in the above professional aspects. If the latter is the case, please advise on the details, expenses incurred, progress and timetable of such engagement in 2013-14, 2014-15 and 2015-16 respectively, and the work plan for the assessment and implementation of the 3RS in 2015-16.

Asked by: Hon TSE Wai-chuen, Tony (Member Question No. 41)

Reply:

A dedicated Airport Expansion Project Coordination Office (AEPCO) has been set up in the Transport Branch of the Transport and Housing Bureau since 2012 to closely monitor and review the AA's planning work in relation to the 3RS project. The office comprises three directorate officers and eight non-directorate officers in the disciplines of Administrative Officer, Engineer, Executive Officer as well as clerical and secretarial staff.

In addition, the Government has employed independent engineering and financial consultants to provide professional advice in reviewing the AA's planning work. The relevant consultancies commenced in 2013 and are nearing completion. The total

expenditures for the employment of consultants in 2013-14 and 2014-15 are about \$6.5 million and \$7.8 million respectively.

In 2015-16, the AEPCO will continue to employ relevant consultants to assist in reviewing the AA's work. The estimated expenditure in 2015-16 is about \$17 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1721)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2015-16 that the Transport Branch (TB) of the Transport and Housing Bureau will continue to oversee the technical feasibility studies and the planning for the higher-ranking proposals on the provision of hillside escalator links and elevator systems. Which hillsides are regarded as higher-ranking? How many of them (for which studies and planning are underway) are located in Kwun Tong and Wong Tai Sin? What are the criteria adopted by the TB in ranking these hillsides? What will be the expenditure and manpower involved for the relevant work?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. 22)

Reply:

The Government established in 2009 a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (hereafter referred to as "hillside escalator links") to determine the priority for conducting preliminary technical feasibility studies for the 20 works proposals received at that time. On this, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the results were reported to the LegCo Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

As mentioned above, the Government briefed the LegCo Panel on Transport in 2009 and 2010 on the scoring system, including the evaluation criteria as set out in the table below.

(a) Circumstantial factors	(Total score : 40)
(i) existing population/employment within catchment	(6)
(ii) existing population of 65 year-old or above within catchment	(5)
(iii) topographical conditions, i.e. steep gradient/level difference	(11)
(iv) connectivity with other existing/committed pedestrian facilities	(4)
(v) connectivity with existing/committed mass public transport facilities within catchment	(4)
(vi) connectivity with existing/committed centres of activity within catchment	(4)
(vii) steadiness of existing pedestrian flow	(6)
(b) Beneficial factors	(Total score : 35)
(viii) revitalisation of/benefits to local community	(6)
(ix) journey time/cost saving	(8)
(x) improvement to existing traffic conditions	(6)
(xi) improvement to existing pedestrian conditions	(6)
(xii) road safety	(6)
(xiii) tourism promotion	(3)
(c) Implementation factors	(Total score : 25)
(xiv) land requirement	(6)
(xv) technical/environmental constraints	(6)
(xvi) cost-effectiveness	(13)

The 18 ranked proposals are listed below. Among these proposals, there are two proposals in the Kwun Tong District and two proposals in the Wong Tai Sin District.

Rank	District	Proposal
1	Wong Tai Sin	Pedestrian Link at Tsz Wan Shan ^{Note 1}
2	Eastern	Braemar Hill Pedestrian Link
3	Kwai Tsing	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi
4	Central and Western	Escalator Link and Pedestrian Walkway System at Pound Lane

Rank	District	Proposal
5	Kwai Tsing	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung
6	Kwai Tsing	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung
7	Kwai Tsing	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road, Kwai Chung
8	Wong Tai Sin	Pedestrian Link near Chuk Yuen North Estate
9	Kowloon City	Lift and Pedestrian Walkway System at Waterloo Hill
10	Kwai Tsing	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road ^{Note 2}
11	Kwai Tsing	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung
12	Kwun Tong	Lift and Pedestrian Walkway at Luen On Street
13	Kwun Tong	Yuet Wah Street Pedestrian Linkage ^{Note 3}
14	Sai Kung	Escalator Link System between Hong Sing Garden and Po Hong Road
14	Kwai Tsing	Lift System between Lai King Hill Road and Princess Margaret Hospital
16	Sha Tin	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road
17	Kwai Tsing	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road
18	Sha Tin	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station

Note 1: The project is implemented under the Shatin to Central Link project.

Note 2: The preliminary technical feasibility study reveals that the project involves two dangerous private slopes. The Highways Department (HyD) will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.

Note 3: The project is being implemented by the Civil Engineering and Development Department (CEDD) under the Kwun Tong Town Centre Redevelopment.

The estimated cost for the Pedestrian Link project at Tsz Wan Shan (ranked first), which has been included under the Shatin to Central Link project, is \$608 million. The estimated cost for the Yuet Wah Street Pedestrian Linkage project (ranked 13th), which is being implemented by the CEDD under the Kwun Tong Town Centre Redevelopment, is \$95 million.

In 2015-16, apart from the two aforesaid proposals under construction, the estimated expenditure for taking forward the other proposals is about \$17 million.

The TB deploys existing staff resources to oversee the technical feasibility studies and the planning for the higher-ranking proposals on hillside escalator links as part of their normal duties. There is no separate breakdown for this purpose. Staff of the HyD, the Transport Department and the Electrical and Mechanical Services Department are also assisting in the implementation of the hillside escalator links. In addition, consultants have been engaged to provide technical assistance as necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)136

(Question Serial No. 1722)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the "Universal Accessibility" Programme under which barrier-free access (BFA) facilities will be retrofitted at public footbridges, elevated walkways and subways, how many locations in Kwun Tong and Wong Tai Sin will be retrofitted with BFA facilities in the 2015-16 financial year? What is the estimated expenditure involved for the relevant work?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. 23)

Reply:

The Government has been installing BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) for years (the "Original Programme") on the recommendation of the Equal Opportunities Commission. The implementation of the remaining 154 items under the "Original Programme" continues. Most of the items are anticipated for progressive completion until 2018 as scheduled.

In August 2012, the Government launched the new "Universal Accessibility" Programme to further enhance the BFA facilities for existing public walkways maintained by the HyD. Installation of lifts at about 250 public walkways was proposed by the public. In the first half of 2013, we invited all the 18 District Councils (DCs) to prioritise the new items in their districts proposed by the public. Each DC selected three public walkways for priority implementation (the "Expanded Programme"). We have largely completed the technical feasibility studies and investigation works for these public walkways selected by the DCs. We reported the study findings and preliminary proposals to the DCs in the first quarter of 2014. The detailed design works for those items confirmed to be technically feasible and

supported by the DCs have commenced. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases.

Of the items found to be technically feasible under the “Original Programme” and the selected priority items under the “Expanded Programme”, 11 of them are located in Wong Tai Sin and another 11 items are located in Kwun Tong. Five of these 22 items have already commenced construction at a total estimated cost of \$166 million. The construction costs for other items will only be known after the completion of the detailed designs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1723)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Residents of Lam Tin always complain about the overloading, poor air quality and frequent repairs caused by aging parts of the three sets of escalators (nine sections in total) at Exit A of MTR Lam Tin Station. This, in addition to the lack of barrier-free access (BFA), has led to frequent accidents (local residents claimed that they had witnessed accidents causing injuries to users of the escalators during the morning and evening peak hours on the same day).

Residents of Lam Tin and District Councillors have reflected the situation to the MTR Corporation Limited (MTRCL) and the Government for years but in vain. As the escalators will soon be closed section by section for overhauls, the overcrowding situation will be worsened. Will the Bureau advise this Committee on:

- (a) whether the escalators at Exit A of the Lam Tin Station have been included in the "Universal Accessibility" (UA) Programme as a priority item for a feasibility study on improvement works to expedite the provision of BFA (or in the vicinity); if yes, the details and the expenditure involved for the work; if no, the reasons for that and whether the Government will heed the views of local residents and District Councillors to include Exit A of the Lam Tin Station in the UA Programme; and
- (b) whether the Secretary for Transport and Housing (STH) will undertake to discuss with the MTRCL with regard to the above retrofitting works and the buck-passing among the MTRCL and relevant policy bureaux that render local residents helpless?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. 24)

Reply:

- (a) The Government has been installing BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)), where technically feasible, for years in response to the recommendation of the Equal Opportunities Commission (the “Original Programme” of the UA Programme). In August 2012, the Government launched the new programme on UA which aims at further enhancing the BFA facilities for existing public walkways maintained by the HyD. Installation of lifts at about 250 public walkways was proposed by the public. In the first half of 2013, the Government invited all the 18 District Councils to prioritise the new items in their districts proposed by the public. Each of the DCs selected three public walkways for priority implementation (the “Expanded Programme”). The Government is actively implementing both the “Original Programme” and the “Expanded Programme”.

As the escalator at Entrance / Exit A of the Lam Tin Station is not a public walkway, provision of BFA facilities for the escalator is not within the scope of the UA Programme.

- (b) At present, there is at least one BFA in every MTR station to facilitate the mobility impaired to enter and exit. These accesses are equipped with passenger lifts, wheelchair aids, stair lifts or ramps. For the Lam Tin Station, there is a BFA at its Entrance / Exit C, which is equipped with a ramp, to facilitate access of wheelchair users to and from the station concourse. The wheelchair users may then use the passenger lift at the concourse to reach the platform.

The MTRCL has critically studied the feasibility of providing a passenger lift at Entrance / Exit A. As Entrance / Exit A is at the hillside, while the station concourse is at ground level, there is a long distance from Entrance / Exit A to the station concourse. In view of geographical restrictions, it is technically infeasible to install a lift connecting Entrance / Exit A to the station concourse. Even if the technical difficulties could be overcome, the proposed lift would have to intrude into a private lot of the Sceneway Garden atop the Lam Tin Station. This will require the agreements of all property owners of the Sceneway Garden before the works can be proceeded. As such, this suggestion is hardly feasible.

We note that District Council members and residents of the district have suggested installing a lift at suitable locations near the Lam Tin Station to connect Entrance / Exit A to the station concourse, such as constructing a hillside elevator connecting the Lei Yue Mun Road (close to Block 1 of the Sceneway Garden) to the Kai Tin Road (close to Lam Tin (West) Estate Community Centre). As the proposed location is not within its station premises, the MTRCL cannot undertake the works. As to whether the works can be undertaken by the Government, since the Government is following up on the proposals with higher priority for the “provision of hillside escalator links and elevator systems”, other proposals will be reviewed after the smooth implementation of the higher-ranking proposals.

The MTRCL plans to carry out major refurbishment for all nine escalators at Entrance / Exit A of the Lam Tin Station by batches between 2015 and 2019. The contractors of the MTRCL will repair and maintain each component of the whole escalator thoroughly during the major refurbishment, and worn-out components will be replaced. Each major refurbishment takes around three months, with one escalator undergoing refurbishment at a time, to minimise the impact to passengers. During refurbishment, the MTRCL will closely monitor the works progress and passenger flow at the locations concerned. Suitable arrangements will be in place if necessary to ensure smooth passenger flow. When the refurbishment works are completed, smooth and safe operation of these escalators can be further enhanced to better serve the users.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1724)

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

Subhead (No. & title): (700) General Non-recurrent

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) How many maritime and aviation practitioners have been trained with the expenditure of \$6.276 million under the Maritime and Aviation Training Fund (MATF) in 2014-15 and which streams are these practitioners in?
- (b) What are the estimated expenditure and estimated number of beneficiaries under the MATF in 2015-16?
- (c) What are the achievements of the MATF in alleviating the shortage of maritime and aviation manpower, particularly that for the aircraft engineering sector?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. 25)

Reply:

- (a) As at 28 February 2015, the funding involved in supporting manpower training and development of the industries under the MATF is \$5.577 million. Under the Maritime and Aviation Internship Network, internship positions were provided to 248 tertiary students in the summer of 2014 to widen their exposure to the career prospects of the two sectors. Scholarships were provided to 17 tertiary students to take up maritime-related studies in 2014. Furthermore, about 150 in-service practitioners had benefited from the Professional Training and Examination Refund Scheme and the Local Vessel Trade Training Incentive Scheme of the MATF. These practitioners occupy seagoing or onshore positions in different maritime sectors, such as maritime insurance, finance, ship broking and management, and local vessels trade, etc.

- (b) In 2015-16, the estimated expenditure of MATF is \$17.68 million, and the estimated number of beneficiaries is about 1 100 people.
- (c) The MATF seeks to provide support to more young people and in-service practitioners to pursue maritime- and aviation-related studies and professional training, as well as providing the young generations with early exposure to the wide spectrum of career opportunities in the two sectors, thereby attracting new blood and enhancing the overall competency and professionalism of the sectors. For the maritime industry, for example, the Government started the Sea-going Training Incentive Scheme (SGTIS) in 2004 to incentivise the younger generation to acquire seafaring experience. As at 28 February 2015, a total of 357 cadets were sponsored by the SGTIS. Apart from 119 cadets who are still on the roll, 165 cadets have successfully obtained their first professional qualifications, i.e. Certificate of Competency (CoC) Class 3 (Deck Officer) and CoC Class 3 (Marine Engineer). Some of them have further progressed to acquire even higher qualifications in Class 2 and Class 1. The SGTIS is now one of the initiatives under the MATF which will continue to groom home-grown talents in the long run. For the aviation industry, for example, the Government will launch the Hong Kong Aviation Scholarship Scheme (HKASS) under the MATF starting from the academic year 2015/16 to encourage continuous professional enhancement for the aviation sector. Scholarships, capped at \$100,000 each, will be provided to selected students to complete aviation-related degree or higher degree programmes identified for the HKASS. In the academic year 2015/16, three programmes organised by the Hong Kong Polytechnic University are identified to be eligible for the HKASS, namely Master of Science in Mechanical Engineering (Aviation); Master of Science in Mechanical Engineering (Aeronautical Engineering) and Bachelor of Engineering (Honours) in Air Transport Engineering.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1733)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In response to my question raised in the Legislative Council (LegCo) earlier on, the Transport and Housing Bureau said that the ferry service between the Kai Tak Cruise Terminal (KTCT) and Kwun Tong was running on a trial basis. Will the Secretary for Transport and Housing advise this Committee on:

- (a) whether the ferry service will commence operation in the 2015-16 financial year; if yes, the details; if no, the reasons for that; and
- (b) the department(s) to be responsible for monitoring the future operation and fare level of the ferry service, as well as the estimated manpower and resources to be involved in the relevant work?

Asked by: Hon TSE Wai-chun, Paul (Member Question No. 33)

Reply:

In his written reply to a question raised by a member of the LegCo on 12 November 2014, the Secretary for Commerce and Economic Development said that the operator of the KTCT was planning to make use of a pontoon to be moored to the apron of the Terminal for providing special ferry service on days of ship calls or events at the Terminal building, and that trial mooring had been conducted in early November 2014. After the smooth conduct of the trial mooring, the operator arranged a special ferry service which took guests attending the welcome reception of the "Cruise Shipping Asia Pacific 2014" from Wan Chai to the Terminal building on 20 November 2014.

The special ferry service arranged by the Terminal operator is not a regular route. The operator will consider whether to arrange special ferry service and if so, the details of each sail (e.g. destination) having regard to the actual operational circumstances.

Regarding the provision of regular licensed ferry services for the KTCT, the Transport Department (TD) stands ready to look into the financial viability and operational feasibility of any applications submitted by the ferry operators in the market. To date, the TD has not received any such application.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0251)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding overseeing the works for the Central-Wan Chai Bypass and the Island Eastern Corridor Link (CWB Project) as mentioned under the Matters Requiring Special Attention in 2015-16, please provide the following information:

- (a) The Government has pointed out in its 2015 Policy Agenda that for “the construction of the CWB Project originally scheduled for completion in 2017”, “the many challenges and uncertainties ahead” might “lead to works delay”. Please advise on the current progress of the works, the key road section of which the progress is seriously affected and the reasons for that.
- (b) As the works progress has been affected, please advise on the balance of the contingencies for the project; whether the balance can cover claims to be made by the contractor; and whether there is a risk of overspending and hence additional funding application to the Legislative Council.
- (c) The Government has mentioned that a pilot scheme on electronic road pricing (ERP) would be carried out in the Central District upon commissioning of the Central-Wan Chai Bypass (CWB) in 2017. Given the potential delay in the commissioning of the project, when will a tender be called for the pilot scheme?

Asked by: Hon WONG Kwok-hing (Member Question No. 2)

Reply:

- (a) The CWB project is implemented through a package of 13 contracts. The construction works of the project commenced in end-2009. Five contracts have been completed and the remaining eight contracts are progressing in full swing. The overall completion is about 50% as at end-February 2015.

In the coming few years, a large amount of complicated marine and road works will be carried out under the project. There remain a lot of challenges and unforeseeable situations ahead, especially for the works at the Island Eastern Corridor (IEC) Link. The works involve complicated reconstruction and improvement works for the existing bridge structures of the North Point section of the IEC while maintaining the operation of the roads at all times.

The unforeseen situations that had been encountered in the past under this project, such as worse-than-expected inclement weather and deeper-than-expected diaphragm walls, may arise in the remaining reclamation works. There are other risks as some works will have to be carried out adjacent to high speed roads and in close proximity to residential areas in future. These risks include longer-than-expected preparatory works for implementing major temporary traffic arrangements on the IEC, and more complicated working procedures to address increasing public concern about construction nuisance. Should the risks materialise, they may affect the programme of the CWB construction works.

In view of the many challenges and uncertainties ahead which may lead to works delay, the Highways Department will continue to work with its consulting engineers and resident site staff in closely monitoring the works progress, and strive to adopt appropriate measures to expedite the works, such as enhancing construction methods and sequences, with a view to commissioning the CWB project as early as possible.

- (b) The Finance Committee approved the increase in the Approved Project Estimate (APE) for the project from \$28,104.6 million to \$36,038.9 million (which included a contingency sum of \$1,434.4 million) in January 2014. The increase in the APE was estimated based on the trend rate of change in the prices for public sector building and construction output in September 2013; the cash flow forecast for the work plan at the time; and the prevailing risk assessment of the project. Provided that there is no major change to the external economic environment in the remaining construction period of the project, we expect that the APE should be sufficient to meet the anticipated expenditure for the project.
- (c) When considering the possible location for an ERP pilot scheme, an important criterion is that there is a free alternative route for motorists who do not need to enter the area to bypass it. Seen from this criterion, upon the commissioning of the CWB which will provide a free bypass, Central District would be a suitable location for an ERP pilot scheme. Before any ERP pilot scheme is rolled out, there will be proper public engagement and discussion.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)141

(Question Serial No. 0055)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, what are the estimated provisions for the salaries and allowances for the Political Assistant to Secretary for Transport and Housing?

Asked by: Hon WONG Yuk-man (Member Question No. 23)

Reply:

For budgetary purpose, the salary provision in respect of the position of the Political Assistant to Secretary for Transport and Housing in 2015-16 is \$1.25 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)142

(Question Serial No. 0075)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, what are the estimated provisions for the salaries and allowances for the Secretary for Transport and Housing?

Asked by: Hon WONG Yuk-man (Member Question No. 21)

Reply:

For budgetary purpose, the salary provision in respect of the position of the Secretary for Transport and Housing in 2015-16 is \$3.58 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)143

(Question Serial No. 0076)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, what are the estimated provisions for the salaries and allowances for the Under Secretary for Transport and Housing?

Asked by: Hon WONG Yuk-man (Member Question No. 22)

Reply:

For budgetary purpose, the salary provision in respect of the position of the Under Secretary for Transport and Housing in 2015-16 is \$2.50 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)144

(Question Serial No. 2643)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “continue its efforts to introduce practicable measures to contain road traffic congestion” mentioned under this Programme, please advise this Committee on the specific work to be done in 2015-16 for this initiative.

Asked by: Hon WU Chi-wai (Member Question No. 38)

Reply:

The Government has been adopting a three-pronged approach in tackling road traffic congestion, i.e. by improving transport infrastructure, expanding and improving the public transport system, and managing road use. In 2015-16, the Government will continue to implement appropriate measures to manage road traffic situation following the three-pronged approach.

The Government is also considering the recommendations put forward by the Transport Advisory Committee in its “Report on Study of Road Traffic Congestion in Hong Kong”, which was submitted to the Secretary for Transport and Housing (STH) in December last year after a study conducted upon the invitation of the STH. The Government will respond to them once it is in a position to do so.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)145

(Question Serial No. 1285)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the marketing and promotion of Hong Kong as an international maritime centre, please advise this Committee on the details and results of the work done by the Transport Branch (TB) in 2014-15, as well as the work plan and estimated expenditure involved in 2015-16.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 1)

Reply:

In 2014-2015, the Secretary for Transport and Housing, in his capacity as the Chairman of the Hong Kong Maritime Industry Council (MIC) and the Hong Kong Port Development Council (PDC), led a MIC/PDC delegation to Athens and London in June 2014. The delegation participated in a large-scale international maritime exhibition (Posidonia) and staged a promotional seminar to promote Hong Kong's competitive advantages in providing high value-added maritime services. The delegation also met with the Greek Minister for Shipping, Maritime Affairs and the Aegean, and the Union of Greek Shipowners. In London, the delegation met with a number of maritime-related bodies including the Maritime London, the Baltic Exchange and Lloyd's of London. The visit helped raise Hong Kong's maritime profile overseas. In addition, the Government and the Hong Kong Trade Development Council jointly organised the fourth Asian Logistics and Maritime Conference (ALMC) which took place on 18-19 November 2014. Over 1 600 participants from 30 countries/regions attended the ALMC and other industry events held in the concurrent "Logistics and Maritime Week".

In 2015-16, we plan to conduct a promotional visit to Germany in April 2015, participate in the "Marintec China" exhibition in Shanghai in end 2015, and visit other maritime centres

on the Mainland. In addition, we will organise the fifth ALMC in November 2015. Through these promotional initiatives, we aim to promote Hong Kong's strengths as an international maritime centre and present to our counterparts Hong Kong as the preferred location to expand their maritime businesses in the region. The estimated expenditure for the above promotional activities in 2015-16 is \$2.84 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)146

(Question Serial No. 1286)

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:

During 2015-16, the Transport Branch (TB) will continue to work towards the setting up of a new maritime body to drive maritime development in Hong Kong. Please advise this Committee on the latest progress, detailed plan and timetable of the relevant work and the estimated expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 2)

Reply:

In July 2014, the TB commissioned a consultancy study to look into the scope of work and organisation of the proposed new maritime body with a view to ascertaining its financial and business sustainability. The study is in the final stages and recommendations are expected to be available in next few months. Thereafter, the Government will consult the Legislative Council and engage the industry, and start the relevant preparatory work as appropriate. The detailed plan, timetable and the resources required will be ascertained when the proposal is finalised.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1287)

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:

For the promotion of e-logistics, the Government launched two initiatives in 2014 including the "Feasibility Study on Cross Border Supply Chain Visibility across Guangdong, Hong Kong and Asia" (the SCV Study) and development of the "Secure Air Freight Enclosure" (SAFE) for the On-board Trucker Information System (OBTIS). Please advise this Committee on the latest progress of the two initiatives, as well as the work plan and estimated expenditure for promoting e-logistics in 2015-16.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 3)

Reply:

The SCV Study was conducted by the GS1 Hong Kong and the Li & Fung Institute of Supply Chain Management & Logistics in 2011 to explore the feasibility and effectiveness of establishing a platform for tracing real-time movement of goods across different jurisdictions. The SCV Study comprised desktop research, interviews with logistics stakeholders and pilot case studies. The SCV Study was completed in 2014, providing useful findings on the values and challenges of achieving cross-boundary supply chain visibility, as well as recommendations on the steps to take for implementing the relevant initiatives. The GS1 held an industry forum in November 2014 to present the study results to the relevant stakeholders.

The SAFE was developed by the Hong Kong Productivity Council (HKPC) in collaboration with the Hong Kong Association of Freight Forwarding and Logistics Limited as an additional feature of the OBTIS. It is a security device to enable real-time monitoring of air cargoes against unauthorised tampering while they are in transit from the warehouse to the airport. A pilot project to assess the functionality, operational efficiency and

cost-effectiveness of the SAFE was completed in 2013-14. Since the completion of the pilot, the HKPC has been in discussion with various air terminals and stakeholders on the commercialisation of this solution. It is also working on the next generation of the SAFE that will improve the operability of the system.

In 2015-2016, two relevant initiatives for the promotion of e-logistics include the implementation of the “SMe-Plug Jumpstart Program” (the Jumpstart Program) and the proposed development of a “Smart Warehouse Internet-of-Things Management System” (SWIMS) by the Hong Kong R&D Centre for Logistics and Supply Chain Management Enabling Technologies (LSCM). These initiatives do not involve additional manpower by the Transport Branch of the Transport and Housing Bureau.

The Jumpstart Program was launched in March 2015 by the Hong Kong Logistics Development Council (LOGSCOUNCIL) in collaboration with the HKPC and the LSCM to encourage the adoption of e-freight by providing sponsorship to about 100 logistics companies in the installation of the SMe-plug. The SMe-plug is an “Interoperable data connector” developed by the LSCM to reduce the costs and efforts required of logistics small and medium-sized enterprises (SMEs) in making connections with e-services platforms. The sponsorship to be provided to each participating company is capped at \$30,000, or 50% of the set-up cost of the SMe-plug, whichever is the less. The HKPC is responsible for the preparation, administration and implementation of the Jumpstart Program under the steer of the LOGSCOUNCIL. We provided a project sum of \$3.975 million to the HKPC for this purpose in 2014-2015.

The LSCM’s SWIMS is an enabling technology for a smart and agile warehousing system to help logistics SMEs in handling high frequency shipments and small orders of e-commerce goods through flexible warehousing arrangements. In January 2015, the LOGSCOUNCIL provided comments to the LSCM to facilitate the latter to compile their detailed proposal for funding application through established procedures this year.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)148

(Question Serial No. 1288)

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 identifying suitable sites for logistics development and examining their feasibility, please advise this Committee on the latest progress of the relevant work and set out the location, site area, land use, progress and timetable for the release of each potential site for logistics development.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 4)

Reply:

We have reserved ten hectares of land in Tuen Mun West for logistics development, comprising a site of 3.6 hectares in Tuen Mun Area 49 and a site of 6.4 hectares in Tuen Mun Area 38. We have just completed a comprehensive Traffic Impact Assessment (TIA) which confirms that subject to the implementation of the recommended mitigation measures, the proposed logistics development is feasible and would not cause unacceptable traffic impacts. We consulted the Tuen Mun District Council on the TIA results at its meeting on 3 March 2015. Subject to further discussion with the District Council members on the traffic issues and planning approval from the Town Planning Board on the proposed logistics development in Tuen Mun Area 49, we plan to release this logistics site to the market before end of this year. The logistics site in Tuen Mun Area 38 is being used as a temporary fill bank until the end of 2018. We will continue to keep in view the availability of this site for logistics use.

In 2015-16, we will continue to work with the relevant bureaux/departments to identify other suitable land for logistics use in different parts of Hong Kong, including Hung Shui Kiu, northern part of the New Territories and north Lantau, through various on-going and committed planning, engineering and feasibility studies commissioned by the relevant departments.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1289)

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:

Please advise this Committee on the indicators and criteria adopted by the Government in determining and assessing the operational efficiency of the Hong Kong Port. During 2015-16, the Transport Branch (TB) will continue to work with the Hong Kong Port Development Council (PDC) and relevant government departments in taking forward measures to improve the operational efficiency of the Hong Kong Port. Please advise on the details and targets of the relevant work and the estimated expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 5)

Reply:

The Government does not set any index or standard for the port's operational efficiency, but we work closely with port operators and other stakeholders through the PDC and other Government bodies to maintain operational efficiency of the Hong Kong Port.

The Government released the findings of the "Study on the Strategic Development Plan for Hong Kong Port 2030" (the Study) on 1 December 2014 and briefed the PDC and the Hong Kong Maritime Industry Council. The Study concluded that in order to meet the forecast growth in throughput up to 2030, the handling capacity of the existing container terminals and related port facilities needs to be enhanced, such as the provision of more port backup land and barging facilities.

The Government is reviewing the allocation and management of port backup land in the vicinity of the Kwai Tsing Container Terminals currently leased under short-term tenancies. The review will explore how to better utilise the land to support the efficient operation of the container terminals and the port as a whole. Proposals will be set out in a document for

industry consultation in due course. The work is absorbed by existing manpower in the Transport Branch of the Transport and Housing Bureau.

In addition, the Government commissioned in June last year a consultancy study on a site in Kwai Chung, currently used for port backup purposes, to explore the feasibility of developing the site into a multi-storey car park principally for use by container trucks and medium/heavy goods vehicles, so as to free up more land for port backup uses to provide better support to port operations. The study is expected to be completed by around mid-2015. The total estimated expenditure for the study is about \$1.28 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)150

(Question Serial No. 1290)

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:

During 2015-16, the Transport Branch (TB) will further liberalise its air services regime with aviation partners. Please advise this Committee on the latest progress of and work plan for the relevant work and the expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 6)

Reply:

The Government is keen to expand Hong Kong's external aviation links, as well as bilateral air services agreements / arrangements with aviation partners to facilitate the sustained growth and development of our aviation industry. We seek to further liberalise the air services agreements / arrangements in 2015-16 and to negotiate new air services agreements / arrangements with other aviation partners as opportunities arise and on a mutually beneficial basis. These tasks are undertaken by the staff of the TB of the Transport and Housing Bureau as part of their normal duties. There is no separate breakdown of expenditure of this purpose.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1291)

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:

Efforts have been made to seek to rationalise and optimise the efficient use of the airspace in the Pearl River Delta (PRD) region in partnership with the civil aviation authorities of the Mainland and Macao. Please advise this Committee on the effectiveness of such efforts over the past three financial years (i.e. 2012-13, 2013-14 and 2014-15), the improvement shown in the use of the PRD airspace upon such collaboration, as well as the relevant work plan and targets for 2015-16.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 7)

Reply:

In 2004, the Civil Aviation Administration of China (CAAC), the Civil Aviation Department (CAD) of Hong Kong and the Civil Aviation Authority of Macao (CAAM) set up a Tripartite Working Group (TWG) to formulate measures to improve the airspace structure and air traffic management in the PRD region to optimise the use of airspace. In 2007, the TWG drew up the "PRD Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan), which stipulated the short, medium and long-term optimisation targets and measures to be achieved and implemented before 2020. The ultimate target of the Plan is to achieve joint airspace planning, use of common standards and harmonised flight procedure design for the air traffic in the region, thereby ensuring safe and efficient use of the airspace.

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, 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 coordinate 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.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)152

(Question Serial No. 1292)

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:

During 2014-15, the Transport Branch (TB) worked with industry associations to develop and implement initiatives to support the development of the logistics sector. Please provide details of the projects and initiatives developed and implemented by the TB in collaboration with industry associations.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 8)

Reply:

In 2014-15, the TB worked with industry associations on three different initiatives to promote development of the logistics industry. They include the conduct of the "Feasibility Study on Cross Border Supply Chain Visibility across Guangdong, Hong Kong and Asia" (the SCV Study), the implementation of a training programme for the freight logistics sector (the Training Programme), and the implementation of the "SMe-Plug Jumpstart Program" (the Jumpstart Program).

The SCV Study was conducted by the GS1 Hong Kong and the Li & Fung Institute of Supply Chain Management & Logistics in 2011 to explore the feasibility and effectiveness of establishing a platform for tracing real-time movement of goods across different jurisdictions. The SCV Study comprised desktop research, interviews with logistics stakeholders and pilot case studies. The SCV Study was completed in 2014, providing useful findings on the values and challenges of achieving cross-boundary supply chain visibility, as well as recommendations on the steps to take for implementing the relevant initiatives. The GS1 held an industry forum in November 2014 to present the study results to the relevant stakeholders.

The Training Programme was designed and implemented by the Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) and the Hong Kong Association of Freight Forwarding and Logistics Limited (HAFFA) to tailor for the frontline staff of the freight logistics sector. It seeks to enhance the skills and capabilities of the freight logistics workforce by offering practical knowledge that is crucial for freight operations. The Training Programme is divided into “Airfreight” and “Seafreight” streams, with four modules for each stream. It was rolled out in phases from early 2010. In 2014-15, 70 participants completed training under different modules of the Training Programme. The CILTHK and the HAFFA will continue to conduct marketing and promotion of the Training Programme to encourage participation by employees of logistics companies.

The Jumpstart Program was launched in March 2015 by the Hong Kong Logistics Development Council (LOGSCOUNCIL) in collaboration with the Hong Kong Productivity Council and the Hong Kong R&D Centre for Logistics and Supply Chain Management Enabling Technologies (LSCM) to encourage the adoption of e-freight by providing sponsorship to about 100 logistics companies in the installation of the SME-plugin. The SME-plugin is an “Interoperable data connector” developed by the LSCM to reduce the costs and efforts required of logistics small and medium-sized enterprises in making connections with e-services platforms. The sponsorship to be provided to each participating company is capped at \$30,000, or 50% of the set-up cost of the SME-plugin, whichever is the less.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)153

(Question Serial No. 1293)

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:

During 2014-15, the Transport Branch reviewed the provision of land for port and related uses in the Kwai Tsing area. Please advise this Committee on the progress of the relevant work and the time when the industry will be consulted about the review.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 9)

Reply:

The Government is reviewing the allocation and management of port backup land in the vicinity of the Kwai Tsing Container Terminals currently leased under short-term tenancies. The review will explore how to better utilise the land to support the efficient operation of the container terminals and the port as a whole. Proposals will be set out in a document for industry consultation in due course.

In addition, the Government commissioned in June last year a consultancy study on a site in Kwai Chung, currently used for port backup purposes, to explore the feasibility of developing the site into a multi-storey car park principally for use by container trucks and medium/heavy goods vehicles, so as to free up more land for port backup uses to provide better support to port operations. The study is expected to be completed by around mid-2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)154

(Question Serial No. 1294)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the cross-boundary transport arrangements related to the Hong Kong-Zhuhai-Macao Bridge (HZMB), please advise this Committee on the latest progress of the relevant work, the work plan for 2015-16 and the estimated time for consultation with the transport industry on the arrangements.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 10)

Reply:

To tie in with the commissioning of the HZMB, the governments of Guangdong, Hong Kong Special Administrative Region and Macao Special Administrative Region have set up the Co-ordination Group on Cross-boundary Matters. The Co-ordination Group is actively pressing ahead with relevant policy studies and discussions on relevant cross-boundary transport arrangements. The scope of policy studies and discussions covers such issues as regulation and quota system of cross-boundary vehicles, toll level for cross-boundary vehicles, traffic management, operation and maintenance, rescue and emergency plan, enforcement coordination, customs clearance facilitation, etc. Since the studies and the discussions among the three governments are still in progress, we are unable to provide details of the cross-boundary transport arrangements at this stage.

The Transport Department (TD) met with the relevant transport trades on the cross-boundary transport arrangements for the HZMB in May to June 2014. Subject to the progress of the studies and discussions, the TD will consult relevant transport trades to listen to their views again.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1295)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

During 2014-15, the Transport Branch continued its efforts in improving road traffic congestion, including studying the recommendations put forward by the Transport Advisory Committee (TAC) in its Study on Road Traffic Congestion. Please advise this Committee on the progress of the study, the work plan and budget involved in 2015-16 for improving road traffic congestion.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 11)

Reply:

The Government is considering the recommendations put forward by the TAC in its "Report on Study of Road Traffic Congestion in Hong Kong", which was submitted to the Secretary for Transport and Housing (STH) in December last year after a study conducted upon the invitation of the STH. The Government will respond to the recommendations once it is in the position to do so.

The Government has been adopting a three-pronged approach in tackling road traffic congestion, i.e. by improving transport infrastructure, expanding and improving the public transport system, and managing road use. In 2015-16, the Government will continue to implement appropriate measures to manage road traffic situation following the three-pronged approach.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1368)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under Matters Requiring Special Attention in 2015-16 [of Programme (2) under Head 70] that the Government will plan for the immigration facilities required at the West Kowloon Terminus (WKT) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Hong Kong port area of the Hong Kong-Zhuhai-Macao Bridge (HZMB). Please advise on the latest progress of the planning work for the respective control points, their timetables of commissioning and the estimated expenditure involved.

Asked by: Hon YIU Si-wing (Member Question No. 69)

Reply:

The concept of co-location arrangements for the boundary control facilities (“co-location” arrangements) at the WKT of the XRL is to enable Mainland officers to enforce the Mainland’s immigration and clearance procedures and the related Mainland laws at the station. Led by the Secretary for Justice, the Transport and Housing Bureau and the relevant policy bureaux and departments are actively studying these and other issues and discussing them with the relevant Mainland authorities. As the work is complex, it takes time to deliberate and examine the related issues. The relevant work is still continuing. Our goal is to strive to implement the “co-location” arrangements at the WKT when the Hong Kong section of the XRL is commissioned by the end of 2017.

For the construction of the boundary control facilities and the provision of Hong Kong government facilities or equipment at the WKT, a total of \$2,809 million was approved by the Finance Committee in January 2010.

Regarding the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities (HKBCF), as indicated by the Secretary for Transport and Housing at the Legislative Council (LegCo) 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. Besides, Mr Li Chunhong, the Director of the Guangdong Development and Reform Commission, also advised at the press conference of the third session of the 12th Guangdong Provincial People's Congress held on 10 February this year that as the HZMB project encountered many unforeseen difficulties and technical problems, it appeared to be very difficult to commission the HZMB by end 2016.

As for the local projects in Hong Kong, according to the current progress, the HKBCF and the Hong Kong Link Road projects may not be completed in time by end 2016. The Highways Department is reviewing the anticipated completion date.

The HZMB will be operated under the mode of separate locations for boundary crossing facilities for the three sides (「三地三檢」). The three governments are responsible for setting up their own boundary crossing facilities. For the HKBCF project, the Government is seeking funding approval from the LegCo to increase the Approved Project Estimate for the HKBCF project by \$5,461.1 million from \$30,433.9 million (as approved by the Finance Committee in 2011) to \$35,895.0 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)157

(Question Serial No. 2002)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

How much resources will the Transport Department (TD) allocate for the planning and implementation of public transport services and related facilities in 2015-16 to tie in with the housing and commercial developments? Amongst them, how much resources will be allocated for handling the increasing demand for public transport services and related facilities arising from the population increase after construction of public housing under the "single-block squeeze-in" approach? Please provide the details and the number and distribution of the sites involved.

Asked by: Hon CHAN Han-pan (Member Question No. 27)

Reply:

In 2014-15, seven time-limited posts (namely one Chief Transport Officer, two Senior Transport Officers and four Transport Officers I) have been created in the Urban and New Territories Regional Offices of the TD for a period of six years to plan and implement public transport services and related public transport facilities arising from new housing and commercial developments.

The work involved in planning and implementing the public transport services and related facilities for new public housing developments is absorbed by the above-mentioned staff. There is no separate breakdown of manpower and expenditure.

The housing and commercial developments are located at various districts in the territory. Some major developments under design or construction stages are listed as follows:-

Urban Region

- (a) Anderson Road Public Housing Development;
- (b) Development of the Anderson Road Quarry Site;
- (c) Development of ex-Cha Kwo Ling Kaolin Mine Site;
- (d) Public Housing Development at the Diamond Hill Comprehensive Development;
- (e) Re-development of Pak Tin Estate; and
- (f) Northwest Kowloon Reclamation Site 6, Sham Shui Po.

New Territories Region

- (a) Public Housing Development at Hung Shui Kiu Area 13 (Hung Fuk Estate) ;
- (b) Public Housing Development at Tuen Mun Area 54;
- (c) Public Housing Development at Shui Chuen O, Shatin;
- (d) Public Housing Development at Hong Po Road;
- (e) Public Housing Development at Queen's Hill, Fanling;
- (f) Development of Tung Chung Area 39;
- (g) Development of Tuen Mun Areas 40 and 46;
- (h) North East New Territories New Development Area;
- (i) Kam Tin South Comprehensive Development; and
- (j) Hung Shui Kiu New Development Area.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)158

(Question Serial No. 2003)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

How much resources will the Transport Department (TD) allocate in 2015-16 for the planning and introduction of new green minibus (GMB) services? For Tung Chung new town, in particular, with an increasing population, residents repeatedly request for introducing GMB service. Would the TD allocate resources in handling matters relating to introduction of GMB service in Tung Chung? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 29)

Reply:

GMB plays a supplementary role in our public transport system, providing feeder service to public transport interchanges and serving areas where passenger demand is comparatively low or where the use of high-capacity transport modes is not suitable. The work involved in the planning and introduction of new GMB services, including handling requests for introducing new GMB services in Tung Chung, is absorbed by the TD's existing manpower. There is no separate breakdown of expenditure for it.

Tung Chung new town is well served by the railway and 51 franchised bus routes (including 29 external and 22 internal routes). The TD would consider strengthening public transport services, including GMB, for Tung Chung new town when proven need arises. GMB service is one of the options to be considered for meeting any such proven needs. The TD will keep in view the situation.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)159

(Question Serial No. 2013)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the frequent incidents occurred in the MTR network which caused service disruption in recent years, please advise this Committee on the following:

- (a) What were the respective numbers of incidents of different level over the past three years? What measures were taken by the Government to follow up on the incidents?
- (b) What were the manpower and expenditure deployed by the Government in monitoring the quality of railway service provided by the MTR Corporation Limited (MTRCL) over the past three years?
- (c) In view of the frequent service disruption in the MTR network in recent years, will the Government deploy more manpower and increase the expenditure in monitoring the MTRCL in the coming three years more effectively? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 14)

Reply:

- (a) The numbers of incidents causing service disruption of eight minutes or above due to factors under the MTRCL's control in 2012, 2013 and 2014 were 146 (0.50 per every million revenue car-kilometers (pmcs)), 143 (0.47 pmcs) and 160 (0.52 pmcs) respectively, where the numbers of serious incidents causing service disruption of 31 minutes or above in 2012, 2013 and 2014 were 8 (0.03 pmcs), 5 (0.02 pmcs) and 12 (0.04 pmcs) respectively.

There is a well-established notification mechanism for the MTRCL to notify the Transport Department (TD) in the event of railway service disruption. The MTRCL is required to notify the TD within eight minutes on any service disruption incident which has lasted for eight minutes or is expected to last for eight minutes or more. In the

event of major service disruption, the TD will request the MTRCL to provide incident reports. The TD will also arrange review meetings with the MTRCL and other relevant government departments to seek further improvements in the notification and emergency arrangements by drawing on the actual operational experiences gained. The TD will follow up with the MTRCL on the improvement measures identified, such as proper communication with passengers during incidents, and monitor the progress of implementing such measures. Besides, the Electrical and Mechanical Services Department (EMSD) will look into railway incidents with safety implication, and will advise the MTRCL to take proper improvement measures where necessary.

- (b) The TD is responsible for monitoring the service performance of railway operated by the MTRCL. The Railway Service Monitoring Team (the Team) of the TD comprises one Chief Transport Officer, two Senior Transport Officers and two Transport Officers I/II. It is headed by one Assistant Commissioner for Transport and one Principal Transport Officer whose duties include those related to franchised and non-franchised buses, environmental schemes related to transport, and railway matters. The staff costs of the five staff in the Team, in terms of notional annual mid-point salary, were \$3.752 million, \$3.861 million and \$4.078 million in 2012-13, 2013-14 and 2014-15 respectively.

In addition, the Emergency Transport Co-ordination Centre (ETCC) of the TD monitors and handles traffic and public transport incidents 24 hours a day. It liaises with government departments and public transport operators for arrangements of alternative public transport services and dissemination of information to the public as necessary. Handling of railway incidents is part of the ETCC's duties, and there is no breakdown on the resources which the ETCC uses specifically for this purpose.

- (c) The TD will regularly review the manpower requirements to ensure that it would remain able to discharge its duty on railway services efficiently.

Besides, the Government will enhance the manpower of the Railways Branch of the EMSD by creating 11 permanent new posts in the Branch starting from 2015-16, to enhance safety inspection and monitoring of existing railway service and new railway projects.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)160****(Question Serial No. 2027)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the following information in the past three years:

- (a) the number of staff and the cost for monitoring the Tsing Ma Control Area (TMCA) and the Tsing Sha Control Area (TSCA); and
- (b) the maintenance expenses for the Tsing Ma Bridge, the Ma Wan Viaduct, the Kap Shui Mun Bridge, the Nam Wan Tunnel, the Stonecutters Bridge, the Eagle's Nest Tunnel, the Sha Tin Heights Tunnel and the Tai Wai Tunnel.

Asked by: Hon CHAN Han-pan (Member Question No. 30)

Reply:

- (a) The monitoring of the operation of the TMCA and the TSCA is handled by the Tsing Ma and Tsing Sha Monitoring Team (the Team) of the Transport Department. The Team is headed by a Chief Transport Officer (CTO) who is also responsible for the management of all six Government tunnels. It is not possible to separately break down the time and cost deployed on the monitoring work of the TMCA and the TSCA in respect of the CTO. The number and cost of other staff of the Team responsible for the monitoring of the TMCA and the TSCA for the past three years are as follow:

Rank	Number of staff	Staff cost for 2011-12 (\$'000)	Staff cost for 2012-13 (\$'000)	Staff cost for 2013-14 (\$'000)
Senior Transport Officer	1	784	825	846
Transport Officer I	2	1,131	1,197	1,244
Transport Controller I	3	1,176	1,245	1,293
Transport Controller II	1	280	297	308
Clerical Assistant	1	158	167	174

Note: The staff cost is calculated based on notional annual mid-point salary value.

- (b) The management, operation and maintenance (MOM) of the Lantau Link^{Note 1}, the Route 8K^{Note 2} and the Route 8T^{Note 3} has been outsourced to private contractors who are responsible for carrying out routine maintenance works, including the maintenance of all the roads, structures, buildings, systems and equipment, etc. The maintenance costs are included in the MOM contract fees, and there is no separate breakdown.

For non-routine maintenance works such as large scale road re-surfacing and bridge cable replacement, the Government is responsible for the maintenance costs and the relevant expenses in the past three years are as follows:

	2011-12 (\$ million)	2012-13 (\$ million)	2013-14 (\$ million)
Lantau Link	22.9	17.4	14.5
Route 8T	0.1	0.7	0.1
Route 8K	2.8	3.3	1.3

Notes:

- (1) The Lantau Link includes the Tsing Ma Bridge, the Kap Shui Mun Bridge and the Ma Wan Viaduct.
- (2) The Route 8K is the section of the Route 8 between Sha Tin and Cheung Sha Wan. It includes the Eagle's Nest Tunnel, the Sha Tin Heights Tunnel and the Tai Wai Tunnel.
- (3) The Route 8T is the section of the Route 8 between Cheung Sha Wan and Tsing Yi. It includes the Stonecutters Bridge and the Nam Wan Tunnel.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)161

(Question Serial No. 3163)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The problem of parking spaces in Tsuen Wan was mentioned in the Tsuen Wan Community Sustainable Development Integrated Study and Proposals (the Study and Proposals) published by the Working Group on Community Development and Planning (the Working Group) under the Community Building, Planning and Development Committee (CBPDC) of the Tsuen Wan District Council (TWDC) in January 2015. Has the Government considered making reference to and studying the report, and then to conduct in-depth surveys on the demand and number of parking spaces in various districts? If yes, what are the manpower and expenditure involved and the specific details? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 49)

Reply:

The Transport Department (TD) notes the findings of the Study and Proposals published by the Working Group under the CBPDC of the TWDC. The TD has been closely monitoring the demand and supply of parking spaces in the Tsuen Wan District, as well as other districts in Hong Kong, and will provide additional parking spaces at appropriate locations as long as road safety and other road users are not affected.

The TD will also ensure that suitable number of parking spaces is provided for new development projects in various districts in accordance with the Hong Kong Planning Standards and Guidelines, and taking into account the local traffic condition. If the demand for a certain type of vehicles is particularly high, the TD will consider including additional requirements in the tenancy terms of temporary short-term tenancy car parks for parking of that type of vehicles. The staff resources required for the monitoring and review of demand and supply of parking spaces for various districts is absorbed as part of the duties of the TD staff, and there is no separate breakdown of the corresponding expenditure.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)162****(Question Serial No. 1606)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the service development plans and applications for fare adjustment for public transport modes, would the Transport Department (TD) provide information on the fare adjustment applications from various public transport modes since the last financial year, with the rates applied for and the results, in the table below:

Public transport mode	Application date	Fare adjustment applied for	Result
e.g. Green Minibus (GMB) route No. 2	October 2013	To increase by 5%	Increased by 3.5%

Asked by: Hon CHAN Kam-lam (Member Question No. 2)Reply:

The latest situation on fare adjustment applications of various public transport modes received in 2014-15 is as follows:

(A) GMB

GMB route		Application date	Fare adjustment applied for	Result
1.	HKI 45A	April 2014	To increase by 16.7%	Increased by 8.3%
2.	NT 36	April 2014	To increase by 20.6%	To be increased by 8.8%
3.	NT 37	April 2014	To increase by 20.6%	To be increased by 8.8%
4.	NT 38	April 2014	To increase by 20.6%	To be increased by 8.8%
5.	NT 15	April 2014	To increase by 15.4%	Increased by 10.3%
6.	NT 15A	April 2014	To increase by 15.4%	Increased by 10.3%
7.	NT 15M	April 2014	To increase by 13.2%	Increased by 10.5%
8.	NT 16	April 2014	To increase by 12.5%	Increased by 10%

GMB route		Application date	Fare adjustment applied for	Result
9.	NT 17	April 2014	To increase by 14%	Increased by 10.5%
10.	NT 17A	April 2014	To increase by 12.1%	Increased by 12.1%
11.	NT 17M	April 2014	To increase by 12.1%	Increased by 12.1%
12.	NT 301	April 2014	To increase by 16.1%	Increased by 6.5%
13.	NT 301M	April 2014	To increase by 16.1%	Increased by 6.5%
14.	NT 302	April 2014	To increase by 8.2%	Increased by 3.5%
15.	NT 20A	April 2014	To increase by 11.5%	Increased by 3.8%
16.	NT 20X	April 2014	To increase by 11.5%	Increased by 3.8%
17.	NT 20S	April 2014	To increase by 6.5%	Increased by 4.3%
18.	NT 20K	April 2014	To increase by 13.8%	Increased by 5.2%
19.	NT 20B	April 2014	To increase by 12.1%	Increased by 4.5%
20.	NT 20C	April 2014	To increase by 11.4%	Increased by 4.3%
21.	NT 20R	April 2014	To increase by 9.7%	Increased by 4.3%
22.	NT 21K	April 2014	To increase by 12.7%	Increased by 5.5%
23.	NT 21A	April 2014	To increase by 14.6%	Increased by 4.9%
24.	NT 22K	April 2014	To increase by 9.7%	Increased by 6.5%
25.	NT 23K	April 2014	To increase by 8.9%	Increased by 4.4%
26.	NT 23S	April 2014	To increase by 14%	Increased by 4%
27.	NT 68K	April 2014	To increase by 12.2%	Being processed
28.	NT 69K	April 2014	To increase by 13.6%	Being processed
29.	Kln 23	May 2014	To increase by 29.6%	Increased by 11.1%
30.	Kln 23B	May 2014	To increase by 25%	Increased by 11.1%
31.	Kln 23C	May 2014	To increase by 29.6%	Increased by 11.1%
32.	Kln 23M	May 2014	To increase by 29.6%	Increased by 11.1%
33.	Kln 23S	May 2014	To increase by 7.7%	Increased by 7.7%
34.	Kln 24	May 2014	To increase by 56.3%	Increased by 18.8%
35.	Kln 24M	May 2014	To increase by 9.4%	Increased by 6.2%
36.	NT 312	May 2014	To increase by 10%	Increased by 6.7%
37.	NT 313	May 2014	To increase by 9.3%	Increased by 5.3%
38.	NT 105	May 2014	To increase by 11.5%	Increased by 9.2%
39.	NT 105S	May 2014	To increase by 9.3%	Increased by 9.3%
40.	HKI 14M	June 2014	To increase by 13.2%	Increased by 7.5%
41.	HKI 21A	June 2014	To increase by 10.3%	Increased by 7.7%
42.	HKI 21M	June 2014	To increase by 11.1%	Increased by 6.7%
43.	Kln 74	June 2014	To increase by 12.3%	Increased by 7.7%
44.	Kln 74S	June 2014	To increase by 12.3%	Increased by 7.7%
45.	Kln 2	June 2014	To increase by 14.5%	Increased by 5.3%
46.	Kln 2A	June 2014	To increase by 14.5%	Increased by 5.3%
47.	Kln 6	June 2014	To increase by 19.3%	Increased by 8.8%
48.	Kln 6A	June 2014	To increase by 19.3%	Increased by 8.8%
49.	Kln 6X	June 2014	To increase by 19.3%	Increased by 8.8%
50.	Kln 83M	June 2014	To increase by 11.8%	Increased by 8.8%
51.	Kln 83A	June 2014	To increase by 11.8%	Increased by 8.8%
52.	NT 412	June 2014	To increase by 20.4%	Increased by 10.2%
53.	NT 94	June 2014	To increase by 23.3%	Increased by 11.6%

GMB route		Application date	Fare adjustment applied for	Result
54.	NT 94A	June 2014	To increase by 23.3%	Increased by 11.6%
55.	NT 94S	June 2014	To increase by 21.7%	Increased by 10.9%
56.	NT 404M	June 2014	To increase by 13.6%	Increased by 9.1%
57.	NT 405	June 2014	To increase by 19.2%	Increased by 11.5%
58.	NT 88D	June 2014	To increase by 12.5%	Increased by 7.5%
59.	NT 106	June 2014	To increase by 10.1%	Increased by 10.1%
60.	NT 107	June 2014	To increase by 11.1%	Increased by 11.1%
61.	HKI 16M	July 2014	To increase by 13.6%	Increased by 10.9%
62.	HKI 16A	July 2014	To increase by 13.6%	Increased by 10.9%
63.	HKI 16X	July 2014	To increase by 18.8%	Increased by 12.5%
64.	HKI 18M	July 2014	To increase by 22.1%	Increased by 4.4%
65.	HKI 20	July 2014	To increase by 28.3%	Increased by 11.3%
66.	HKI 20M	July 2014	To increase by 42.9%	Increased by 11.4%
67.	Kln 34M	July 2014	To increase by 33.3%	Being processed
68.	Kln 34S	July 2014	To increase by 33.3%	Being processed
69.	Kln 35	July 2014	To increase by 30.3%	Being processed
70.	Kln 36A	July 2014	To increase by 33.3%	Being processed
71.	Kln 60	July 2014	To increase by 23.8%	Being processed
72.	Kln 3	July 2014	To increase by 13.7%	Increased by 7.8%
73.	Kln 8	July 2014	To increase by 14.8%	Increased by 9.3%
74.	Kln 8S	July 2014	To increase by 14.8%	Increased by 9.3%
75.	NT 27	July 2014	To increase by 13.6%	Being processed
76.	Kln 70	August 2014	To increase by 10.4%	Increased by 7.8%
77.	Kln 70A	August 2014	To increase by 10.4%	Increased by 7.8%
78.	Kln 86	August 2014	To increase by 14%	Being processed
79.	NT 87	August 2014	To increase by 10.5%	To be increased by 7.9%
80.	NT 87A	August 2014	To increase by 22.2%	To be increased by 6.7%
81.	NT 87M	August 2014	To increase by 11.4%	To be increased by 6.8%
82.	NT 87K	August 2014	To increase by 10.5%	To be increased by 7.9%
83.	NT 89	August 2014	To increase by 22%	To be increased by 9.8%
84.	NT 89A	August 2014	To increase by 22%	To be increased by 9.8%
85.	NT 89B	August 2014	To increase by 46.3%	To be increased by 9.8%
86.	NT 89P	August 2014	To increase by 22%	To be increased by 9.8%
87.	NT 89M	August 2014	To increase by 28.2%	To be increased by 7.7%
88.	NT 89S	August 2014	To increase by 28.2%	To be increased by 7.7%
89.	NT 98	August 2014	To increase by 28.2%	To be increased by 7.7%
90.	NT 101M	August 2014	To increase by 13.6%	Increased by 11.1%
91.	NT 102	August 2014	To increase by 13.6%	Increased by 9.9%
92.	NT 102B	August 2014	To increase by 13.9%	Increased by 12.7%
93.	NT 102S	August 2014	To increase by 11.8%	Increased by 11.8%
94.	NT 111	August 2014	To increase by 13.6%	Increased by 9.9%
95.	Kln 54	September 2014	To increase by 10.7%	Increased by 6.7%
96.	Kln 54M	September 2014	To increase by 7.7%	Increased by 7.7%
97.	Kln 54S	September 2014	To increase by 9.7%	Increased by 6.5%
98.	NT 28S	September 2014	To increase by 5.9%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
99.	Kln 18M	October 2014	To increase by 21.2%	Being processed
100.	Kln 12A	October 2014	To increase by 11.9%	Increased by 9.5%
101.	Kln 12B	October 2014	To increase by 11.9%	Increased by 9.5%
102.	Kln 12S	October 2014	To increase by 11.1%	Increased by 8.9%
103.	NT 46M	October 2014	To increase by 19.4%	Being processed
104.	NT 47M	October 2014	To increase by 19.5%	Being processed
105.	NT 90M	October 2014	To increase by 18.8%	Being processed
106.	NT 92M	October 2014	To increase by 18.8%	Being processed
107.	NT 93	October 2014	To increase by 18.8%	Being processed
108.	NT 93A	October 2014	To increase by 15.7%	Being processed
109.	NT 403	October 2014	To increase by 14.6%	Being processed
110.	NT 403A	October 2014	To increase by 14.6%	Being processed
111.	NT 403X	October 2014	To increase by 14.6%	Being processed
112.	NT 481	October 2014	To increase by 14.6%	Being processed
113.	NT 481A	October 2014	To increase by 14.6%	Being processed
114.	NT 481B	October 2014	To increase by 14.6%	Being processed
115.	NT 482	October 2014	To increase by 16.2%	Being processed
116.	NT 11	October 2014	To increase by 28.8%	Being processed
117.	NT 11A	October 2014	To increase by 30%	Being processed
118.	NT 11B	October 2014	To increase by 28.8%	Being processed
119.	NT 11M	October 2014	To increase by 29.2%	Being processed
120.	NT 11S	October 2014	To increase by 29.1%	Being processed
121.	NT 12	October 2014	To increase by 33.7%	Being processed
122.	NT 83A	October 2014	To increase by 16%	Being processed
123.	NT 85	October 2014	To increase by 16%	Being processed
124.	NT 86	October 2014	To increase by 16%	Being processed
125.	NT 86A	October 2014	To increase by 15.4%	Being processed
126.	NT 86M	October 2014	To increase by 16%	Being processed
127.	NT 71	October 2014	To increase by 17.6%	To be increased by 8.8%
128.	NT 72	October 2014	To increase by 17.6%	To be increased by 8.8%
129.	NT 409	October 2014	To increase by 14%	To be increased by 8.8%
130.	NT 409K	October 2014	To increase by 14%	To be increased by 8.8%
131.	HKI 39C	November 2014	To increase by 18.8%	Being processed
132.	HKI 39S	November 2014	To increase by 18.8%	Being processed
133.	HKI 39M	November 2014	To increase by 12.5%	Being processed
134.	HKI 40	November 2014	To increase by 15%	Being processed
135.	HKI 40X	November 2014	To increase by 15%	Being processed
136.	HKI 52	November 2014	To increase by 14.5%	Being processed
137.	HKI 4A	November 2014	To increase by 17.6%	Being processed
138.	HKI 4B	November 2014	To increase by 13.3%	Being processed
139.	HKI 4C	November 2014	To increase by 17.6%	Being processed
140.	HKI 4S	November 2014	To increase by 100%	Being processed
141.	HKI 5	November 2014	To increase by 21.8%	Being processed
142.	HKI 8	November 2014	To increase by 14.5%	Being processed
143.	HKI 8X	November 2014	To increase by 14.5%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
144.	HKI 35M	November 2014	To increase by 13.3%	Being processed
145.	Kln 79K	November 2014	To increase by 9.1%	Increased by 6.8%
146.	Kln 79M	November 2014	To increase by 8.6%	To be increased by 8.6%
147.	Kln 79S	November 2014	To increase by 8.6%	To be increased by 8.6%
148.	Kln 77M	November 2014	To increase by 9.5%	Being processed
149.	Kln 78	November 2014	To increase by 9.4%	Being processed
150.	Kln 78A	November 2014	To increase by 9.4%	Being processed
151.	NT 502	November 2014	To increase by 9.1%	Being processed
152.	NT 50K	November 2014	To increase by 9.8%	Being processed
153.	NT 50A	November 2014	To increase by 9.8%	Being processed
154.	NT 51K	November 2014	To increase by 9.3%	Being processed
155.	HKI 66	December 2014	To increase by 21.4%	Being processed
156.	HKI 66A	December 2014	To increase by 21.4%	Being processed
157.	HKI 68	December 2014	To increase by 25%	Being processed
158.	HKI 24A	December 2014	To increase by 35.4%	Being processed
159.	HKI 24M	December 2014	To increase by 14.7%	Being processed
160.	HKI 25	December 2014	To increase by 20.8%	Being processed
161.	NT 57K	December 2014	To increase by 10.2%	Being processed
162.	NT 58K	December 2014	To increase by 9.1%	Being processed
163.	NT 58S	December 2014	To increase by 10.3%	Being processed
164.	NT 46	December 2014	To increase by 9.1%	Being processed
165.	NT 46A	December 2014	To increase by 9.1%	Being processed
166.	NT 90A	December 2014	To increase by 81.1%	Being processed
167.	NT 90P	December 2014	To increase by 81.1%	Being processed
168.	NT 91	December 2014	To increase by 62.5%	Being processed
169.	NT 91A	December 2014	To increase by 71.4%	Being processed
170.	HKI 51	January 2015	To increase by 17.9%	Being processed
171.	HKI 51A	January 2015	To increase by 17.9%	Being processed
172.	HKI 51S	January 2015	To increase by 15.2%	Being processed
173.	Kln 43M	January 2015	To increase by 15.2%	Being processed
174.	NT 59K	January 2015	To increase by 11.7%	Being processed
175.	NT 1	January 2015	To increase by 7.1%	Being processed
176.	NT 1A	January 2015	To increase by 7.1%	Being processed
177.	NT 1S	January 2015	To increase by 13.4%	Being processed
178.	NT 2	January 2015	To increase by 8.6%	Being processed
179.	NT 7	January 2015	To increase by 9.6%	Being processed
180.	NT 9	January 2015	To increase by 9.4%	Being processed
181.	NT 109M	January 2015	To increase by 6.1%	Being processed
182.	HKI 56	February 2015	To increase by 23%	Being processed
183.	HKI 56A	February 2015	To increase by 23%	Being processed
184.	NT 310M	February 2015	To increase by 13.5%	Being processed
185.	NT 410	February 2015	To increase by 11.1%	Being processed
186.	NT 80	February 2015	To increase by 16.9%	Being processed
187.	NT 95	February 2015	To increase by 17.6%	Being processed
188.	NT 95A	February 2015	To increase by 17.2%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
189.	NT 95K	February 2015	To increase by 17.6%	Being processed
190.	NT 95M	February 2015	To increase by 17.2%	Being processed
191.	NT 96	February 2015	To increase by 16.9%	Being processed
192.	NT 96P	February 2015	To increase by 17.6%	Being processed
193.	NT 96A	February 2015	To increase by 14.6%	Being processed
194.	NT 96B	February 2015	To increase by 17.6%	Being processed
195.	NT 96C	February 2015	To increase by 16.9%	Being processed
196.	NT 96M	February 2015	To increase by 16.9%	Being processed
197.	NT 19S	February 2015	To increase by 9.5%	Being processed
198.	NT 108A	February 2015	To increase by 14.6%	Being processed

The processing time for a fare increase application may differ as, amongst other reasons, the TD may require the applicant to submit more information and may also request the applicant to carry out certain improvements before approving the fare adjustment application. In addition, another 14 GMB routes had applied for fare increase but their applications were either withdrawn or rejected by the TD.

(B) Licensed ferry service

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Aberdeen – Sok Kwu Wan via Mo Tat	July 2014	To increase by a weighted average of 9.2%	Being processed
2.	Aberdeen – Pak Kok Tsuen – Yung Shue Wan	July 2014	To increase by a weighted average of 8.1%	Being processed
3.	Sai Wan Ho – Kwun Tong	September 2014	To increase by 50%	Increased by 50%
4.	Sai Wan Ho – Sam Ka Tsuen	September 2014	To increase by 50%	Increased by 50%

Note: MTR fares are subject to adjustment annually in accordance with the Fare Adjustment Mechanism, under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, the Nominal Wage Index (Transportation Section) and a productivity factor. There was no fare adjustment application for taxi and tram services.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)163

(Question Serial No. 1608)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

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, actual revenue and management fees to contractors.

2014-15

Government multi-storey car parks	Average peak hour usage (%)	Average non-peak hour usage (%)	Actual revenue (\$)	Management fees to contractors (\$)

2015-16 (Estimate)

Government multi-storey car parks	Average peak hour usage (%)	Average non-peak hour usage (%)	Actual revenue (\$)	Management fees to contractors (\$)

Asked by: Hon CHAN Kam-lam (Member Question No. 4)

Reply:

The average daily peak hour and non-peak hour usage of government multi-storey car parks in 2014, and their actual operating revenue in 2014-15 (up to January 2015) are set out in the following table:

Government multi-storey car parks	Average peak hour usage Note 1 (%)	Average non-peak hour usage Note 1 (%)	Actual operating revenue Note 2 (\$ million)
	2014		2014-15 (up to January 2015)
Aberdeen Car Park	86	75	4.7
City Hall Car Park	29	13	3.2
Kennedy Town Car Park	78	73	5.0
Kwai Fong Car Park	62	58	9.8
Middle Road Car Park Note 3	64	34	8.9
Murray Road Car Park	61	37	15.4
Rumsey Street Car Park	80	54	41.0
Shau Kei Wan Car Park	86	78	8.4
Sheung Fung Street Car Park	88	76	5.6
Star Ferry Car Park	75	35	17.6
Tin Hau Car Park	80	67	13.0
Tsuen Wan Car Park	82	76	14.4
Yau Ma Tei Car Park	72	51	24.4

Note:

1. Average peak hour usage: the average usage of the hour with the highest usage within a day in 2014.
Average non-peak hour usage: the average usage of the hours other than the peak hour within a day in 2014.
2. Actual operating revenue represents revenue collected before deduction of relevant management fees to contractors.
3. The Middle Road Car Park was closed on 1 July 2014.

For the purpose of compiling the revenue estimates for 2015-16, the Transport Department (TD) has estimated that the total operating revenue of car parks managed by the TD under two management, operation and maintenance (MOM) contracts (i.e. 12 government multi-storey car parks and the open-air Sheung Shui Park-and-Ride Car Park) for 2015-16 is \$231 million. As revenue projection was calculated in two batches for the car parks

grouped under two contracts, the TD does not have a breakdown of the revenue estimate for individual car parks. As regards the projected peak hour and non-peak hour usage in 2015-16, it is difficult to estimate for individual car parks as parking demand is affected by various factors, such as the fee levels and the availability of other car parking facilities in the vicinity.

The government multi-storey car parks, together with the open-air Sheung Shui Park-and-Ride Car Park, are under two three-year MOM contracts from May 2014 to April 2017. The value of Contract TD 24/2013 (comprising car parks at Aberdeen, City Hall, Kwai Fong, Murray Road, Rumsey Street, Sheung Fung Street and Star Ferry) is \$36.918 million. The value of Contracts TD 25/2013 (comprising car parks at Kennedy Town, Middle Road (car park closed in July 2014), Shau Kei Wan, Sheung Shui Park-and-Ride, Tin Hau, Tsuen Wan and Yau Ma Tei) is \$47.698 million. Contracts TD 25/2013 also include the design, production, distribution and sale of tickets for government tunnels and toll roads.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)164****(Question Serial No. 1611)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please provide information on the respective management fees payable to the contractors with their names for management, operation and maintenance (MOM) services of various tunnels and bridges operated by the Government.

	Name of contractor	Management fees (\$)			
		2014	2013	2012	2011
Cross-Harbour Tunnel					
Lion Rock Tunnel					
Shing Mun Tunnels					
Tseung Kwan O Tunnel					
Aberdeen Tunnel					
Eagle's Nest Tunnel					
Lantau Link					

- (2) Please provide the operating results of the above tunnels and bridges.

	2014 surplus / deficit \$	2013 surplus / deficit \$	2012 surplus / deficit \$	2011 surplus / deficit \$
Cross-Harbour Tunnel				
Lion Rock Tunnel				
Shing Mun Tunnels				
Tseung Kwan O Tunnel				
Aberdeen Tunnel				
Eagle's Nest Tunnel				
Lantau Link				

Asked by: Hon CHAN Kam-lam (Member Question No. 7)

Reply:

- (1) The MOM of all these tunnels and the Lantau Link have been outsourced to private contractors. The names of the existing contractors and management fees payable to the contractors from 2011-12 to 2014-15 are as follows:

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)			
		2014-15	2013-14	2012-13	2011-12
Cross-Harbour Tunnel	Serco Group (H.K.) Limited	63	63	63	63
Lion Rock Tunnel	Greater Lucky (H.K.) Company Limited / Serco Group (H.K.) Limited ^{Note 1}	34	33	36	40
Shing Mun Tunnels	Greater Lucky (H.K.) Company Limited	33	32	32	30
Tseung Kwan O Tunnel	Greater Lucky (H.K.) Company Limited	33	32	32	30
Aberdeen Tunnel	Transport Infrastructure Management Limited / Serco Group (H.K.) Limited ^{Note 2}	40	37	37	37
Route 8K ^{Note 3}	Serco Lam JV / Transport Infrastructure Management Limited ^{Note 4}	101	116	134	134
Route 8T ^{Note 3}		57	61	65	65
Lantau Link ^{Note 5}	TIML MOM Limited / Transport Infrastructure Management Limited ^{Note 6}	104	98	95	95
Non-Lantau Link ^{Note 5}		106	101	98	97

Note 1 – The Greater Lucky (H.K.) Company Limited has taken up the MOM contract from the Serco Group (H.K.) Limited since 1 August 2012 upon expiry of the previous MOM contract.

Note 2 – The Transport Infrastructure Management Limited has taken up the MOM contract from the Serco Group (H.K.) Limited since 29 September 2014 upon expiry of the previous MOM contract.

Note 3 – The MOM contract for Route 8 covers both Route 8K (Sha Tin – Cheung Sha Wan section) and Route 8T (Cheung Sha Wan – Tsing Yi section). The Eagle's Nest Tunnel forms part of Route 8K.

Note 4 – Serco Lam JV has taken up the MOM contract from the Transport Infrastructure Management Limited since 19 September 2013 upon expiry of the previous MOM contract.

Note 5 – The MOM contract for the Tsing Ma Control Area covers both the Lantau Link and the non-Lantau Link portion.

Note 6 – The contractor changed its company name from the Transport Infrastructure Management Limited to the TIML MOM Limited upon contract renewal on 19 November 2013.

- (2) The operating results (before tax) of the above tunnels and bridges for the past four years are as follows:

	2013-14 surplus / (deficit) (\$ million)	2012-13 surplus / (deficit) (\$ million)	2011-12 surplus / (deficit) (\$ million)	2010-11 surplus / (deficit) \$ million
Cross-Harbour Tunnel ^{Note 1}	666.0	672.6	680.6	626.8
Lion Rock Tunnel ^{Note 2}	195.2	187.3	185.9	182.6
Shing Mun Tunnels ^{Note 2}	37.5	35.4	36.1	33.8
Tseung Kwan O Tunnel ^{Note 2}	43.2	41.8	39.1	33.4
Aberdeen Tunnel ^{Note 2}	51.0	52.7	52.9	47.6
Route 8K (Eagle's Nest Tunnel forms part of Route 8K) ^{Note 2}	(141.6)	(174.1)	(169.8)	(175.4)
Lantau Link ^{Note 2}	222.4	188.3	170.5	170.2

Note 1: The Cross-Harbour Tunnel was a "Build-Operate-Transfer" project. The capital cost of the Cross-Harbour Tunnel was not contributed by the Government. The figures provided in the above table represent the difference between revenue (including the toll fees) and management fee paid to the contractor for the year concerned.

Note 2: These tunnels were constructed by the Government. The operating results have taken into account the depreciation charges of the capital costs of the tunnels for the years concerned.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)165

(Question Serial No. 1618)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Tuen Mun Road Bus-Bus Interchange (TMR BBI) commissioned in 2012 and the Tsing Sha Highway Bus-Bus Interchange (TSH BBI) commissioned early this year, please advise:

- (1) What are the utilisation rates of the TMR BBI for both northbound and southbound during peak and off peak periods respectively?
- (2) Does the Government have any plan to arrange more bus routes observing the TMR BBI? If yes, what are the routes and when will the plan be implemented?
- (3) What are the utilisation rates of the TSH BBI for both northbound and southbound during peak and off peak periods respectively?
- (4) Does the Government have any plan to arrange more bus routes observing the TSH BBI? If yes, what are the routes and when will the plan be implemented?
- (5) Apart from the TMT BBI and the TSH BBI, is there any plan to provide similar BBIs in other areas? If yes, what are the plans and the implementation timetable?

Asked by: Hon CHAN Kam-lam (Member Question No. 14)

Reply:

As at February 2015, there are a total of 25 regular bus routes using both bounds of the TMR BBI. The numbers of daily passenger trips using the TMR BBI are set out below:

Direction	Total daily passenger trips*	Daily passenger trips	
		Peak hour period	Off peak period
Kowloon bound	10 000	3 500 (6 am – 9 am)	6 500
Tuen Mun bound	14 000	5 100 (5 pm – 8 pm)	8 900

* The number of daily passenger trips using the Kowloon bound TMR BBI is smaller than that of Tuen Mun bound, because some passengers can take the supplementary special direct bus services from Tuen Mun to urban areas during the morning peak period without the need to interchange at the TMR BBI.

As at February 2015, there are a total of six regular bus routes using both bounds of the TSH BBI. The numbers of daily passenger trips using the TSH BBI are set out below:

Direction	Total daily passenger trips	Daily passenger trips	
		Peak hour period	Off peak period
Kowloon bound	254	128 (7 am – 10 am)	126
Shatin bound	136	80 (5 pm – 8 pm)	56

As the bus network serving the TMR BBI is already extensive, the Transport Department (TD) has no plan to arrange more bus routes to use the TMR BBI in the near future. As for the TSH BBI, a KMB route 286P (Mei Chung Court – Cheung Sha Wan)¹, will be introduced this year.

The TD and the franchised bus companies will continue to closely monitor the operation of the BBIs and the passenger demand of the bus services in the New Territories. Adjustments to the bus services serving the TMR BBI and the TSH BBI would be made as and when necessary. The TD will continue to explore with the franchised bus companies on the provision of enhanced interchange facilities at other suitable locations. Owing to the high pedestrian and vehicular flows in urban areas and the relatively narrower pavements and carriageways, setting up similar large-scale BBIs in urban areas is subject to certain geographical and technical constraints.

- End -

¹ A special service of KMB route 286X

CONTROLLING OFFICER'S REPLY**THB(T)166****(Question Serial No. 1619)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

What are the numbers of parking spaces for private cars and commercial vehicles provided by public car parks (including roadside parking spaces) in each of the 18 districts in Hong Kong? Please make reference to the following example in the reply.

Example:

District	Public car parks	On-street metered parking spaces	Public car parks	On-street metered parking spaces
	Number (No.) and utilisation rate of private car parking spaces	No. and utilisation rate of private car parking spaces	No. and utilisation rate of commercial vehicle parking spaces	No. and utilisation rate of commercial vehicle parking spaces
Wong Tai Sin	No. (%)	No. (%)	No. (%)	No. (%)

Asked by: Hon CHAN Kam-lam (Member Question No. 15)Reply:

The numbers of parking spaces provided on-street (metered) and in government and private car parks that are available for use by the public in each of the 18 districts as at end February 2015 are shown in the following table:

District	Public car parks*	On-street metered parking spaces	Public car parks*	On-street metered parking spaces
	No. of private car parking spaces	No. of private car parking spaces	No. of commercial vehicle ⁺ parking spaces	No. of commercial vehicle ⁺ parking spaces
Central and Western	10 320	470	760	110
Wan Chai	8 880	770	70	20
Eastern	13 120	520	750	80
Southern	7 430	560	430	90
Yau Tsim Mong	14 590	1 500	2 000	380
Sham Shui Po	9 390	1 010	2 630	170
Kowloon City	8 600	2 420	2 090	290
Wong Tai Sin	6 570	250	430	120
Kwun Tong	14 910	380	1 730	120
Tsuen Wan	9 660	450	1 210	60
Tuen Mun	8 420	1 000	1 270	190
Yuen Long	8 300	800	450	270
North	5 450	910	630	240
Tai Po	5 870	1 250	590	180
Sai Kung	9 120	930	540	210
Sha Tin	16 890	1 310	1 290	230
Kwai Tsing	10 960	360	7 100	130
Islands	6 840	150	280	40
Total	175 320	15 040	24 250	2 930
	190 360		27 180	

* Including government and private car parks available for use by the public

+ Including goods vehicle and non-franchised bus

As some of the public parking spaces are managed by private entities and the on-street metered parking spaces are designed for short duration of stay only, we do not have a complete breakdown of the utilisation rates of the above parking spaces.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)167****(Question Serial No. 1620)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

How many public buses could provide student transport service in the current and the past three years? Please provide the information in the following table:

	Non-franchised public buses (NFBs) with student service endorsement	Private school buses operated directly by schools or school sponsoring bodies	School private light buses	Number of operators involved	Number of employees involved
2015-16 (Estimated)					
2014-15					
2013-14					
2012-13					

Asked by: Hon CHAN Kam-lam (Member Question No. 16)Reply:

The Transport Department (TD) has been closely monitoring the supply of school bus service and making arrangements to cater for its demand as and when appropriate. There are three types of student service vehicles (SSVs): (i) NFBs with student service endorsement; (ii) private school buses operated by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as "nanny vans"). The numbers of SSVs by types and operators involved in the past three years are set out as follows:

	NFBs with student service endorsement ^{Note}	Private school buses operated by schools or school sponsoring bodies	School private light buses	Number of operators involved
2014-15 (up to February 2015)	3 257	75	1 912	1 501
2013-14	3 445	71	1 775	1 517
2012-13	3 459	64	1 528	1 492

Note: NFBs with student service endorsement can also apply for other types of service endorsement(s) from the TD to provide services for other types of passengers.

Since SSVs are operated on commercial principle and the number of SSVs in the market would vary throughout a year based on the market situation, the projected number of SSVs for the entire year of 2015-16 cannot be predicted with certainty at this early stage.

The TD does not have information on the number of employees involved in the business.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)168****(Question Serial No. 1622)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide information of interchange fare concession arrangements between different public transport operators in the past three years.

2014-15

Public transport operators involved	Concession for each journey	Number of beneficiaries
e.g. Railway and Green Minibus (GMB) Route No. 7	\$1	
1.		
2.		

Asked by: Hon CHAN Kam-lam (Member Question No. 18)Reply:

There are interchange fare concession arrangements between different public transport operators. The details in the past three years from 2012 to 2014 are set out below:

2012 (Note 1)

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
Railway and franchised bus (five routes)	\$1.0	9 000
Railway and GMB (49 routes)	\$0.3 - \$3.0	54 100
Railway and ferry (five routes) (<i>time-limited from 1 July 2012 to 1 January 2013</i>) (Note 2)	\$1.5	3 600

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
Bus-bus interchanges between different franchised bus companies (171 routes)	\$1.0 - \$24.0	13 000
GMB-GMB interchanges between different GMB operators (25 routes)	\$0.1 - \$9.1	- (Note 3)
Ferry-ferry interchanges between different ferry operators (two routes)	Mondays to Saturdays: \$3.3 Sundays and Public Holidays: \$4.5	33

2013 (Note 1)

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
Railway and franchised bus (five routes)	\$1.0	8 800
Railway and GMB (47 routes)	\$0.3 - \$3.0	49 000
Bus-bus interchanges between different franchised bus companies (205 routes)	\$0.5 - \$24.0	14 200
GMB-GMB interchanges between different GMB operators (25 routes)	\$1.0 - \$9.6	- (Note 3)
Ferry-ferry interchanges between different ferry operators (two routes)	Mondays to Saturdays: \$3.3 Sundays and Public Holidays: \$4.5	35

2014 (Note 1)

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
Railway and franchised bus (seven routes)	\$1.0	9 300
Railway and GMB (54 routes)	\$0.3 - \$3.0	47 500
Railway and ferry (five routes) (<i>time-limited from 1 July 2014 to 1 January 2015</i>) (Note 2)	\$1.5	4 300
Bus-bus interchanges between different franchised bus companies (208 routes)	\$0.5 - \$24.0	15 800

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefited
GMB-GMB interchange between different GMB operators (29 routes)	\$1.0 - \$9.6	- (Note 3)
Ferry-ferry interchanges between different ferry operators (two routes)	Mondays to Saturdays: \$3.5 Sundays and Public Holidays: \$4.8	36

Notes:

1. The above tables do not cover interchange concessionary fare arrangements for routes operated by the same operator.
2. Public transport operators would take into account factors such as their respective operating and financial conditions, market condition and passenger needs, when considering offering fare concessions to passengers. Details of such concessions are commercial decisions of individual operators.
3. The Transport Department does not have passenger trip figures of the GMB-GMB interchange schemes.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)169****(Question Serial No. 1625)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Planning and DevelopmentControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Since the implementation of the Area Approach rationalisation plans, how many routes have frequency reduced or been cancelled; and how many new routes have been introduced in each district? How have such adjustments affected the overall patronage of each district? Please provide information in the following table:

District	Number of routes with frequency reduction or cancelled	Number of new routes introduced	Percentage change in overall patronage after rationalisation (+/-%)
North District			

- (2) What are the positive or negative financial implications of Area Approach rationalisation on the bus companies involved?

Asked by: Hon CHAN Kam-lam (Member Question No. 21)Reply:

- (1) Bus route rationalisation is an ongoing task. Since 2013, the TD and franchised bus companies have been pursuing route rationalisation by using the Area Approach, in addition to the annual route planning programmes. Under the Area Approach, bus service is reviewed holistically for a district as a whole, rather than on a route-by-route basis to bring maximum overall benefits to the district. The Area Approach rationalisation for the Tuen Mun and North districts commenced in 2013 and has been completed. With reference to the experience in these two districts, the Area Approach rationalisation was carried out in the Yuen Long, Sha Tin, Tsing Yi and Tai

Po districts last year. These rationalisation proposals have been rolled out in phases since August 2014. Details of the rationalisation proposals are set out below:

District	Number of routes cancelled, truncated, or with frequency reduced	Number of new routes introduced, or routes with service improved	Percentage change in overall patronage after rationalisation (+/- %)
North	8	15	+6%*
Tuen Mun	10	9	+6%*
Yuen Long	5	14	#
Sha Tin	7	5	#
Tsing Yi	7	3	#
Tai Po	5	11	#

* Including the interchanging passenger trips

As the bus rationalisation proposals for the Yuen Long, Sha Tin, Tsing Yi and Tai Po districts have been implemented for a few months, the travelling pattern of the passengers will take some time to stabilise. The TD and the bus companies will continue to closely monitor the situation.

- (2) Generally speaking, the Area Approach rationalisation enables the use of the bus resources in a more cost-effective manner, and enhances the efficiency of the bus network. Moreover, rationalising overly circuitous routes and deploying resources from low-utilisation routes to high-demand ones can optimise the use of road resources. The increase in the overall patronage of the routes serving the Tuen Mun and North districts is an indication of the improvement in the bus network's popularity. The route rationalisation proposals may affect routings, frequencies and patronage, thereby affecting the expenditure and revenue of bus companies. As a considerable proportion of franchised bus routes provides cross-district service, external factors such as demographic changes outside the districts concerned may also affect pattern of patronage, expenditure and revenue. Hence, it is difficult to isolate the financial implications solely from route rationalisation proposals implemented in an individual district.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)170

(Question Serial No. 1626)

Head: (186) Transport Department

Subhead (No. and 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:

Regarding the vehicle examination service provided by the designated car testing centres (DCTCs), please -

- (1) list out the operators of the existing DCTCs, their operating hours and numbers of Approved Car Testers (ACTs);
- (2) list out the average waiting time for vehicle examination at each of the above DCTCs in the last financial year; and
- (3) advise whether the Transport Department (TD) has any plans to formulate measures to shorten the waiting time? If yes, what are the details?

Asked by: Hon CHAN Kam-lam (Member Question No. 22)

Reply:

- (1) Details of the 22 existing DCTCs and their operating hours are as follows:

Operator (District)		Operating hours	
Hong Kong Island			
1	Crown Motors Limited (North Point)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
2	Dah Chong Hong (Motor Service Centre) Limited (Quarry Bay)	Monday to Friday: Saturday and Public Holiday: Sunday:	08:30 to 20:00 08:30 to 17:30 09:00 to 17:30 [#]
3	Universal Cars Limited (Chai Wan)	Monday to Friday: Saturday and Public Holiday: Sunday:	08:00 to 19:00 [#] 09:00 to 18:00 Closed

Operator (District)		Operating hours	
4	Wallace Harper and Company Limited (Ap Lei Chau)	Monday to Friday: Saturday and Public Holiday: Sunday:	09:00 to 19:00 09:00 to 18:00 Closed
5	Zung Fu Company Limited (Aberdeen)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 18:00 09:00 to 18:00* Closed
6	M.D. Motors (Aberdeen)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
Kowloon			
7	Crown Motors Limited (Kwun Tong)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
8	Dah Chong Hong (Motor Service Centre) Limited (Kowloon Bay)	Monday to Friday: Saturday and Public Holiday: Sunday:	08:30 to 20:00 08:30 to 17:30 Closed
9	Jebesen Motors Limited (Kowloon Bay)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 18:00 Closed Closed
10	Inchcape Motor Services Limited (Yau Tong)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
11	Sime Darby Motor Services Limited (To Kwa Wan)	Monday to Friday: Saturday and Public Holiday: Sunday:	08:00 to 19:00 [#] 09:00 to 18:00 Closed
12	Zung Fu Company Limited (Hung Hom)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 18:00 Closed Closed
13	B.M.W. Concessionaires (H.K.) Limited (To Kwa Wan)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 18:00 08:30 to 18:00* Closed
New Territories			
14	Crown Motors Limited (Tsuen Wan)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
15	Crown Motors Limited (Yuen Long)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
16	Dah Chong Hong (Motor Service Centre) Limited (Yuen Long)	Monday to Friday: Saturday and Public Holiday: Sunday:	08:30 to 20:00 08:30 to 17:30 Closed
17	Inchcape Motor Services Limited (Kwai Chung)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 19:00 08:30 to 19:00 [#] Closed

Operator (District)		Operating hours	
18	Inchcape Motor Services Limited (Shatin)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 19:00 [#] 08:30 to 19:00 [#] Closed
19	Universal Cars Limited (Kwai Chung)	Monday to Friday: Saturday and Public Holiday: Sunday:	08:00 to 19:00 [#] 09:00 to 18:00 Closed
20	Universal Cars Limited (Shatin)	Monday to Friday: Saturday and Public Holiday: Sunday:	09:00 to 19:00 09:00 to 18:00 09:00 to 18:00 [#]
21	Wallace Harper and Company Limited (Yuen Long)	Monday to Friday: Saturday and Public Holiday: Sunday:	08:00 to 19:00 09:00 to 18:00 09:00 to 18:00 [#]
22	Zung Fu Company Limited (Kwai Chung)	Monday to Friday: Saturday: Sunday and Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed

[#] With effect from 1 April 2015

* With effect from 11 April 2015

As at early 2015, there were about 180 ACTs authorised by the Transport Department (TD).

- (2) In 2014-15, the average waiting time for vehicle examination was about eight to ten weeks, depending on the locations of the DCTCs.
- (3) The TD has introduced a number of improvement measures in 2014-15 to alleviate the queuing situation of the DCTCs. For example, the TD is computerising the procedures for making vehicle examination appointments at the DCTCs, and linking up the systems of the DCTCs to enable online checking of the appointment status at different centres by those who need vehicle examination service, so that they can arrange vehicle examination in a timely manner. The new system is scheduled for completion in mid-2015.

In addition, the TD is preparing for the promulgation of the updated requirements for new DCTCs shortly, and will invite applications accordingly.

Meanwhile, the TD reminds those who need vehicle examination service to book their appointments early through various publicity means, such as posting notices and posters and distributing flyers. Indeed, those who need such service may arrange annual examinations for their vehicles four months before their vehicle licences are due to expire, so that they can avoid not being able to complete the annual examination procedures for their vehicles before the licences expire.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)171

(Question Serial No. 1627)

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:

- (1) How many authorised vehicle examination centres (VECs) are there providing vehicle examination services for cross-boundary vehicles? Please provide details of the operating hours and the number of vehicle examinations that can be conducted daily in these VECs.
- (2) How many cross-boundary vehicles were inspected in the past three years and will be inspected in the coming year at the above VECs? Please provide the figures in a table.
- (3) Regarding the increasing number of vehicles with the Closed Road Permit, will the Government consider increasing the number of the above VECs? If yes, what is the plan?

Asked by: Hon CHAN Kam-lam (Member Question No. 23)

Reply:

- (1) Cross-boundary vehicles are required to undergo vehicle examinations to fulfill the licensing or permit requirements in Hong Kong. The examination of Hong Kong cross-boundary vehicles is no different from that of non-cross-boundary vehicles, i.e. private cars and light goods vehicles not exceeding 1.9 tonnes are examined at privately-operated designated car testing centres (DCTCs), while other goods vehicles (i.e. those exceeding 1.9 tonnes), light buses, buses and trailers, etc., are examined at the VECs operated by the Transport Department (TD) or its contractor. As regards the Mainland cross-boundary vehicles, they are examined at the VECs. Currently, there are 22 DCTCs and four VECs. The estimated inspection capacity of the DCTCs is about 400 000 vehicles per annum. As for the VECs, the TD has been adjusting their inspection capacity (i.e. equipment and manpower) according to the number of commercial vehicles requiring examination, so that the VECs can sufficiently meet the demand. In 2014, the VECs examined a total of about 220 000

vehicles. The TD will closely monitor the change in the number of commercial vehicles, and will suitably adjust the VECs' equipment and manpower as and when necessary. In general, the 22 DCTCs and the four VECs are open on weekdays from 8:30 am to 7:00 pm and from 8:45 am to 5:00 pm respectively. With effect from April 2015, a total of 20 DCTCs and one VEC will open on Saturday mornings. Three DCTCs will also operate on Sundays.

- (2) The TD has not kept any statistics of Hong Kong vehicles which are also cross-boundary vehicles examined by the DCTCs and the VECs. The numbers of Mainland cross-boundary vehicles examined at the VECs in the past three years are as follows:

Year	Number of Mainland cross-boundary vehicles examined at the VECs
2012	1 649
2013	1 766
2014	2 021

Given the small number involved, the TD has not made any estimation of the number of Mainland cross-boundary vehicles to be examined by the VECs in the coming year.

- (3) All cross-boundary vehicles, including Hong Kong vehicles and Mainland vehicles, require Closed Road Permits for access to the closed areas for crossing the boundaries. The current capacity of the four VECs is sufficient to meet the demand on vehicle examinations for both the Mainland and Hong Kong cross-boundary vehicles in the coming years. As regards the DCTCs, the TD is preparing for the promulgation of the updated requirements for new DCTCs shortly and will invite applications accordingly in 2015-16.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)172****(Question Serial No. 1629)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please provide the average car journey speeds at the morning and evening peak hours on the following roads and tunnels:

Road	2014 (till now)	2013	2012	2011	2009
Hong Kong Island					
Canal Road Flyover					
Gloucester Road (east bound)					
Island Eastern Corridor (section near Victoria Park)					
Connaught Road West					
Connaught Road East					
Connaught Road Central					
Pedder Street					
Harcourt Road (Central bound)					
Hennessy Road (Central bound)					
Queen's Road Central (Central bound)					
Kowloon					
Chatham Road North					
Princess Margaret Road (Tsim Sha Tsui and Cross-Harbour Tunnel bound)					
Gascoigne Road					
Kwun Tong Bypass (near Lei Yue Mun Road)					

Tunnel	2014 (till now)	2013	2012	2011	2009
Cross-Harbour Tunnel					
Eastern Harbour Crossing					
Western Harbour Crossing					
Lion Rock Tunnel					
Tate's Cairn Tunnel					
Route 8 (section between Cheung Sha Wan and Sha Tin)					

- (2) Does the Government have any measures for improving the car journey speeds? If yes, what are these measures? Please tabulate the expenditure involved and the anticipated completion date for each of these measures.

Asked by: Hon CHAN Kam-lam (Member Question No. 25)

Reply:

- (1) Due to the Occupy Movement from October to December 2014, the car journey time surveys (CJTS) for 2014, which were originally scheduled to take place from September to December 2014, were postponed. The Transport Department (TD) is still collecting data, and so the average speeds of the roads and tunnels concerned for 2014 are not yet available.

The average speeds during the morning peak hours (i.e. 8:00 am – 9:30 am) and evening peak hours (i.e. 5:00 pm – 7:00 pm) of the following roads and tunnels from 2009 to 2013 are tabulated below. It must be emphasised that the driving speed on relatively shorter sections of roads can easily be affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

Road	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)] ^Ω									
	2013		2012		2011		2010		2009	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Hong Kong Island										
Canal Road Flyover (south bound) [#]	47	-	46	-	53	-	50	-	53	-
Canal Road Flyover (north bound) [#]	12	-	9	-	10	-	8	-	9	-
Gloucester Road (east bound) [#]	28	-	17	-	22	-	18	-	27	-
Island Eastern Corridor (section near Victoria Park) (east bound) [#]	68	-	68	-	66	-	65	-	69	-
Island Eastern Corridor (section near Victoria Park) (west bound) [#]	29	-	24	-	19	-	20	-	16	-
Connaught Road West (east bound) [*]	19	24	23	28	23	25	24	28	22	37

Road	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)] ^Ω									
	2013		2012		2011		2010		2009	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Connaught Road East [^]	-	-	-	-	-	-	-	-	-	-
Connaught Road Central (east bound) [#]	16	-	10	-	10	-	13	-	12	-
Connaught Road Central (west bound) [#]	19	-	17	-	16	-	19	-	18	-
Pedder Street	5	8	5	6	4	4	9	9	4	8
Harcourt Road (Central bound) [#]	46	-	39	-	45	-	40	-	44	-
Hennessy Road (Central bound)	15	12	15	14	14	13	14	14	16	7
Queen's Road Central (Central bound)	19	10	19	11	15	9	21	13	21	11
Kowloon										
Chatham Road North (south bound) [#]	5	-	5	-	6	-	4	-	5	-
Chatham Road North (north bound) [#]	37	-	41	-	39	-	38	-	44	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	14	52	9	41	9	34	11	47	7	47
Gascoigne Road (east bound) [#]	14	-	14	-	11	-	12	-	16	-
Gascoigne Road (west bound) [#]	15	-	27	-	26	-	21	-	29	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) [#]	64	-	58	-	63	-	69	-	52	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) [#]	66	-	67	-	66	-	67	-	61	-

^Ω Figures are rounded to the nearest km/hr.

[#] The CJTS do not cover the evening peak hours of these roads.

^{*} The average speed data for Connaught Road West (west bound) are not available because this road section is not covered in the CJTS.

[^] There is no road named Connaught Road East.

Tunnel	Average speed at the morning and evening peak hours (km/hr) ^Ω									
	2013		2012		2011		2010		2009	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross-Harbour Tunnel	32	29	34	33	31	29	35	32	34	32
Eastern Harbour Crossing	29	48	38	48	35	43	37	41	38	47
Western Harbour Crossing [@]	57	58	62	-	57	-	58	-	57	-
Lion Rock Tunnel	36	44	34	42	34	37	37	46	35	42
Tate's Cairn Tunnel	43	58	35	58	37	53	40	53	37	58
Route 8 (section between Cheung Sha Wan and Sha Tin)**	64	-	67	-	66	-	66	-	-	-

^Ω Figures are rounded to the nearest km/hr.

[@] The CJTS only covered the morning peak hours for the Western Harbour Crossing before 2013.

^{**} The average speed data for the Route 8 (section between Cheung Sha Wan and Sha Tin) before 2010 are not available because the CJTS on the Route 8 were conducted only after opening of the whole section of Route 8 from Shatin to Tsing Yi in December 2009. The CJTS only cover the morning peak hours for Route 8.

- (2) The Government has been adopting a three-pronged approach in tackling road traffic congestion and thereby improving the vehicle speed, i.e. by expanding and improving the public transport system, improving transport infrastructure, and managing road use.

The Government will continue with the above ongoing efforts, and the work will be absorbed by the existing staff of the Transport Branch of the Transport and Housing Bureau, the TD and other relevant departments. In addition, the Transport Advisory Committee (TAC), upon the invitation of the Secretary for Transport and Housing (STH), conducted a study and submitted the “Report on Study of Road Traffic Congestion in Hong Kong” to the STH in December 2014. The Government is considering the recommendations put forward by the TAC. The Government will respond to the recommendations once it is in a position to do so. Depending on the way forward, the Government will assess the financial and manpower resources required.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0818)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention, the Government has indicated that it will plan and formulate bus route rationalisation proposals using the "Area Approach" where appropriate. As a number of railway projects will be completed progressively in the next two years, please inform this Committee of the reasons why the "Area Approach" is only implemented in the New Territories while various urban districts which will soon be accessed directly by railway are ignored. Moreover, regarding public transport re-organisation proposals to be implemented to tie in with the commissioning of the Kwun Tong Line Extension (KTE) and the South Island Line (East) (SIL(E)), will the Government make use of the incentives under the "Area Approach", such as construction of large-scale bus-bus interchanges (BBIs), provision of a large number of concessionary interchange schemes and introduction of express routes, etc., with a view to promoting local acceptability? If yes, what are the details?

Asked by: Hon HO Chun-yan, Albert (Member Question No. 41)

Reply:

Bus route rationalisation is an ongoing task of the Transport Department (TD). As an annual exercise, the franchised bus companies would submit their route planning programmes (RPPs) for the 18 districts to the TD. In addition to the RPP, the "Area Approach" has been adopted since 2013 to review bus service holistically for a district as whole, rather than on a route-by-route basis. In 2013, the TD and the franchised bus companies applied the Area Approach in the Tuen Mun and North districts for the first time. With this experience, the Area Approach rationalisation was carried out in Yuen Long, Sha Tin, Tsing Yi and Tai Po in 2014. As the Area Approach rationalisation for various districts in the New Territories has basically been finalised or implemented, the TD will focus its attention on the urban area in Kowloon in 2015. When the TD and the franchised bus companies have prepared the rationalisation proposals, they will consult the District Councils (DCs) concerned.

Meanwhile, as a standing practice before the opening of a new railway, the TD will assess the anticipated changes in passenger demand and travelling pattern after the opening of the new railway and the impact on other road-based public transport services. The TD will then prepare public transport re-organisation plan (PT Plans) to enhance co-ordination among various public transport services. The PT Plans will include, as appropriate, proposals on service adjustment and new feeder service, provision of BBI concession schemes in connection with the rationalisation proposals, and provision of ancillary facilities (such as public transport interchange facilities).

The TD has commenced consultation with the DCs concerned on the PT Plan in relation to the SIL(E) in July 2013. Meanwhile, the TD is preparing the PT Plan to tie in with the opening of the KTE, and will consult the DCs concerned when ready.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)174

(Question Serial No. 0819)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Provision for Programme (1) Planning and Development is 12.6% higher than this year mainly for providing assistance to the operation of six major outlying island ferry routes. Since the award of the new franchises for the three bus networks has not been allocated with any additional resources, there is concern that the Transport Department (TD) will only follow the current mechanism and award the new franchises to existing bus operators, but refuse to explore other development directions, such as public-private partnership and splitting up the franchises. With that lack of resources, such as for the commissioning of consultants, will the TD become rigid in handling the above issue and thus unable to change the existing mode of operation of franchised buses?

Asked by: Hon HO Chun-yan, Albert (Member Question No. 41)

Reply:

Apart from continuing to implement the special helping measures (SHMs) recommended by the mid-term review on the six major outlying island ferry routes¹ for the three-year license period from 2014 to 2017, the scope of work under the Programme (1) Planning and Development includes a variety of tasks, such as the handling of the expiry of franchises for bus network of three franchised bus companies², the commissioning of studies for transport planning for Hong Kong, planning and developing various public transport services, formulating regulatory measures for the services, and planning their related facilities, etc.

¹ The six major outlying island ferry routes are "Central – Cheung Chau"; "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; "Central – Mui Wo"; "Central – Peng Chau"; "Central – Yung Shue Wan"; and "Central – Sok Kwu Wan".

² They include the Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (CTB (Franchise 1)), the New Lantao Bus Company (1973) Limited (NLB), and the Kowloon Motor Bus Company (1933) Limited (KMB).

It is the Government's established policy that the public transport services should be run in accordance with prudent commercial principles to achieve operating efficiency. There is no plan to change this policy. For outlying island ferry service, the Government has been providing the SHMs for the six major routes since 2011. The reason for providing the SHMs is that ferry is basically the only means of external mode of transport for these outlying islands³. Without the provision of the SHMs by the Government, these services will not be financially viable.

The current franchises of the bus networks of the CTB (Franchise 1), the NLB and the KMB will expire on 1 June 2016, 1 March 2017 and 1 July 2017 respectively. When handling bus franchise applications, the Government's key consideration is whether an applicant is capable of providing a proper and efficient public bus service, and is willing to further invest in franchised bus operation. According to the established practice, if an applicant has fulfilled the above-mentioned conditions, it may be considered for being granted a new franchise for a period of ten years. This approach applies to the franchises of the network of the Citybus (Franchise 1) and the NLB, following consultation with the Legislative Council (LegCo) Panel on Transport in June 2014. Public consultation was carried out between late June and mid-September 2014 to collect views on the requirements of the new franchises. The Government has since earlier this year started discussion with the two grantees on the new franchises. During the discussion, the Government would strive for the best possible franchise terms, taking into account feedback received during the consultation. Meanwhile, the Government has also started the preparatory work in handling the expiry of the KMB's franchise, and will consult the LegCo Panel on Transport when ready.

To assist in handling the tasks related to the new franchises, three time-limited posts (i.e. one Chief Transport Officer, one Senior Transport Office and one Transport Office I) have been created in the TD by phases from 2013 to 2017.

- End -

³ Only Mui Wo is also linked by an external road network, but its cross-district land-based public transport services are limited.

CONTROLLING OFFICER'S REPLY

THB(T)175

(Question Serial No. 0820)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is indicated under Matters Requiring Special Attention under Programme (1) that the Transport Department (TD) will continue the consultation on the public transport re-organisation proposals to tie in with the opening of the South Island Line (East) (SIL(E)). Records have shown that the TD commissioned a consultant at a cost of over \$4 million a few years ago to study the public transport re-organisation proposals of the above project together with that of the West Island Line (WIL). However, the results have been criticised by the Central and Western District Council, the Southern District Council, the public transport sector and passengers, with a number of proposals still not putting into implementation. The Government is now evaluating the re-organisation proposals for the WIL as studied earlier by the consultant. In this regard, please advise on the following:

- (a) What is the result of the proposals that have been implemented?
- (b) Does the Government have any worry that the proposals will end up with failure due to strong local objection? What are the contingency plans to regain their support?
- (c) Will the Government draw reference from the experience of the WIL in pursuing the public transport re-organisation plan (PT Plan) for the SIL(E)? If yes, what are the details?

Asked by: Hon HO Chun-yan, Albert (Member Question No. 41)

Reply:

- (a) & (b) The TD commenced public consultation on the PT Plan for the WIL in July 2013. Improvements were made to the PT Plan taking into account the views collected. A summary of the latest PT Plan is set out below:

Proposals	Number of Franchised Bus Routes Involved	Number of Green Minibus (GMB) Routes Involved
New Routes	1	3
Route Adjustment (including amalgamation and/or diversion)	28	-
Frequency Adjustment	10	18
New Section Fare	-	2
Total	39	23

Upon the opening of the WIL on 28 December 2014, the TD has introduced one franchised bus and three GMB routes for feeder services to the WIL stations. Frequencies of some franchised bus routes have been adjusted in response to the changes in travelling pattern of passengers. The remaining proposals under the PT Plan will be implemented by phases after the full opening of the WIL in late March 2015.

The TD will continue to keep in view the operation of all public transport services upon the full opening of the WIL. The re-organisation proposals will be implemented with care, and may be suitably fine-tuned taking into account the actual changes in passenger demand. The TD will continue to maintain close liaison with local representatives and stakeholders on implementation of specific proposals to enhance their understanding of and solicit their support for the proposals.

- (c) The consultation on the PT Plan for the SIL(E) started at the same time as that for the WIL, i.e. in July 2013. Most of the District Councillors, local representatives and stakeholders generally appreciated the need for re-organising the franchised bus and GMB network upon the opening of the SIL(E). Improvements have been made to the PT Plan taking into account the views collected. Upon the opening of the SIL(E), the TD will make reference to the experience of the opening of the WIL and implement the PT Plan taking into account the actual change in the travelling pattern of passengers.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)176

(Question Serial No. 0821)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Programme (3) District Traffic and Transport Services, the aim includes deploying intelligent transport systems, the car journey time indication system and the speed map panels, etc. to enhance the effectiveness of traffic management and dissemination of real-time information. However, there are no relevant plans under Matters Requiring Special Attention in the coming year. It is even not mentioned that the Transport Department (TD) will be taking the opportunity of awarding three new bus franchises to require dissemination of information of all bus trips through real-time systems. Please provide the following information regarding the TD's initiatives in enhancing intelligent transport systems in the coming year:

- (a) What are the projects or plans to achieve this objective?
- (b) How will the Government encourage public transport operators to co-operate in applying intelligent systems to provide real-time information to passengers?
- (c) Will the bus companies be required to implement intelligent transport systems and provide real-time trip information to passengers when new bus franchises are awarded?

Asked by: Hon HO Chun-yan, Albert (Member Question No. 42)

Reply:

- (a) The TD is developing several intelligent transport system applications that will be implemented in the coming years. The Traffic and Incident Management System (TIMS) is scheduled to be implemented in 2016. The TIMS aims at automating the workflow of incident handling, in order to enhance the efficiency and effectiveness in managing traffic and transport incidents and in disseminating information to the public. After installing eight "Hong Kong eTransport" kiosks as a pilot at strategic locations to provide point-to-point

public transport route enquiry service and real-time traffic information to travellers in November 2014, the TD plans to install more kiosks in 2015-16. Furthermore, the TD will replace the Area Traffic Control System for the Tai Po and North Districts, tentatively for completion in 2018. The TD will also continue to enhance the “HKeTransport” and “HKeRouting” mobile applications to allow passengers and motorists to search for public transport and driving routes anytime and anywhere. The TD will also continue to provide more traffic and transport information on the TD’s website and mobile applications, as well as to share them on the Government Public Sector Information (PSI) portal, Data.One (<http://data.gov.hk>).

(b) and (c) The Government has all along been encouraging public transport operators to make use of information technology to provide passengers with real-time travelling information and strengthen their fleet management. For instance, the MTR Corporation Limited provides real-time train arrival information for all railway lines at its railway stations. The Citybus Limited (Franchise for Airport and North Lantau Bus Network) provides real-time bus arrival information for its airport bus routes through its website and smart phone applications, while the Kowloon Motor Bus Company (1933) Limited and the Long Win Bus Company Limited provide similar information on selected routes through its website / smart phone applications and display panels at major bus-bus interchanges (BBIs) (including the Tuen Mun Road BBI, the Tai Lam Tunnel BBI and the Tsing Sha Highway Interchange).

As the system involves substantial capital investment and operating costs, public transport operators have to carefully balance the need of the passenger and actual operating benefits under different operating environment when considering whether the use of the system should be further promoted. Notwithstanding, the Government will continue to urge public transport operators to make use of the real-time arrival information more proactively. As for franchised buses, this topic will be further studied in the Role and Positioning Review under the Public Transport Strategy Study. The Government will also discuss this topic with the franchised bus companies when handling the renewal of their franchises.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)177

(Question Serial No. 2287)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government has informed this Committee that the Transport Department (TD) and the Environmental Protection Department (EPD) would work together to examine the feasibility of adopting dynamometer-based emission testing in the annual vehicle examination for licence renewal for taxis and public light buses (PLBs), in order to improve the roadside air quality. Under Matters Requiring Special Attention in 2015-16, the TD has only indicated that the Department will continue to support the EPD to carry out environmental initiatives without mentioning such work. What is the latest progress of the work? What is the expenditure involved? Please provide details of the progress and estimated expenditure.

Asked by: Hon KWOK Dennis (Member Question No. 37)

Reply:

To improve roadside air quality and to strengthen control of the emission of petrol and liquefied petroleum gas vehicles, the EPD has introduced the remote sensing scheme in which dynamometers are employed to test the emission from vehicles.

The TD will continue to support the EPD to carry out environmental initiatives. For example, the TD is working with the EPD to examine the feasibility of including the dynamometer test in the annual inspection for taxis and PLBs before licence renewal. However, consideration should be given to addressing certain issues, including the lack of space in existing vehicle examination centres to install the sizeable dynamometers, and resources needed to employ additional staff to conduct the tests.

As regards the funding required for installing dynamometers for testing the emission of taxi and PLBs, it will be finalised subject to resolving the above-mentioned issues.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)178

(Question Serial No. 0301)

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:

In respect of the work of the Transport Department (TD) in handling the registration of vehicles, issue and renewal of vehicle and driving licences, taxi driver identity plates (TDIPs) are required to bear a photograph taken not earlier than 12 months before the day of display. In this regard, please provide the following information:

- (1) Please list out the venues currently providing TDIP replacement service;
- (2) This requirement was not strictly enforced in the past. Nevertheless, the taxi trade has pointed out that there have been prosecutions against drivers over the past six months for not complying with the requirement, and they are concerned about the situation. The trade proposes that the validity period should be reviewed and specified on the TDIPs. The TD has responded that it would study the proposal. What is the timetable for the legislative amendment?
- (3) Noting that legislative amendment takes time, the TD has advised that it would discuss shortly with the Hong Kong Police Force (HKPF) for deferring the enforcement of the requirement. What is the progress of the discussion?

Asked by: Hon KWOK Wai-keung (Member Question No. 7)

Reply:

As at 1 March 2015, there are 56 venues across Hong Kong providing replacement service of TDIP. The details are listed in Annex.

Taxi drivers have since 1994 been required to display a valid TDIP pursuant to Regulation 51(6)(d) of the Road Traffic (Public Service Vehicles) Regulations (Cap 374D), which stipulates that the TDIP shall bear a photograph taken not earlier than 12 months before the day of display. With this requirement, it would be easier for taxi passengers to learn of the identity of the driver and, where necessary, follow up on his/her service performance with

such information. This arrangement also helps establish the professional image of taxi drivers. The Government consulted the taxi trade before the TDIP requirements (including the validity period of the photograph) were introduced.

The Government takes note that some members of the taxi trade find it inconvenient to have to replace their TDIP every year. They suggest that the Government should consider relaxing the validity period of the photographs on the TDIP. Taking into account the views expressed by the trade, the TD considers that there are merits in the proposed relaxation. However, details of the extension would have to be further examined. There is no concrete timetable for the legislative amendment at this stage, but the TD will continue to communicate closely with the trade on the matter.

On law enforcement, the HKPF stresses that their focus is to combat taxi malpractices such as overcharging and soliciting. In case there are TDIP-related complaints lodged by taxi passengers, the HKPF will follow up and investigate, and consider initiating prosecution having regard to the actual circumstances.

Venues Providing the Replacement Service of Taxi Driver Identity Plate
(As at 1 March 2015)

* Operates 24 hours daily

Hong Kong Island

	Name of authorised agent	Address
1	ECO Environmental Investment Limited *	Chai Wan LPG station: 9 On Yip Street, Chai Wan, Hong Kong
2	Hong Kong Taxi Owners' Association Limited	5/F, Tak Wah Mansion, 290 Hennessy Road, Wan Chai, Hong Kong
3	Lee Kin Driving School Limited	Room 2021A, 2/F, United Centre, 95 Queensway, Hong Kong
4	Lee Kin Driving School Limited	Room 1, 17/F, 22 Yee Wo Street, Causeway Bay, Hong Kong
5	Motor Transport Workers General Union	2/F, 213-219 Hennessy Road, Wan Chai, Hong Kong
6	Power Digital Photo Shop	G/F, 16C, Ngan Mok Street, Tin Hau, Hong Kong
7	Taxi-Association Call Service Center	No. 2, G/F, Shaukeiwan Centre, 407-409 Shau Kei Wan Road, Hong Kong
8	Wai Fat Taxi-owners Association Limited	G/F, Victoria Court, 50 Hing Fat Street, Causeway Bay, Hong Kong

Kowloon

	Name of authorised agent	Address
9	Aba Taxi Radio Call Services Centre	Flat 3A, 2/F, Lai Kwan Court, 438 Castle Peak Road, Kowloon
10	C Kent Group	Room 1503, 15/F, Tung Chun Commercial Centre, 438-444 anghai Street, Kowloon
11	City Motors Limited	Flat C & D, 11/F, Tower B, Billion Centre, 1 Wang Kwong Road, Kowloon
12	Digital Taxi Telecommunication Center Limited	Shop No. G2, 151 Pratas Street, Cheung Sha Wan, Kowloon
13	ECO Environmental Investment Limited *	West Kowloon LPG station: 2 Hau Cheung Street, Yau Ma Tei, Kowloon
14	Hung Chun Driving School Limited	Shop A, G/F, 264 Cheung Sha Wan Road, Sham Shui Po, Kowloon
15	Lee Kin Driving School Limited	Room 1007, 10/F, Sino Centre, 582 Nathan Road, Kowloon
16	Lee Kin Driving School Limited	7/F, Yue Man Building, 15 Hong Ning Road, Kwun Tong, Kowloon

	Name of authorised agent	Address
17	Lee Kin Driving School Limited	Room 210B, 2/F, Dragon Centre, 37K Yen Chow Street, Sham Shui Po, Kowloon
18	Lee Kin Driving School Limited	Kiosk No. SSP 13, Sham Shui Po MTR Station, Kowloon
19	Magic Colour Digital Centre	Shop 47, Manor Centre, Fuk Wing Street, Sham Shui Po, Kowloon
20	Motor Transport Workers General Union	2/F, 499-501 Nathan Road, Kowloon
21	Nanking Photo Studio	Shop B, G/F, Yu Fung Building, 155 Pei Ho Street, Sham Shui Po, Kowloon
22	Pak Ho Studio Company	Shop 110B, 237A, Tokwawan Road, Kowloon
23	Rights of taxi (Si Hai) Telecommunication Center Limited	No. 22, G/F, Wing Yiu Street To Kwa Wan, Kowloon
24	Shinning Star Photo Finishing	Shop 41B G/F, Wharf T&T Square, 123 Hoi Bun Road, Kwun Tong, Kowloon
25	Tak Bo Digital Photo	Shop 14, G/F, Polly Court, 53 Bulkeley Street, Kowloon
26	Taxi Dealers & Owners Association Limited	Flat A, 15/F, Chatham Commercial Building, Chatham Road North, Hung Hom, Kowloon
27	The Good Luck Motoring School Limited	Shop B, G/F, Cheong Ming Building, 80-86 Argyle Street, Mong Kok, Kowloon
28	The Good Luck Motoring School Limited	Shop B , 277 Cheung Sha Wan Road, Sham Shui Po, Kowloon
29	The Kowloon Taxi Owners Association Limited	Room 10, 2/F, Lucky Building, 294-312 Ma Tau Wai Road, Kowloon
30	United Friendship Taxi Owners & Drivers Association Limited	Room A, 2/F, Mai Lok Building, 322A Ma Tau Wai Road, Kowloon

New Territories

	Name of authorised agent	Address
31	Amford Motors Limited	G/F, 99 Tai Shui Hang, Ma On Shan, New Territories
32	Arts Beauty Photoshop	Shop No. 24C, Fook Hong Street, Yuen Long, New Territories
33	Association of NT Radio Taxicabs Limited	G/F, 9 Yan Wo Lane, Tai Po, New Territories
34	C & T Management & Investment Company Limited	G/F, 17B-C Wo Tai Street, Luen Wo Market, Fanling, New Territories
35	Chiu Luen Taxi Limited	G/F, No. 95, Leung Tin Tsuen, Tuen Mun, New Territories
36	ECO Environmental Investment Limited *	Tuen Mun LPG station: 7 Yip Wong Road, Tuen Mun, New Territories

	Name of authorised agent	Address
37	Elegant Photofinishing Company	Shop No. 219, 2/F, Yat Tung Shopping Centre, Yat Tung Estate, Tung Chung, Lantau, New Territories
38	Fanling Motors Company Limited	G/F 833, Nam Wai, San Wan Road, Fanling, New Territories
39	Fantastic Photography and Investment Company	Shop 4, Level 1, 3 On Chee Road, Jade Plaza, Tai Po, New Territories
40	Front Line Taxi Driver Association	G/F, 25A Ying Pun, Fan Kam Road, Sheung Shui, New Territories
41	Hoi Yee Photo Finishing Company	Room 125A, 1/F, Grandeur Garden, 2-12 Chik Fai Street, Tai Wai, New Territories
42	Hoi Yee Photo Finishing Company	Shop 18, MTR Tai Wai Station, New Territories
43	Hoi Yee Photo Finishing Company	Room 3A, UG/F, Avon Park, 15 Yat Ming Road, Fanling, New Territories
44	Image Studio	Shop 204, Po Lam Estate Po Lam Shopping Arcade, Tseung Kwan O, New Territories
45	Kong Ming Emporium	14 Wan King Path, Sai Kung, New Territories
46	Lai Sun Motors Company Limited	Shop 35-36, G/F, Phase 5, Sunshine City, Ma On Shan, New Territories
47	Lee Kin Driving School Limited	6/F, Pak Man Hong, 189 Castle Peak Road, Tsuen Wan, New Territories
48	Lee Kin Driving School Limited	Flat C, 10/F, Len Shing Mansion, 162-168 Yuen Long Main Road, New Territories
49	Lee Kin Driving School Limited	Room 3232A, 3/F, Tuen Mun Town Plaza Phase 1, 1 Tuen Shing Street, Tuen Mun, New Territories
50	Lee Kin Driving School Limited	Shop 10A, L2, Lung Fung Garden, 33 Lung Sum Avenue, Sheung Shui, New Territories
51	Lee Kin Driving School Limited	Shop 103, Level 3, Shatin Lucky Plaza, 1-15 Wang Pok Street, Shatin, New Territories
52	N.W. Area Taxi Drivers & Operators Association	No. 26, 9th Street, Section C, Fairview Park, Yuen Long, New Territories
53	Parkland Studio	Shop No. 5, Ming King House, Lai King Estate, Kwai Chung, New Territories
54	Potomate Limited	Shop L30, Tin Yiu Commercial Plaza, Tin Yiu Estate, Tin Shui Wai, New Territories
55	Salon Photos & Production Limited	Shop 38A, Lung Fung Garden, 33 Lung Sum Avenue, Sheung Shui, New Territories
56	Sun Hing Taxi Radio Association	Shop No. 5, 1/F, Kam Fat Building, 9 Cheng Choi Street, Tuen Mun, New Territories

- End -

CONTROLLING OFFICER'S REPLY

THB(T)179

(Question Serial No. 0312)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the work of the Transport Department (TD) to continue the consultation with stakeholders on the public transport re-organisation proposals to tie in with the commissioning of the South Island Line (East) (SIL(E)), please provide the following information:

- (1) What are the current patronage of public transport services serving the Southern district, the estimated average daily patronage of the SIL(E) upon its commissioning and its share to the total number of passengers travelling to and from the Southern district in percentage terms?
- (2) Regarding the public transport re-organisation proposals to tie in with the commissioning of the SIL(E), please provide information about the preliminary proposals of new routes, route amalgamation, route diversion, frequency adjustment and new section fares. Please also provide the number of drivers to be affected under the re-organisation proposals.
- (3) What are the initial responses of the stakeholders on the re-organisation proposals? Which proposals have been encountered with most objections and why? What is the planned consultation timetable?

Asked by: Hon KWOK Wai-keung (Member Question No. 24)

Reply:

- (1) The current daily patronage of franchised buses and green minibus (GMB) serving the Southern district is about 526 000 (as at December 2014). There is no district-based figure for taxi and red minibus services because they do not have fixed operating areas or routes. It is projected that about 170 000 passengers will use the SIL(E) per day upon its opening. About half of these passengers is expected to have switched from the road-based public transport services to the SIL(E). The remaining includes

induced passengers and passengers who are already taking the railway for part of the journey.

- (2) Upon the opening of the SIL(E), the travelling pattern of passengers will change, thus affecting the utilisation of different road-based public transport services. The TD has assessed the impact of the SIL(E) on the road-based public transport services, and devised a public transport re-organisation plan (PT Plan) to better suit the passengers' needs and improve the operational efficiency of the public transport network. The TD commenced consultation on the PT Plan in July 2013. Improvements have been made to the PT Plan taking into account the views collected. A summary of the latest proposed PT Plan is set out below:

Proposals	Number of Franchised Bus Routes Involved	Number of GMB Routes Involved
New Routes	-	3
Route Adjustment (including amalgamation and diversion)	27	1
Route Cancellation	6	-
Frequency Adjustment	13	13
Section Fares	-	-
Total	46	17

The actual number of drivers affected by the PT Plan will depend on the progress of its implementation. The franchised bus operators have confirmed that they could fully accommodate surplus drivers, if any, through internal redeployment and natural attrition.

- (3) The TD has consulted the Traffic and Transport Committee of the District Councils concerned and conducted Area Consultative Forums to collect views of the public. Most of the District Councillors and local representatives generally appreciated the need for re-organising the franchised bus and GMB network upon the opening of the SIL(E). Some of them indicated reservations on some route amalgamation and diversion proposals as they might cause some inconvenience to passengers. To tie in with the opening of the SIL(E), the TD plans to complete the consultation exercise and finalise the PT Plan by about mid-2016 to allow sufficient time for arranging publicity and implementation of the PT Plan.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)180****(Question Serial No. 1551)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Would the Government advise the details of the establishment for processing registration of vehicles, including ranks (with salary points), number and the total amount of personal emoluments involved?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 41)Reply:

Details of the establishment for processing registration of vehicles are as follows:

Rank of post	Number of post	Pay-point (Master Pay Scale)	Amount of personal emoluments involved (in notional annual mid-point salary value) (\$)
Executive Officer I	1	28 - 33	651,180
Executive Officer II	1	15 - 27	431,160
Senior Clerical Officer	1	22 - 27	494,400
Clerical Officer	2	16 - 21	746,880
Assistant Clerical Officer	11	3 - 15	2,562,120
Clerical Assistant	1	1 - 10	181,740
Total:			5,067,480

- End -

CONTROLLING OFFICER'S REPLY**THB(T)181****(Question Serial No. 1552)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Under Programme (2) of the Controlling Officer's Report (COR), the compliance rates of two targets for "conducting road test" "within 82 days upon application for motorcycle, private car and light goods vehicle driving licence" and "within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence" have yet to meet the target compliance rates for several consecutive years despite there was significant improvement in the previous year. The COR explained that the handling capacity for driving tests was constrained by the number of driving test centres. May the Government advise on:

(a) the driving test waiting time from 2012 to 2014:

2012

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
Within 82 days								
Over 82 days								

2013

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
Within 82 days								
Over 82 days								

2014

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
Within 82 days								
Over 82 days								

(b) the existing establishment for conducting / processing road tests:

Rank of Post	Number of Post	Manpower increase in 2014-15	Pay-point
Senior Driving Examiner (SDE)			
Driving Examiner I (DE I)			
Driving Examiner II (DE II)			

(c) the number of driving tests handled in various driving test centres; and whether there is any plan to establish additional driving test centres?

Driving Test Centre	Number of driving tests handled							
	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 42)

Reply:

(a) Please refer to the following tables:

2012

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part B and Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others ^{Note}
Within 82 days	4 178	2 009	6 481	5 199	4 522	2 052	11 518	9 221
Over 82 days	18 250	837	5 174	3 955	31 634	1 049	10 446	6 029

2013

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part B and Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others ^{Note}
Within 82 days	4 659	2 158	7 062	3 387	6 896	2 174	10 235	15 598
Over 82 days	21 876	793	8 491	7 468	33 133	843	15 390	489

2014

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part B and Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others ^{Note}
Within 82 days	9 292	3 065	11 504	4 890	10 840	2 701	18 198	15 942
Over 82 days	23 370	17	5 088	7 950	36 168	13	9 916	100

Note: Others include medium goods vehicle, heavy goods vehicle, articulated vehicle, light bus and bus (including franchised bus) and motor tricycle.

(b) Driving tests are conducted by the DEs of the Transport Department (TD). The pay scale and strength (as at end December 2014) of the DE grade are as follows:

Rank of Post	Strength (as at end December 2014)	Manpower increase in 2014-15	Pay-point (Master Pay Scale)
SDE	1	0	28-32
DE I	10	0	23-27
DE II	61	8	13-22

(c) There are 16 driving test centres. The respective numbers of driving tests conducted for different classes of vehicles at the respective driving test centres on Hong Kong Island and in Kowloon / the New Territories in 2014 are as follows:

Region	Number of driving tests conducted								
	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part B Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others [@]
HK*	7 315	485	3 690	834	1 677	5 979	204	4 071	1 980
Kln & NT [^]	18 955	2 776	11 545	6 104	6 757	31 955	2 685	21 754	11 140

Notes:

@ Others include road tests for medium goods vehicle, heavy goods vehicle, articulated vehicle, light bus, bus and motor tricycle.

* There are four driving test centres in the Hong Kong Region (HK).

[^] There are 12 driving test centres in the Kowloon and New Territories Region (Kln & NT).

The TD was able to meet the target for conducting road test within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence in 2013 and 2014. As regards the target for motorcycle, private car and light goods vehicles driving licence, despite the improvement made in 2014, if the demand for road tests continues to grow in 2015, it is likely that there would be no significant improvement to the compliance rate in 2015 over that of 2014, as there is still considerable backlog to be cleared. Furthermore, the capacity of existing test centres and test routes has been used to the full with the latest addition of the DE manpower, and there is no room for further injection of manpower. In the past, local communities seldom supported the TD's proposal of introducing new test centres and test routes. In fact, some local communities have expressed their wish to have existing test routes removed. There are thus constraints in increasing the supply of driving test slots while the TD has no control over the growth in demand. There is also no scope for simplifying the content or shortening the duration of the tests, as learner drivers need to be thoroughly tested before an assessment can be made on whether their driving skills are up to the standard required for the issue of a driving licence. It is therefore doubtful if the setting of a target compliance rate can meaningfully reflect the TD's performance. The TD will consider whether the Department's performance in this area should be better reflected, in future CORs, by an indicator on the number of road tests arranged in a particular year as compared with that for the previous year.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1155)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) has advised that “due to the extensive road closures caused by Occupy Movement, special deployment of staff and other resources was made to escalate the operation of the Emergency Transport Co-ordination Centre (ETCC) to the highest operation level with participation of representatives from the Police and public transport operators to ensure efficient and effective monitoring of the traffic situation as well as co-ordination and implementation of emergency traffic management measures and transport service arrangements”. Will the Government advise on:

- (1) the expenditure and manpower of the ETCC over the past three years;
- (2) the additional expenditure and manpower involved due to the extensive road closures caused by the Occupy Movement, and the percentage of the additional expenditure on the budget for the financial year 2014-15;
- (3) the estimated additional expenditure and establishment involved in light of escalation of operation arising from massive public movement in the coming three years?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 10)

Reply:

- (1) The 24-hour manned ETCC was operated by the Transport Incident Management Section (TIMS) in the TD, which comprises 38 staff (including one Chief Transport Officer, four Senior Transport Officers, three Transport Officers I, four Transport Officers II, one Senior Engineer, two Engineers/Assistant Engineers, three Transport Controllers I, eight Transport Controllers II, two Senior Technical Officers, seven Technical Officers/Technical Officer Trainees, two Assistant Clerical Officers and one Typist). The staff costs of the TIMS, in terms of notional annual mid-point salary, were \$16.8 million, \$17.4 million and \$18.3 million in 2012-13, 2013-14 and 2014-15 respectively. The non-staff costs of the TIMS were \$11.7 million, \$11.7 million and

\$15.5 million in 2012-13, 2013-14 and 2014-15 respectively. Apart from manning the ETCC, the TIMS is also responsible for other duties, such as planning and reviewing the contingency plans for handling incidents with other relevant government departments and major public transport operators.

- (2) During the Occupy Movement, the operation of the ETCC was escalated to the Joint Steering Mode from 28 September to 15 December 2014 round the clock. Apart from the regular staff of the TIMS, officers from other branches and divisions in the TD were also redeployed from their regular duties for the operation of the ETCC. During the period, more than 200 officers of the TD, consisting of mainly Transport Officers, Traffic Engineers, and Information Officers, attended to duties in the ETCC, providing additional support to handle traffic and transport issues in the affected areas, co-ordinating the changes in public transport services, devising suitable schemes to minimise the disruption to public transport services and passengers, as well as disseminating the latest traffic and transport information to the public. This special operation incurred an overtime allowance of \$117,000 for eligible staff and other miscellaneous expenses of \$108,000. No record was kept on the additional hours put up by officers who were not eligible for overtime allowance. These additional expenditures accounted for 0.67% of the budget of the TIMS in 2014-15.
- (3) At present, there is no plan to increase the expenditure and manpower resources of the TIMS, but the TD would review the resource requirements from time and time and as necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)183

(Question Serial No. 1181)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The road traffic between both sides of the Victoria Harbour is very busy. All along, there has been proposal to introduce water taxi service operated by small vessels in the harbour. The proposal will provide an additional choice of transport modes for crossing the harbour and relieve cross-harbour road traffic; and provide tourists with harbour tour service of more flexible schedule. Will the Government advise this Committee:

- (1) How much resources have been spent on the study on the relief of cross-harbour traffic in the past three years? What were the expenditures involved?
- (2) Will the Government consider introduction of water taxi service in the Victoria Harbour? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 36)

Reply:

- (1) With railway as the backbone of the public transport system, there is a comprehensive public transport network of rail, road and waterborne transport services across the Victoria Harbour to meet the traffic and transport needs of the community. There are also sight-seeing tour services operated by ferry service operators in the market.

The Government commissioned a consultancy study on the detailed traffic assessment of toll arrangements for the road harbour crossings (RHCs) in May 2011 for the purpose of modifying some of the toll adjustment options in the light of the views received during the public consultation on rationalisation of traffic distribution among the three RHCs in the first quarter of 2011. The expenditures of the consultancy study during 2011-12, 2012-13 and 2013-14 were \$591,000, \$127,000 and \$694,000 respectively. The manpower deployed for the consultancy study was undertaken by the existing staff of the Transport Branch of the Transport and Housing Bureau and the Transport Department (TD) as part of their normal duties. Apart from this

consultancy study, the TD has not commissioned any study on waterborne transport services for relieving cross-harbour traffic in the past three years.

- (2) The Government notes that the nature, operation modes, berthing facilities and regulatory regimes of water taxi services in other cities are different from one another. Apart from the fact that there already exist a comprehensive public transport network and the market-driven sight-seeing ferry tour services, whether water taxi services are suitable to be introduced should take into account a number of factors. These include financial viability, as well as operational feasibility and safety concerns considering that the Victoria Harbour is very busy.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)184

(Question Serial No. 0525)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the average actual hourly traffic flows on weekdays (Monday to Friday) from 7:00 am to 11:00 pm by different bounds and vehicle classes for the following roads in the past four years (2010 to 2014) in a table:

- (a) Cross-Harbour Tunnel;
- (b) Eastern Harbour Crossing;
- (c) Western Harbour Crossing;
- (d) Des Voeux Road Central;
- (e) Yee Wo Street; and
- (f) Nathan Road.

Time	Class of Vehicle								
	Motor Cycle	Private Car	Taxi	Private/ Public Light Bus	Goods Vehicle		Non-franchised Bus (NFB)	Franchised Bus (FB)	
					Light	Medium (M)/ Heavy(H)		Single-deck (SD)	Double-deck (DD)
0700-0800									
0800-0900									
0900-1000									
1000-1100									
1100-1200									
1200-1300									
1300-1400									
1400-1500									
1500-1600									
1600-1700									
1700-1800									
1800-1900									
1900-2000									
2000-2100									
2100-2200									
2200-2300									

Asked by: Hon LEUNG Yiu-chung (Member Question No. 7)

Reply:

The annual average hourly traffic flows on weekdays (Monday to Friday) from 7:00 am to 11:00 pm, with breakdown by vehicle types, for different bounds of the following roads are shown in Appendices A to E respectively:

- a) Cross-Harbour Tunnel;
- b) Eastern Harbour Crossing;
- c) Western Harbour Crossing;
- d) Des Voeux Road Central; and
- e) Nathan Road.

We can only provide data from 2010 to 2013 as the figures for year 2014 are still being compiled and are not available yet. Also, no hourly traffic flow survey was conducted for Yee Wo Street, hence the figures for Yee Wo Street are not available.

Appendix A: Cross-Harbour Tunnel

Table A.1 Year 2010 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	204	1 183	529	54	42	462	300	217	0	141
0800-0900	293	1 056	344	8	36	744	198	131	1	222
0900-1000	159	805	329	37	12	1 066	309	142	0	185
1000-1100	159	790	443	21	4	1 158	284	59	0	163
1100-1200	135	971	588	22	0	984	196	39	1	162
1200-1300	107	981	572	55	0	840	256	77	0	135
1300-1400	115	948	564	26	21	824	290	124	0	145
1400-1500	99	1 079	500	21	8	926	215	141	1	132
1500-1600	117	1 091	502	30	13	758	216	156	0	160
1600-1700	110	1 307	453	25	8	617	110	165	0	177
1700-1800	161	1 181	656	39	30	491	52	200	0	213
1800-1900	289	1 685	517	8	37	261	12	85	1	154
1900-2000	108	1 662	599	4	88	227	46	65	1	190
2000-2100	98	1 381	976	4	94	152	49	45	0	169
2100-2200	130	1 187	1 221	4	87	191	39	30	0	171
2200-2300	114	1 392	1 228	4	88	118	31	46	0	140

Table A.2 Year 2010 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	180	754	754	65	85	459	100	150	1	212
0800-0900	103	1 436	234	34	27	463	149	207	0	218
0900-1000	114	1 089	459	30	23	573	161	181	0	228
1000-1100	76	963	600	31	11	822	191	99	1	169
1100-1200	65	893	467	34	8	1 121	217	57	0	143
1200-1300	138	779	554	32	4	1 099	186	131	0	130
1300-1400	125	940	590	30	0	935	220	73	1	148
1400-1500	97	1 022	487	12	0	1 010	221	93	0	135
1500-1600	145	1 070	512	87	0	785	198	161	0	138
1600-1700	13	895	524	43	4	1 053	217	158	0	158
1700-1800	280	1 114	271	13	17	884	150	159	1	171
1800-1900	431	1 241	274	44	40	544	77	161	1	205
1900-2000	275	1 480	509	8	36	302	32	191	0	171
2000-2100	195	1 227	957	0	96	191	25	171	1	187
2100-2200	103	1 107	1 269	9	130	184	27	130	0	142
2200-2300	194	1 235	1 212	8	107	160	23	57	0	131

Table A.3 Year 2011 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public		Goods Vehicle		NFB	FB	
				Light Bus		Light	M/H		SD	DD
0700-0800	224	1 269	437	78	37	518	253	127	0	132
0800-0900	285	1 179	261	4	37	689	204	151	1	218
0900-1000	187	850	310	16	16	1 144	179	111	1	191
1000-1100	92	733	450	40	4	1 275	207	100	1	148
1100-1200	108	884	503	48	4	1 071	212	95	1	145
1200-1300	113	1 020	481	57	4	813	247	125	0	140
1300-1400	115	969	472	21	25	945	193	131	1	141
1400-1500	152	1 069	435	40	12	898	203	132	1	122
1500-1600	99	1 073	369	30	26	901	202	150	0	150
1600-1700	117	1 284	333	33	17	721	100	163	1	163
1700-1800	132	1 338	624	15	26	444	68	120	1	181
1800-1900	278	1 452	594	0	32	348	28	97	0	179
1900-2000	83	1 687	595	4	39	237	39	99	2	163
2000-2100	92	1 281	1 046	4	88	169	42	46	2	157
2100-2200	108	1 212	1 191	8	95	154	29	95	0	150
2200-2300	119	1 281	1 264	4	115	135	53	33	0	147

Table A.4 Year 2011 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public		Goods Vehicle		NFB	FB	
				Light Bus		Light	M/H		SD	DD
0700-0800	163	981	669	45	81	389	118	131	2	175
0800-0900	102	1 499	235	30	23	425	118	205	1	205
0900-1000	83	1 182	350	14	3	620	170	159	3	234
1000-1100	84	965	591	15	7	855	151	103	1	151
1100-1200	129	749	494	16	0	1 133	220	110	0	145
1200-1300	134	799	551	20	4	1 155	126	109	3	132
1300-1400	121	856	490	32	0	1 009	221	153	1	132
1400-1500	130	949	499	16	0	1 034	207	69	0	122
1500-1600	137	1 040	438	27	4	978	188	117	1	120
1600-1700	140	897	480	47	8	983	137	168	1	162
1700-1800	304	951	316	27	12	916	129	214	0	153
1800-1900	508	1 201	234	18	40	517	66	177	1	194
1900-2000	304	1 333	449	9	53	422	40	150	2	211
2000-2100	138	1 272	960	16	91	237	12	142	0	150
2100-2200	84	1 245	1 224	0	92	184	21	88	0	142
2200-2300	200	1 102	1 198	5	132	177	32	132	0	145

Table A.5 Year 2012 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public		Goods Vehicle		NFB	FB	
				Light Bus		Light	M/H		SD	DD
0700-0800	164	1 148	454	80	42	555	227	219	0	142
0800-0900	211	1 267	244	12	29	749	203	95	2	205
0900-1000	191	1 043	352	11	8	925	168	107	0	173
1000-1100	99	860	400	9	4	1 092	297	90	0	168
1100-1200	108	1 035	502	22	9	948	186	74	2	157
1200-1300	102	1 204	347	28	9	699	250	167	0	134
1300-1400	110	924	475	34	8	869	242	170	2	143
1400-1500	113	1 054	417	48	13	903	200	122	1	136
1500-1600	108	1 006	471	26	13	795	216	112	0	159
1600-1700	81	1 263	380	9	14	602	127	131	1	194
1700-1800	145	1 367	512	23	32	444	68	104	0	191
1800-1900	177	1 714	444	0	29	304	12	99	0	181
1900-2000	82	1 757	537	4	49	231	26	63	1	161
2000-2100	85	1 248	1 031	4	58	178	43	50	0	150
2100-2200	76	1 214	1 202	28	88	132	44	44	0	144
2200-2300	76	1 334	1 273	0	76	156	27	23	0	128

Table A.6 Year 2012 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public		Goods Vehicle		NFB	FB	
				Light Bus		Light	M/H		SD	DD
0700-0800	195	925	626	43	76	489	114	138	2	166
0800-0900	107	1 545	266	32	28	322	103	191	0	201
0900-1000	86	1 049	350	21	7	709	134	195	1	224
1000-1100	83	760	644	8	19	926	192	113	1	158
1100-1200	110	860	593	12	4	959	177	102	1	144
1200-1300	90	1 046	558	12	0	894	176	94	1	118
1300-1400	96	784	604	31	0	1 033	191	115	1	131
1400-1500	74	971	435	26	0	1 014	222	100	0	136
1500-1600	131	1 056	470	50	0	898	193	73	2	120
1600-1700	120	964	311	39	0	975	198	202	0	146
1700-1800	280	1 079	201	25	4	836	180	180	0	179
1800-1900	309	1 189	325	29	29	455	104	250	1	189
1900-2000	221	1 363	477	8	32	390	20	197	0	187
2000-2100	124	1 288	899	0	83	199	17	178	0	168
2100-2200	117	1 142	1 108	5	112	209	34	136	0	145
2200-2300	111	1 289	1 201	4	88	157	15	80	0	116

Table A.7 Year 2013 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public		Goods Vehicle		NFB	FB	
				Light Bus		Light	M/H		SD	DD
0700-0800	217	1 338	251	81	30	592	213	158	0	130
0800-0900	258	1 278	208	12	31	724	150	119	1	206
0900-1000	145	968	202	11	8	1 139	217	91	1	168
1000-1100	138	877	365	9	9	1 131	218	62	0	176
1100-1200	150	923	436	29	8	1 026	170	87	1	157
1200-1300	119	1 097	361	44	16	808	158	174	1	126
1300-1400	112	1 074	425	21	9	829	185	133	0	135
1400-1500	159	1 082	295	15	19	976	193	114	1	121
1500-1600	86	1 256	341	37	16	788	99	127	1	153
1600-1700	78	1 437	257	18	14	615	92	92	0	168
1700-1800	138	1 508	374	12	28	435	57	102	1	178
1800-1900	132	1 678	391	4	35	345	70	81	1	158
1900-2000	123	1 682	470	4	56	198	52	93	0	156
2000-2100	70	1 249	972	0	50	182	54	50	1	163
2100-2200	58	1 239	1 107	8	74	189	58	49	0	159
2200-2300	125	1 230	1 299	4	93	109	20	12	0	151

Table A.8 Year 2013 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public		Goods Vehicle		NFB	FB	
				Light Bus		Light	M/H		SD	DD
0700-0800	166	1 278	448	51	32	341	111	161	1	182
0800-0900	137	1 462	199	35	27	399	121	191	1	190
0900-1000	133	1 178	276	14	7	564	158	169	2	250
1000-1100	94	947	493	17	17	780	214	133	1	175
1100-1200	83	908	421	8	8	1 044	223	70	0	151
1200-1300	72	951	454	16	0	1 023	171	115	1	134
1300-1400	109	988	466	26	0	875	226	96	3	152
1400-1500	123	1 142	430	5	0	754	215	137	0	133
1500-1600	149	1 098	386	32	0	869	205	88	0	125
1600-1700	158	1 171	263	28	4	905	145	113	1	143
1700-1800	262	1 094	184	41	4	815	147	205	2	163
1800-1900	342	1 190	194	33	25	655	58	177	0	194
1900-2000	215	1 393	344	16	28	356	45	251	1	179
2000-2100	140	1 211	826	8	72	225	36	205	1	150
2100-2200	137	1 271	956	0	83	190	33	137	0	140
2200-2300	116	1 355	1 091	4	74	120	31	82	0	122

Appendix B: Eastern Harbour Crossing

Table B.1 Year 2010 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	221	862	629	23	40	232	125	79	0	130
0800-0900	146	1 882	521	4	30	394	79	90	0	162
0900-1000	118	1 349	755	28	16	759	90	39	0	72
1000-1100	69	1 161	580	23	23	613	129	5	1	63
1100-1200	63	1 015	402	31	9	443	121	13	1	51
1200-1300	39	879	426	26	13	287	96	26	4	47
1300-1400	39	664	313	0	15	464	137	10	1	50
1400-1500	47	976	348	27	16	519	113	27	5	38
1500-1600	45	1 053	349	22	13	435	90	9	2	55
1600-1700	55	924	419	32	14	382	86	32	0	71
1700-1800	67	1 206	458	29	14	310	57	14	0	86
1800-1900	105	1 762	466	23	50	260	32	37	0	88
1900-2000	31	1 597	362	0	43	113	12	12	0	68
2000-2100	30	803	236	0	26	38	4	11	0	56
2100-2200	22	579	183	0	22	67	9	4	0	52
2200-2300	43	511	296	10	29	5	0	0	1	47

Table B.2 Year 2010 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	91	463	444	7	33	163	13	59	0	103
0800-0900	120	1 638	686	17	39	249	64	51	0	66
0900-1000	69	1 316	551	25	29	366	47	43	0	63
1000-1100	38	912	443	30	13	363	110	13	0	55
1100-1200	49	888	334	24	12	432	86	12	4	45
1200-1300	41	790	309	27	14	495	104	9	1	51
1300-1400	38	897	271	9	14	346	76	14	7	50
1400-1500	57	979	344	43	9	465	104	17	2	46
1500-1600	46	1 053	470	23	18	479	105	23	1	50
1600-1700	47	1 086	526	34	17	636	136	21	0	43
1700-1800	186	1 397	372	40	25	653	80	20	0	97
1800-1900	223	1 792	402	20	60	462	35	5	0	117
1900-2000	98	1 796	374	13	30	166	21	17	0	103
2000-2100	43	999	329	0	30	56	26	0	0	76
2100-2200	52	665	402	0	26	65	9	0	1	51
2200-2300	85	748	385	0	21	51	0	0	0	52

Table B.3 Year 2011 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	162	811	759	31	31	335	94	79	0	124
0800-0900	145	1 791	517	18	22	434	80	80	1	154
0900-1000	116	1 367	808	11	19	702	90	15	0	67
1000-1100	74	1 029	763	31	9	702	74	9	0	61
1100-1200	41	1 080	449	27	5	440	100	27	1	54
1200-1300	46	924	407	25	4	332	92	29	2	45
1300-1400	35	865	308	18	9	417	66	4	2	52
1400-1500	57	1 128	373	29	12	468	70	12	6	39
1500-1600	55	1 046	383	21	4	485	51	17	2	58
1600-1700	37	1 004	379	16	8	428	99	21	0	61
1700-1800	54	1 091	557	18	22	328	45	40	0	82
1800-1900	113	1 834	482	0	45	234	18	41	0	84
1900-2000	55	1 537	369	7	22	153	33	33	0	74
2000-2100	27	887	175	0	14	65	7	10	0	50
2100-2200	39	590	207	8	20	43	12	0	0	50
2200-2300	29	623	216	0	24	33	16	4	1	39

Table B.4 Year 2011 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	36	481	420	0	36	192	60	54	0	92
0800-0900	88	1 798	534	20	56	245	60	72	0	60
0900-1000	47	1 461	591	11	25	272	75	29	0	58
1000-1100	44	926	499	4	8	408	91	20	1	52
1100-1200	31	962	340	18	9	461	76	27	3	50
1200-1300	18	966	322	18	13	392	106	26	2	44
1300-1400	26	882	340	4	9	357	77	17	6	46
1400-1500	37	957	394	18	5	531	73	32	2	54
1500-1600	40	1 096	450	62	4	437	107	45	0	50
1600-1700	71	1 148	459	44	13	601	141	57	0	54
1700-1800	108	1 379	414	5	24	720	146	38	0	81
1800-1900	210	1 957	330	4	40	432	31	13	0	100
1900-2000	79	1 864	362	0	38	162	23	11	0	98
2000-2100	75	1 064	283	4	14	79	14	7	0	63
2100-2200	50	762	341	0	25	83	17	4	1	47
2200-2300	62	680	560	0	15	31	15	4	0	52

Table B.5 Year 2012 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	143	1 316	536	23	23	291	83	55	0	117
0800-0900	131	1 806	445	11	26	423	112	82	1	159
0900-1000	71	1 577	620	22	19	643	120	37	0	70
1000-1100	78	1 099	653	12	8	708	156	23	0	58
1100-1200	54	1 081	499	34	8	407	96	29	2	47
1200-1300	49	917	443	31	10	286	139	42	3	35
1300-1400	52	744	416	15	18	413	125	11	4	41
1400-1500	48	1 026	424	17	13	507	134	30	5	45
1500-1600	57	1 000	366	31	8	500	107	38	4	47
1600-1700	35	1 216	250	54	15	366	65	15	0	54
1700-1800	68	1 309	384	9	23	361	59	14	0	69
1800-1900	136	1 804	505	4	42	200	72	38	0	74
1900-2000	54	1 690	328	0	28	129	13	35	0	58
2000-2100	15	782	321	0	18	71	0	3	0	45
2100-2200	21	591	266	0	17	55	7	3	1	39
2200-2300	40	554	334	4	18	26	0	7	0	38

Table B.6 Year 2012 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	66	537	419	13	26	216	52	33	0	77
0800-0900	76	1 706	695	20	40	285	52	32	0	63
0900-1000	49	1 411	588	7	28	368	95	21	0	56
1000-1100	42	1 027	409	11	8	428	95	15	2	55
1100-1200	61	901	401	15	15	424	129	30	5	37
1200-1300	23	917	429	31	8	390	86	12	2	45
1300-1400	39	721	380	32	7	471	116	25	4	39
1400-1500	30	911	413	30	13	549	132	17	4	53
1500-1600	66	1 148	402	23	8	515	117	20	1	34
1600-1700	57	1 157	444	27	4	690	125	76	0	36
1700-1800	89	1 484	281	31	18	766	151	40	0	53
1800-1900	106	1 917	341	5	28	498	65	18	0	106
1900-2000	69	1 764	432	0	31	204	31	21	0	92
2000-2100	62	1 069	304	3	15	130	18	0	0	61
2100-2200	57	776	392	0	20	77	8	4	0	49
2200-2300	30	1 063	293	6	10	26	6	0	0	21

Table B.7 Year 2013 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public		Goods Vehicle		NFB	FB	
				Light Bus		Light	M/H		SD	DD
0700-0800	82	1 402	551	31	20	245	71	51	0	131
0800-0900	163	1 650	480	21	13	437	107	99	1	178
0900-1000	70	1 461	631	18	7	697	114	26	0	69
1000-1100	50	1 246	564	27	5	641	140	36	0	60
1100-1200	23	976	589	28	5	424	157	18	1	55
1200-1300	20	966	464	20	4	350	94	20	4	42
1300-1400	31	890	433	4	4	417	55	20	1	44
1400-1500	45	1 033	521	23	5	467	91	41	5	43
1500-1600	61	1 051	392	9	4	488	100	26	4	56
1600-1700	39	1 277	309	9	4	301	52	57	0	69
1700-1800	48	1 287	455	5	19	321	38	53	0	99
1800-1900	126	1 855	521	5	33	219	28	42	0	85
1900-2000	49	1 663	437	0	15	75	23	26	0	62
2000-2100	15	933	259	0	15	41	19	7	0	37
2100-2200	8	637	312	0	8	53	0	0	0	55
2200-2300	19	670	296	0	10	44	5	5	0	51

Table B.8 Year 2013 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public		Goods Vehicle		NFB	FB	
				Light Bus		Light	M/H		SD	DD
0700-0800	160	289	658	0	40	259	50	50	0	120
0800-0900	77	1 769	594	9	39	314	43	69	0	66
0900-1000	35	1 501	615	7	10	341	70	38	0	61
1000-1100	59	1 016	508	8	8	394	123	8	1	51
1100-1200	24	847	503	19	5	474	136	10	6	62
1200-1300	27	893	497	27	4	419	86	31	0	40
1300-1400	42	589	557	14	5	483	116	23	5	46
1400-1500	71	925	479	17	4	521	133	13	4	44
1500-1600	18	1 157	521	13	4	472	132	22	0	52
1600-1700	53	1 230	460	35	9	589	111	62	0	54
1700-1800	118	1 595	298	19	19	578	114	47	0	83
1800-1900	104	2 061	363	23	27	300	59	27	0	94
1900-2000	45	1 923	414	0	16	160	12	8	0	65
2000-2100	39	1 016	425	4	11	64	14	0	0	89
2100-2200	29	681	535	5	10	44	24	10	0	62
2200-2300	66	483	821	0	24	6	12	0	0	69

Appendix C: Western Harbour Crossing

Table C.1 Year 2010 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	45	340	443	0	90	225	51	115	5	164
0800-0900	48	1 194	650	4	135	333	40	286	5	217
0900-1000	49	1 091	639	0	65	420	101	36	5	111
1000-1100	5	911	326	10	62	451	82	34	5	108
1100-1200	18	814	342	14	42	227	46	28	2	94
1200-1300	13	825	289	9	30	132	26	34	3	79
1300-1400	13	700	272	17	21	191	25	21	3	77
1400-1500	18	823	348	23	27	316	32	37	3	88
1500-1600	5	841	354	23	28	216	37	23	6	87
1600-1700	21	791	356	25	42	134	17	17	2	89
1700-1800	26	850	378	0	47	103	30	21	3	119
1800-1900	37	1 157	422	8	85	85	8	24	5	104
1900-2000	11	993	248	8	94	15	4	49	3	79
2000-2100	15	496	224	0	45	11	0	19	5	67
2100-2200	13	387	187	4	43	9	4	4	3	78
2200-2300	0	395	212	0	48	15	0	22	2	60

Table C.2 Year 2010 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	18	305	358	18	59	70	23	23	4	97
0800-0900	46	946	323	9	129	111	55	65	3	122
0900-1000	8	860	342	12	73	138	23	35	5	90
1000-1100	0	744	271	26	34	155	26	26	2	98
1100-1200	8	689	242	17	38	251	54	13	4	81
1200-1300	12	756	415	12	41	173	29	21	3	74
1300-1400	9	726	333	13	48	160	30	26	3	81
1400-1500	13	740	421	13	44	230	62	27	3	81
1500-1600	12	886	449	8	32	259	32	12	2	85
1600-1700	27	1 052	399	9	49	333	62	36	4	87
1700-1800	41	1 202	502	41	131	294	41	41	3	112
1800-1900	66	1 503	512	19	123	251	38	137	5	175
1900-2000	27	1 298	500	4	97	81	19	66	5	119
2000-2100	21	702	265	0	80	17	21	38	4	108
2100-2200	5	467	368	0	47	47	5	14	2	85
2200-2300	0	513	391	0	53	12	8	12	4	79

Table C.3 Year 2011 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	30	502	561	0	89	136	47	106	1	153
0800-0900	32	1 324	637	11	140	374	126	245	2	190
0900-1000	67	1 132	702	16	75	446	91	32	4	107
1000-1100	24	902	526	5	54	429	88	24	2	117
1100-1200	14	814	534	10	39	188	34	34	1	96
1200-1300	20	654	463	4	28	183	57	37	3	80
1300-1400	9	723	353	4	21	166	72	21	2	80
1400-1500	29	886	433	20	37	278	61	29	3	76
1500-1600	8	886	465	8	16	219	45	16	1	76
1600-1700	36	936	303	16	28	143	8	16	3	84
1700-1800	26	893	396	4	53	141	22	26	3	121
1800-1900	35	1 202	491	0	127	44	4	48	1	98
1900-2000	14	967	298	0	111	47	11	61	3	80
2000-2100	8	597	184	0	35	8	8	20	3	75
2100-2200	0	430	201	0	43	16	4	8	3	76
2200-2300	9	434	217	0	48	4	4	17	1	77

Table C.4 Year 2011 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	15	373	349	0	53	121	29	29	1	81
0800-0900	14	1 068	462	0	114	72	24	57	4	110
0900-1000	12	981	266	4	81	153	48	36	2	108
1000-1100	4	768	331	0	45	159	45	29	2	89
1100-1200	0	665	393	15	34	228	39	34	4	86
1200-1300	26	846	344	13	30	241	60	17	2	81
1300-1400	5	774	307	14	38	226	58	24	2	92
1400-1500	10	798	487	0	41	223	62	52	3	96
1500-1600	9	980	422	4	40	294	79	18	2	86
1600-1700	44	1 042	504	9	44	416	57	35	3	90
1700-1800	54	1 343	449	15	94	415	74	15	4	128
1800-1900	53	1 723	617	9	107	191	36	133	2	151
1900-2000	15	1 422	555	4	84	87	4	72	3	125
2000-2100	18	722	341	0	67	45	9	18	2	114
2100-2200	4	612	315	4	43	39	4	26	3	79
2200-2300	4	580	478	0	26	15	0	4	2	77

Table C.5 Year 2012 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	42	536	558	0	80	244	106	112	4	146
0800-0900	43	1 438	690	20	118	360	121	266	2	208
0900-1000	21	1 164	823	0	58	588	90	53	3	114
1000-1100	14	1 046	573	5	41	396	127	23	3	97
1100-1200	22	865	495	9	40	283	49	26	2	89
1200-1300	8	858	403	0	24	172	36	32	3	88
1300-1400	9	724	383	13	38	234	51	47	2	68
1400-1500	17	994	439	4	30	301	69	26	2	86
1500-1600	10	987	405	10	39	241	29	34	4	84
1600-1700	9	941	362	22	31	146	35	31	3	96
1700-1800	16	951	402	10	52	146	26	31	1	145
1800-1900	32	1 291	456	5	114	105	18	73	5	112
1900-2000	27	1 024	372	0	93	35	4	47	2	84
2000-2100	9	522	250	0	64	14	0	50	1	81
2100-2200	9	420	217	0	48	26	17	17	4	83
2200-2300	0	373	302	5	43	14	5	24	1	87

Table C.6 Year 2012 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	30	363	429	0	73	139	12	18	2	103
0800-0900	19	1 123	411	0	165	113	9	104	1	112
0900-1000	7	1 099	300	22	81	114	44	26	4	98
1000-1100	19	823	302	5	49	209	39	10	2	111
1100-1200	14	816	308	14	42	233	56	19	3	89
1200-1300	9	874	463	18	40	229	35	13	1	81
1300-1400	8	874	387	13	38	168	21	38	3	84
1400-1500	16	858	546	5	47	260	21	57	4	91
1500-1600	19	1 051	439	19	39	342	53	19	1	93
1600-1700	51	1 258	480	10	61	359	56	30	4	105
1700-1800	60	1 410	515	10	100	415	55	70	4	132
1800-1900	59	1 779	565	20	147	246	54	187	2	172
1900-2000	30	1 557	477	4	123	136	13	72	3	140
2000-2100	4	781	402	0	66	62	0	35	3	107
2100-2200	5	654	386	0	46	15	5	15	3	104
2200-2300	10	612	476	0	42	10	5	10	1	103

Table C.7 Year 2013 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	62	585	613	22	101	326	67	124	4	142
0800-0900	62	1 576	698	0	94	390	94	265	1	224
0900-1000	46	1 227	831	4	62	515	138	27	2	111
1000-1100	16	1 058	604	24	51	387	87	20	5	88
1100-1200	31	1 058	477	4	22	162	44	13	5	85
1200-1300	16	877	448	0	28	138	35	35	3	77
1300-1400	9	683	484	4	40	225	70	26	2	84
1400-1500	19	967	623	19	11	199	38	31	2	77
1500-1600	11	1 056	456	7	26	173	7	22	3	65
1600-1700	0	1 018	382	8	12	129	25	33	2	89
1700-1800	14	934	521	14	42	113	19	38	2	121
1800-1900	62	1 117	650	0	108	75	8	46	5	110
1900-2000	11	1 001	400	0	81	22	18	48	2	82
2000-2100	0	562	261	0	62	9	4	22	1	93
2100-2200	0	420	250	5	38	19	5	24	5	81
2200-2300	5	417	263	0	52	5	5	9	2	84

Table C.8 Year 2013 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	36	432	389	6	67	85	18	18	0	100
0800-0900	19	1 136	368	8	124	89	43	62	2	94
0900-1000	25	1 011	325	0	72	159	29	25	4	104
1000-1100	8	785	329	0	51	245	46	17	2	94
1100-1200	18	723	428	5	41	262	23	28	2	96
1200-1300	4	942	392	8	31	251	27	12	2	65
1300-1400	8	823	424	8	41	191	37	16	4	83
1400-1500	12	808	563	12	31	326	70	27	3	70
1500-1600	29	935	547	17	34	379	63	25	2	82
1600-1700	31	985	611	26	41	452	77	31	3	94
1700-1800	49	1 272	491	9	120	522	49	80	4	105
1800-1900	74	1 696	635	13	126	257	26	130	2	185
1900-2000	28	1 551	544	0	102	89	12	110	2	138
2000-2100	21	883	377	4	54	59	4	17	4	104
2100-2200	20	629	463	0	49	15	0	20	4	100
2200-2300	10	692	468	0	30	30	10	10	1	101

Appendix D: Des Voeux Road Central (from Morrison Street to Queen Victoria Street)

Table D.1 Year 2010 (East Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	0	9	23	0	0	46	9	0	5	38
0800-0900	10	33	33	0	0	57	0	24	7	39
0900-1000	0	66	71	5	0	52	9	0	4	44
1000-1100	8	75	79	4	0	62	0	4	2	31
1100-1200	0	110	76	0	0	42	8	0	2	34
1200-1300	0	104	79	0	0	70	0	0	2	29
1300-1400	11	96	68	6	0	28	6	0	3	43
1400-1500	0	108	67	5	0	72	0	0	3	38
1500-1600	5	128	57	0	0	76	0	0	1	39
1600-1700	16	126	44	0	0	82	0	0	4	43
1700-1800	12	170	73	4	0	28	0	0	1	30
1800-1900	0	144	116	5	0	5	0	5	3	47
1900-2000	0	144	96	0	0	10	0	0	2	30
2000-2100	0	57	161	5	0	5	5	0	2	26
2100-2200	4	61	142	0	0	0	4	0	2	26
2200-2300	6	32	161	0	0	0	0	0	1	15

Table D.2 Year 2010 (West Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	0	0	0	0	0	0	0	0	0	103
0800-0900	0	0	0	0	0	0	0	0	0	152
0900-1000	0	6	0	0	0	11	0	0	0	163
1000-1100	0	12	0	0	0	0	6	0	0	133
1100-1200	0	0	6	0	0	18	0	0	0	109
1200-1300	0	7	0	0	0	0	0	0	0	118
1300-1400	0	0	0	0	0	6	0	0	0	120
1400-1500	6	12	6	0	0	0	0	0	0	104
1500-1600	0	0	6	0	0	6	11	0	0	112
1600-1700	6	0	6	0	0	12	0	0	0	121
1700-1800	0	6	0	0	0	0	0	0	0	154
1800-1900	0	0	0	0	0	0	0	0	0	187
1900-2000	0	0	0	0	0	0	0	6	0	150
2000-2100	0	6	0	0	0	0	0	0	0	128
2100-2200	0	6	0	0	0	0	0	0	0	120
2200-2300	0	0	0	0	0	0	0	0	0	110

Table D.3 Year 2011 (East Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	0	17	23	0	0	34	0	0	7	50
0800-0900	0	22	77	0	0	38	5	33	8	41
0900-1000	5	66	52	0	0	57	5	14	4	37
1000-1100	0	81	56	0	0	81	4	0	3	33
1100-1200	10	113	15	0	0	97	0	0	4	35
1200-1300	4	135	74	0	0	48	0	0	2	26
1300-1400	4	116	88	0	0	28	0	0	2	19
1400-1500	0	166	54	4	0	41	4	4	3	24
1500-1600	5	83	73	5	0	62	5	0	3	44
1600-1700	9	137	47	0	0	56	4	4	3	34
1700-1800	4	140	96	0	0	48	0	0	2	27
1800-1900	9	150	73	0	0	18	0	0	2	35
1900-2000	0	126	106	0	0	0	0	0	3	30
2000-2100	0	59	154	0	0	8	8	0	3	20
2100-2200	0	49	137	0	0	4	4	0	2	28
2200-2300	3	13	146	0	0	3	0	3	1	15

Table D.4 Year 2011 (West Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	0	0	6	0	0	0	0	0	0	99
0800-0900	0	0	0	0	0	0	0	0	0	148
0900-1000	0	0	0	0	0	12	0	0	0	160
1000-1100	0	0	0	0	0	14	0	0	0	137
1100-1200	7	0	7	0	0	0	0	0	0	116
1200-1300	0	7	0	0	0	7	0	0	0	114
1300-1400	0	0	6	0	0	12	0	0	0	109
1400-1500	0	0	6	0	0	12	0	0	0	111
1500-1600	0	6	6	0	0	0	0	0	0	116
1600-1700	0	6	0	0	0	18	0	0	0	126
1700-1800	0	12	0	0	0	0	0	0	0	153
1800-1900	0	6	0	0	0	0	0	0	0	167
1900-2000	0	0	0	0	0	0	0	0	0	170
2000-2100	0	0	6	0	0	0	0	0	0	118
2100-2200	0	5	0	0	0	5	0	0	0	97
2200-2300	0	0	5	0	0	0	0	0	0	102

Table D.5 Year 2012 (East Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	0	11	29	0	0	29	0	6	9	44
0800-0900	0	45	55	0	0	25	0	35	6	39
0900-1000	4	63	81	0	0	49	4	0	4	46
1000-1100	10	71	92	0	0	56	5	0	3	29
1100-1200	7	98	59	7	0	52	0	0	3	46
1200-1300	13	123	52	0	0	45	0	0	5	42
1300-1400	0	140	72	0	0	14	5	0	2	35
1400-1500	5	135	51	5	0	74	0	0	2	30
1500-1600	5	194	52	0	0	19	0	0	2	34
1600-1700	15	174	20	0	0	64	0	0	4	43
1700-1800	0	191	40	0	0	24	0	0	2	56
1800-1900	0	198	23	6	0	23	0	0	4	40
1900-2000	4	127	93	0	0	15	0	0	3	26
2000-2100	0	70	140	4	0	4	4	0	3	22
2100-2200	0	30	163	4	0	0	0	0	2	25
2200-2300	0	43	93	0	0	0	0	0	4	43

Table D.6 Year 2012 (West Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	0	0	0	0	0	0	0	0	0	128
0800-0900	0	0	0	0	0	0	0	0	0	176
0900-1000	0	0	0	0	0	0	0	0	0	185
1000-1100	0	14	7	7	0	7	7	0	0	142
1100-1200	7	13	13	0	0	7	0	0	0	124
1200-1300	0	7	20	0	0	13	0	0	0	117
1300-1400	0	12	0	0	0	12	0	0	0	120
1400-1500	0	0	13	7	0	7	0	0	0	118
1500-1600	6	13	6	0	0	13	0	0	0	122
1600-1700	0	12	0	0	0	12	6	0	0	130
1700-1800	0	7	0	0	0	0	0	0	0	170
1800-1900	0	7	7	0	0	7	0	0	0	182
1900-2000	0	6	0	6	0	6	0	0	0	167
2000-2100	0	6	0	0	0	0	0	0	0	139
2100-2200	0	0	0	0	0	0	0	0	0	125
2200-2300	0	0	0	0	0	0	0	0	0	121

Table D.7 Year 2013 (East Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	0	13	34	0	0	7	0	0	7	55
0800-0900	0	44	37	0	0	7	0	51	9	51
0900-1000	0	73	38	0	0	61	11	0	2	37
1000-1100	0	106	55	0	0	30	10	0	5	34
1100-1200	10	72	62	0	0	62	5	0	3	30
1200-1300	4	146	52	0	0	22	0	0	3	29
1300-1400	5	61	51	0	0	82	0	0	5	36
1400-1500	0	114	55	5	0	35	10	0	2	34
1500-1600	9	125	47	0	0	30	0	0	3	27
1600-1700	0	125	60	0	0	30	4	0	4	33
1700-1800	0	130	68	0	0	17	0	0	1	41
1800-1900	4	171	41	0	0	8	0	0	4	27
1900-2000	18	127	45	0	0	5	0	0	2	27
2000-2100	5	34	147	0	0	5	0	0	5	26
2100-2200	0	26	111	0	0	16	5	0	4	32
2200-2300	6	39	66	0	0	0	0	0	4	26

Table D.8 Year 2013 (West Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	0	0	0	0	0	0	0	0	0	102
0800-0900	0	0	0	0	0	0	0	0	0	137
0900-1000	0	0	0	0	0	0	0	0	0	152
1000-1100	0	6	6	0	0	0	0	0	0	123
1100-1200	0	10	0	0	0	26	0	0	0	88
1200-1300	0	9	5	0	0	19	0	0	0	85
1300-1400	0	0	0	0	0	6	0	0	0	110
1400-1500	0	5	5	0	0	11	0	0	0	93
1500-1600	0	0	5	0	0	16	0	0	0	110
1600-1700	0	10	0	0	0	10	0	0	1	107
1700-1800	0	0	0	5	0	5	0	0	0	132
1800-1900	0	0	0	0	0	0	0	0	0	160
1900-2000	0	5	0	0	0	0	0	0	1	138
2000-2100	0	0	0	0	0	0	0	0	2	126
2100-2200	0	0	5	0	0	0	0	0	0	104
2200-2300	0	5	5	0	0	0	0	0	0	89

Appendix E: Nathan Road (from Shantung Street to Dundas Street))

Table E.1 Year 2010 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public		Goods Vehicle		NFB	FB	
				Light	Bus	Light	M/H		SD	DD
0700-0800	6	61	182	0	0	88	6	11	7	297
0800-0900	8	237	272	8	4	155	12	19	4	267
0900-1000	10	185	317	0	5	107	10	10	7	294
1000-1100	5	117	347	10	10	200	5	10	5	247
1100-1200	5	140	391	5	10	140	14	14	5	227
1200-1300	0	182	378	5	27	118	5	0	5	231
1300-1400	4	201	382	4	16	127	4	4	4	218
1400-1500	30	126	377	5	30	131	0	15	5	254
1500-1600	14	197	305	5	14	179	0	9	5	226
1600-1700	0	266	216	5	30	80	5	15	5	275
1700-1800	21	223	337	4	25	59	0	17	5	236
1800-1900	10	264	302	5	38	34	0	5	5	255
1900-2000	8	220	444	0	39	31	0	4	4	196
2000-2100	12	183	511	0	16	12	0	8	4	180
2100-2200	4	107	538	4	31	9	0	13	3	231
2200-2300	13	139	479	0	39	30	0	9	5	225

Table E.2 Year 2010 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public		Goods Vehicle		NFB	FB	
				Light	Bus	Light	M/H		SD	DD
0700-0800	12	29	92	0	23	63	0	0	3	147
0800-0900	7	21	64	4	0	64	0	0	9	256
0900-1000	8	51	140	0	4	82	4	0	4	240
1000-1100	0	89	109	0	0	119	10	0	6	272
1100-1200	13	89	173	4	4	115	9	0	2	222
1200-1300	0	85	156	0	19	156	19	0	6	233
1300-1400	9	80	252	4	22	62	18	0	6	250
1400-1500	14	112	186	9	9	154	23	5	5	218
1500-1600	9	97	186	0	27	168	9	0	4	256
1600-1700	20	70	219	0	10	154	15	0	6	282
1700-1800	5	140	154	5	33	93	0	5	6	306
1800-1900	16	104	245	0	37	5	0	0	5	352
1900-2000	4	159	239	0	40	22	4	0	4	274
2000-2100	21	89	311	0	38	30	0	0	4	217
2100-2200	5	88	279	0	54	24	0	0	6	261
2200-2300	0	126	306	0	39	0	0	0	5	239

Table E.3 Year 2011 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	15	59	110	15	0	59	15	7	9	368
0800-0900	10	302	144	10	0	110	10	29	6	327
0900-1000	9	163	323	0	0	146	13	9	8	247
1000-1100	10	107	368	0	15	153	5	20	5	250
1100-1200	21	171	301	0	10	197	0	5	6	237
1200-1300	34	112	376	5	24	132	5	5	5	240
1300-1400	25	123	343	13	17	170	13	8	5	220
1400-1500	5	198	332	15	25	144	0	5	7	223
1500-1600	23	136	361	9	23	159	9	5	6	222
1600-1700	27	200	302	18	22	67	0	9	4	245
1700-1800	20	109	411	0	35	55	0	20	7	261
1800-1900	8	224	374	0	24	61	8	4	5	203
1900-2000	8	240	429	4	35	24	0	4	2	182
2000-2100	23	83	510	5	42	28	5	9	7	205
2100-2200	4	191	452	4	39	9	0	9	5	223
2200-2300	9	129	519	0	32	9	0	5	6	230

Table E.4 Year 2011 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	0	9	79	0	14	60	9	0	6	191
0800-0900	0	67	71	0	0	42	4	0	5	233
0900-1000	4	49	130	4	8	69	8	0	5	245
1000-1100	5	32	156	0	0	133	14	5	5	248
1100-1200	5	64	128	0	0	168	20	5	5	232
1200-1300	20	55	224	0	5	120	5	5	4	238
1300-1400	9	89	207	0	0	122	5	5	6	255
1400-1500	10	106	208	0	10	135	5	5	6	242
1500-1600	5	69	301	10	10	84	15	5	5	258
1600-1700	19	99	258	9	5	85	0	5	7	276
1700-1800	16	113	167	0	22	70	5	5	7	322
1800-1900	17	154	218	0	43	17	0	13	3	287
1900-2000	0	142	242	0	54	33	8	0	5	248
2000-2100	9	93	301	0	40	18	0	0	4	226
2100-2200	13	58	315	0	44	27	0	4	6	233
2200-2300	14	113	245	5	50	5	0	0	7	273

Table E.5 Year 2012 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	0	43	217	6	6	56	6	12	6	314
0800-0900	8	206	218	4	0	147	8	25	6	298
0900-1000	26	132	242	4	9	172	35	18	6	257
1000-1100	20	102	327	25	16	192	4	8	5	190
1100-1200	5	154	323	10	10	169	14	0	4	225
1200-1300	21	135	394	0	12	127	4	12	5	188
1300-1400	10	189	330	0	24	126	5	0	7	231
1400-1500	18	145	354	27	23	154	0	0	7	210
1500-1600	4	177	329	0	26	147	4	4	5	225
1600-1700	17	208	291	4	25	67	4	17	6	227
1700-1800	4	214	361	4	25	41	4	8	5	216
1800-1900	5	243	320	0	23	55	5	9	3	225
1900-2000	13	256	365	0	38	38	4	4	5	174
2000-2100	29	176	438	0	33	25	0	4	3	168
2100-2200	10	158	445	0	40	15	0	5	6	226
2200-2300	8	125	520	0	25	21	0	4	4	203

Table E.6 Year 2012 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	0	11	76	0	11	22	0	5	4	232
0800-0900	0	58	79	0	0	63	0	0	6	211
0900-1000	0	54	124	0	4	105	0	0	5	227
1000-1100	0	38	133	0	0	152	10	10	6	243
1100-1200	0	49	199	8	4	167	16	0	4	192
1200-1300	10	102	185	0	5	107	10	5	5	243
1300-1400	4	71	213	9	9	133	9	4	7	228
1400-1500	29	68	225	5	15	127	10	0	9	238
1500-1600	13	133	228	9	17	155	0	0	3	214
1600-1700	20	115	185	0	30	90	5	5	6	306
1700-1800	0	111	208	0	39	53	0	5	7	291
1800-1900	10	52	219	5	48	48	19	5	5	299
1900-2000	0	120	243	0	38	26	0	4	4	263
2000-2100	5	90	295	0	25	15	0	0	6	232
2100-2200	14	93	279	0	28	28	0	0	5	224
2200-2300	8	114	292	0	35	12	0	0	8	218

Table E.7 Year 2013 (South Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	18	77	142	6	0	59	12	18	9	315
0800-0900	23	267	122	9	0	163	0	23	6	301
0900-1000	5	191	233	5	0	173	9	5	8	278
1000-1100	24	94	316	0	14	179	9	9	5	231
1100-1200	4	130	400	4	11	174	4	0	6	146
1200-1300	0	159	327	5	23	131	5	9	5	208
1300-1400	23	129	323	5	14	134	14	0	6	228
1400-1500	29	199	267	19	19	131	5	0	6	233
1500-1600	9	217	303	9	18	118	5	0	7	216
1600-1700	4	205	281	9	22	67	0	4	3	253
1700-1800	27	243	301	9	22	31	4	0	9	232
1800-1900	22	270	232	5	32	38	5	0	5	255
1900-2000	29	242	305	0	29	29	0	5	4	224
2000-2100	10	172	364	0	35	35	0	0	6	210
2100-2200	15	166	385	0	29	5	0	10	5	245
2200-2300	10	148	406	0	20	15	10	0	6	247

Table E.8 Year 2013 (North Bound)

Time	Class of Vehicle									
	Motor Cycle	Private Car	Taxi	Private/Public Light Bus		Goods Vehicle		NFB	FB	
						Light	M/H		SD	DD
0700-0800	9	23	60	5	14	37	5	0	7	191
0800-0900	0	53	81	4	0	45	0	0	6	221
0900-1000	4	46	100	4	8	96	13	4	5	223
1000-1100	0	67	150	0	4	121	17	0	6	213
1100-1200	20	68	181	15	5	103	5	0	6	233
1200-1300	30	86	147	5	5	147	5	5	3	239
1300-1400	0	100	145	10	20	135	10	5	7	256
1400-1500	0	126	234	0	13	90	9	0	3	237
1500-1600	14	140	202	0	10	111	5	0	7	246
1600-1700	13	138	193	4	13	117	4	4	5	244
1700-1800	4	163	146	4	34	64	9	4	8	260
1800-1900	4	116	156	4	36	72	4	0	4	287
1900-2000	8	126	202	4	51	28	4	0	6	245
2000-2100	0	113	246	0	48	24	0	0	4	209
2100-2200	5	73	252	0	50	23	0	0	3	223
2200-2300	4	95	243	0	45	4	0	0	5	248

- End -

CONTROLLING OFFICER'S REPLY

THB(T)185

(Question Serial No. 0528)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding bus-only lane, please inform this Committee of the following:

- (a) Up to now, the locations, lengths and operation hours of existing bus-only lanes;
- (b) Does the Government have any plan to introduce more bus-only lanes or extend the operation hours of existing bus-only lanes to alleviate road congestion? If yes, what are the details; if no, what are the reasons?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 10)

Reply:

It is our transport policy to promote public transport services. According priority use of the roads to public transport services is an established policy in promoting public transport services. At present, there are over 23 kilometers of bus-only lanes. The details of existing bus-only lanes are at Annex.

When conducting the Public Transport Strategy Study, the Government will explore how to further promote the priority use of roads by public transport services to alleviate traffic congestion, having regard to actual road situations.

Existing bus-only lanes

Location	Operation hours	Approximate Length (kilometre)
Hong Kong Island		
Caine Road westbound (between Upper Albert Road and Breezy Path)	<u>Mon – Fri*</u> 07:00 – 19:00 <u>Sat*</u> 07:00 – 13:00	1
Connaught Road West eastbound (between Des Voeux Road West and Morrison Street)	<u>Weekdays*</u> 07:00 – 21:00	0.3
Des Voeux Road Central eastbound (between Pedder Street and Ice House Street)	<u>Weekdays*</u> 24 hours	0.1
Des Voeux Road Central eastbound (between Ice House Street and Murray Road)	<u>Weekdays*</u> 24 hours	0.3
Des Voeux Road Central westbound (between Bank Street and Jubilee Street)	<u>Weekdays*</u> 24 hours	0.6
Pok Fu Lam Road westbound (between Mount Davis Road and Pok Fu Lam Road Playground)	<u>Weekdays*</u> 24 hours	0.1
Queensway westbound (between Murray Road and Jackson Road)	<u>Mon – Sat*</u> 07:00 – 09:00	0.2
Gloucester Road westbound (between O’Brien Road and Fenwick Street)	<u>Weekdays*</u> 07:00 – 24:00	0.2
Cross-Harbour Tunnel Egress to Central westbound (between Tunnel Exit and Canal Road Flyover)	<u>Weekdays*</u> 24 hours	0.1
Canal Road Flyover underneath southbound (between Hennessy Road and Yiu Wa Street)	<u>Weekdays*</u> 24 hours	0.2
Morrison Hill Road southbound (between Sports Road and Queen’s Road East)	<u>Weekdays*</u> 16:00 – 19:00	0.1
Hennessy Road westbound (between Jardine Bazaar and Lee Garden Road)	<u>Weekdays*</u> 07:00 – 24:00	0.1
Hennessy Road westbound (between Tang Lung Street and Canal Road East)	<u>Weekdays*</u> 07:00 – 24:00	0.1
Hennessy Road westbound (between Tin Lok Lane and Tonnochy Road)	<u>Weekdays*</u> 07:00 – 09:00	0.1
Hennessy Road westbound (between Fleming Road and Luard Road)	<u>Weekdays*</u> 07:00 – 09:00	0.3
Shau Kei Wan Road westbound (between Tai On Street and Tai Hong Street)	<u>Weekdays*</u> 24 hours	0.1
Fu Yee Road southbound (between Cheerful Garden and Siu Sai Wan Road)	<u>Weekdays*</u> 07:00 – 09:00	0.1

Existing bus-only lanes

Location	Operation hours	Approximate Length (kilometre)
King's Road eastbound (between Ngan Mok Street and Fortress Hill Road)	<u>Weekdays*</u> 24 hours	0.8
King's Road eastbound (between North Point Road and Tin Chiu Street)	<u>Weekdays*</u> 24 hours	0.7
King's Road eastbound (between Man Hong Street and Java Road)	<u>Weekdays*</u> 24 hours	0.5
Nam On Street eastbound (between Nam On Lane and Shau Kei Wan Bus Terminus)	<u>Weekdays*</u> 24 hours	0.1
Wong Chuk Hang Road westbound (between Aberdeen Tunnel Toll Plaza and Wong Chuk Hang Road near Gramtham Hospital)	<u>Weekdays*</u> 16:00 – 19:00	0.2
Wong Chuk Hang Road eastbound (near Gramtham Hospital and Aberdeen Tunnel Toll Plaza)	<u>Weekdays*</u> 07:00 – 09:00	0.5
Wong Chuk Hang Road upramp to Aberdeen Tunnel northbound (between Shouson Hill Road and Aberdeen Tunnel Toll Plaza)	<u>Weekdays*</u> 07:00 – 09:00	0.5
Wong Chuk Hang Road eastbound (near Nam Long Shan Road)	<u>Weekdays*</u> 24 hours	0.1
Nam Long Shan Road southbound (between Wong Chuk Hang Road and Bus Terminus)	<u>Weekdays*</u> 24 hours	0.3
Kowloon		
Nathan Road southbound (between Playing Field Road and Bute Street)	<u>Daily</u> 07:00 – 19:00	0.3
Nathan Road southbound (between Mong Kok Road and Dundas Street)	<u>Daily</u> 07:00 – 19:00	0.4
Nathan Road northbound (between Dundas Street and Nelson Street)	<u>Daily</u> 07:00 – 19:00	0.3
The slip road from Hong Chong Road southbound to Cross-Harbour Tunnel	<u>Daily</u> 07:00 – 10:00	0.2
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	<u>Weekdays*</u> 08:00 – 10:00, 17:00 – 19:00	0.5
To Kwa Wan Road northbound (between Shek Tong Street and Sheung Heung Road)	<u>Weekdays*</u> 08:00 – 10:00, 17:00 – 19:00	0.7
New Clear Water Bay Road northbound (outside United Christian College)	<u>Weekdays*</u> 24 hours	0.1
Nam Cheong Street southbound (between Ap Liu Street and Yu Chau Street)	<u>Weekdays*</u> 24 hours	0.1

Existing bus-only lanes

Location	Operation hours	Approximate Length (kilometre)
Yen Chow Street northbound (between Yee Kuk Street and Lai Chi Kok Road)	<u>Weekdays*</u> 24 hours	0.1
Lei Yue Mun Road southbound (from Block 1 to Block 8 of Sceneway Garden)	<u>Weekdays*</u> 07:00 – 24:00	0.2
Hammer Hill Road southbound (between Choi Hung Road Roundabout and Prince Edward Road East)	<u>Weekdays*</u> 07:00 – 24:00	0.3
Choi Hung Road eastbound (between Prince Edward Road East & 65 metres south of Lok Sin Road)	<u>Weekdays*</u> 07:00 – 24:00	0.1
Prince Edward Road East westbound (near Rhythm Garden)	<u>Weekdays*</u> 24 hours	0.1
Lung Cheung Road eastbound (near Wong Tai Sin MTR Station)	<u>Weekdays*</u> 07:00 – 24:00	0.3
Hong Chong Road southbound (outside Cross-Harbour Tunnel Administrative Building)	<u>Weekdays*</u> 24 hours	0.3
Hong Chong Road northbound (near Cross-Harbour Tunnel Toll Plaza)	<u>Weekdays*</u> 24 hours	0.1
Junction Road southbound (from Carpenter Road to Prince Edward Road West)	<u>Weekdays*</u> 07:00 – 10:00, 16:00 – 19:00	0.1
Nam Cheong Street southbound (from Woh Chai Street to Berwick Street)	<u>Weekdays*</u> 07:00 – 24:00	0.1
West Kowloon Corridor eastbound (from Pei Ho Street to Tai Kok Tsui Road)	<u>Weekdays*</u> 07:30 – 09:00	0.4
Lai Chi Kok Road westbound (between Mei Lai Road and Kwai Chung Road)	<u>Weekdays*</u> 07:00 – 24:00	0.1
Cheung Sha Wan Road eastbound (between Kwai Chung Road and Mei Lai Road)	<u>Weekdays*</u> 07:00 – 24:00	0.2
Nathan Road southbound (from near Shantung Street to near Hamilton Street)	<u>Weekdays*</u> 07:00 – 19:00	0.3
Shing Tak Street (between Ma Tau Chung Road and Fu Ning Street)	<u>Weekdays*</u> 24 hours	0.3
New Territories		
Che Kung Miu Road westbound	<u>Weekdays*</u> 07:00 – 10:00, 16:00 – 19:00	0.3
Hung Mui Kuk Road southbound	<u>Weekdays*</u> 07:00 – 10:00, 16:00 – 19:00	1

Existing bus-only lanes

Location	Operation hours	Approximate Length (kilometre)
Lion Rock Tunnel Road westbound	<u>Weekdays*</u> 07:00 – 10:00, 16:00 – 19:00	0.8
Siu Lek Yuen Road southbound	<u>Weekdays*</u> 08:00 – 10:00	0.1
Tate's Cairn Highways southbound	<u>Weekdays*</u> 07:00 – 10:00	0.2
Tai Po Road - Yuen Chau Tsai eastbound	<u>Weekdays*</u> 07:00 – 10:00	0.1
Tuen Mun Road eastbound	<u>Weekdays*</u> 07:30 – 09:00	9
Tuen Mun Road southbound near Lam Tei	<u>Daily</u> 24 hours	0.5
Tuen Mun Road northbound near Lam Tei	<u>Daily</u> 24 hours	0.2
Sam Shing Street westbound	<u>Daily</u> 24 hours	0.1
Kwai Chung Road southbound (fronting Fung King House of Lai King Estate)	<u>Daily</u> 24 hours	0.2
Lai King Hill Road northbound (opposite Ching Lai Commercial Centre of Ching Lai Court)	<u>Daily</u> 24 hours	0.1
Fung Shue Wo Road eastbound (entry road to Tsing Yi Pier Public Transport Interchange)	<u>Daily</u> 24 hours	0.1
Tsing Yi Heung Sze Wui Road northbound (from Tsing Yi Bridge roundabout to Chung Mei Road)	<u>Daily</u> 24 hours	0.1
Castle Peak Road westbound (between Yuen Long Hong Lok Road and Kik Yeung Road Road)	<u>Daily</u> 24 hours	0.1

* Except public holidays

- End -

CONTROLLING OFFICER'S REPLY**THB(T)186****(Question Serial No. 3086)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the usage of the three road harbour crossings by vehicle types in the past five years.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 49)Reply:

The annual traffic flows of the Cross-Harbour Tunnel (CHT), the Eastern Harbour Crossing (EHC) and the Western Harbour Crossing (WHC) in the past five years, with breakdown by vehicle types, are as follows:

Tunnel	Private Car					Taxi				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
CHT	15 693 800	15 915 700	15 987 100	16 138 900	16 409 200	11 795 300	11 809 000	11 394 300	11 015 900	10 477 800
EHC	13 342 400	13 649 200	13 990 300	14 264 800	14 592 000	5 079 800	5 452 000	5 648 100	5 765 700	5 677 600
WHC	9 692 200	10 082 100	10 771 700	10 973 500	11 112 600	4 972 700	5 670 000	6 135 900	6 291 700	6 268 200

Tunnel	Light Bus ^{Note 1}					Goods Vehicle ^{Note 2}				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
CHT	1 070 000	1 024 200	945 700	882 200	823 200	10 017 600	9 736 400	9 498 400	9 310 100	9 090 800
EHC	354 600	337 900	293 000	238 400	242 900	4 089 500	4 130 900	4 164 800	4 245 500	4 311 600
WHC	768 900	728 100	700 000	683 000	678 700	2 256 100	2 439 900	2 625 300	2 762 300	3 016 800

Tunnel	Bus ^{Note 3}					Motor Cycle				
	2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
CHT	3 734 800	3 759 600	3 774 000	3 624 100	3 573 700	1 819 800	1 754 100	1 666 400	1 644 000	1 669 600
EHC	1 017 100	1 038 900	1 035 700	1 027 300	1 019 800	764 900	765 800	751 600	776 000	813 800
WHC	1 668 700	1 664 100	1 670 300	1 685 600	1 676 500	198 300	202 600	222 300	218 000	253 600

Tunnel	Total ^{Note 4}				
	2010	2011	2012	2013	2014
CHT	44 131 400	43 999 000	43 265 900	42 615 100	42 044 300
EHC	24 648 300	25 374 800	25 883 500	26 317 800	26 657 700
WHC	19 556 900	20 786 800	22 125 500	22 614 100	23 006 300

Note 1: Figures include private and public light buses.

Note 2: Figures include light goods vehicles, medium goods vehicles and heavy goods vehicles.

Note 3: Figures include single-deck, double-deck, franchised and non-franchised buses.

Note 4: Figures may not add up to the total due to rounding.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)187****(Question Serial No. 3087)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the patronage of respective railway lines in the past five years in a table.

Asked by: Hon LEUNG Yiu-chung (Member Question No. 50)Reply:

The average daily patronage of various railway lines of the MTR Corporation Limited (MTR) from 2010 to 2014 is set out below:

Year	Average daily patronage (thousands)										
	Kwun Tong Line	Tsuen Wan Line	Island Line	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
2010	463.7	864.3	756.3	246.9	175.2	12.1	30.5	894.7	108.9	309.9	423.3
2011	487.7	908.5	787.9	262.5	187.4	14.2	32.3	925.7	117.2	337.7	441.9
2012	512.4	944.7	812.8	279.5	196.7	15.7	34.7	961.9	124.6	361.4	456.9
2013	534.0	972.5	829.0	292.4	207.3	17.7	37.4	979.4	128.5	384.4	470.3
2014	555.8	1 013.6	895.0	305.8	221.5	18.1	40.8	994.9	134.9	410.7	477.3

Note: Given the MTR is a railway network with an open system, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures are based on passengers' entry stations.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)188

(Question Serial No. 1085)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the traffic and transport issues arising from the extensive road closures due to the Occupy Movement (the Movement), please advise on:

- (1) the number of complaints on public transport services and road traffic being affected by illegal occupation of roads received by 1823 up until now, and the major issues involved;
- (2) whether there are any statistics on the bus and minibus services affected and their patronage;
- (3) the special deployment of staff and other resources within the Transport Department (TD) due to the Movement; and
- (4) whether reference has been drawn from the experience gained from handling the Movement for formulating contingency measures in the event of road obstructions. If yes, what are the details of the measures? If no, what are the reasons?

Asked by: Hon LO Wai-kwok (Member Question No. 33)

Reply:

- (1) The TD received a total of 318 complaints via 1823 on public transport services and road traffic affected by the illegal occupation of roads since the start of the Movement in late September 2014 until end of February 2015. The major issues of the complaints were suspension, truncation and diversion of public transport routes, service irregularity and inadequacy, traffic congestion, temporary traffic arrangement, and inadequate information dissemination.

- (2) Information on the affected franchised bus and green minibus (GMB) routes¹ (including the number of routes affected, and the percentage change in the number of trips and patronage during the Movement as compared with those in the same period in 2013) is as follows:

Public transport mode	Number of routes affected	Percentage change during October to December in 2014 as compared with the same period in 2013	
		Average daily trips	Average daily passengers
Franchised bus	270	-10.7%	-17.4%
GMB	29	-9.2%	-6.7%

- (3) During the Movement, the operation of Emergency Transport Co-ordination Centre (ETCC) was escalated to the Joint Steering Mode from 28 September to 15 December 2014 round the clock. Apart from the regular staff responsible for manning the ETCC, officers from other branches and divisions in the TD were redeployed from their regular duties for the operation of the ETCC. During the period, more than 200 officers of the TD, consisting of mainly Transport Officers, Traffic Engineers, and Information Officers, attended to duties in the ETCC, providing additional support to handle traffic and transport issues in the affected areas, co-ordinating the changes in public transport services, devising suitable schemes to minimise the disruption to public transport services and passengers, as well as disseminating the latest traffic and transport information to the public. The above operation incurred an overtime allowance of \$117,000 for eligible staff and other miscellaneous expenses of \$108,000. No record was kept on the additional hours put up by officers who were not eligible for overtime allowance.
- (4) The TD has conducted risk assessments and formulated contingency plans for various major incident and public activity scenarios. These proved to be useful during the Movement. A major challenge for the Department was how to sustain the emergency mode of operation for a long period of time while taking due care of normal daily work. Extensive manpower deployment had to be initiated. Fortunately, staff at all levels were willing to work overtime to reduce the adverse impact of the Movement to the furthest extent possible. The experience gained from the Movement in respect of manpower deployment is invaluable to the Department.

- End -

¹ As the red minibuses (RMB) are operated on non-scheduled routes, the RMB operators can adjust the routing and fares to avoid the affected areas and in response to passenger demand.

CONTROLLING OFFICER'S REPLY

THB(T)189

(Question Serial No. 0916)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the following information regarding the loading of the Light Rail:

- (1) the design and actual loading of the Light Rail expressed in terms of the number of persons (standing) per square metre (ppsm) and the design and actual capacity;
- (2) the average frequency, journey time and maximum capacity of the Light Rail under maximum train frequency during peak hours and non-peak hours; and
- (3) whether the Government will review the feasibility of increasing capacity with the original design of the system or upgrading the existing system to increase the capacity. Are there any short-term measures to alleviate the overcrowded situation?

Asked by: Hon MAK Mei-kuen, Alice (Member Question No. 38)

Reply:

- (1) The design capacity of a Light Rail Vehicle is based on the total weight it can carry safely, with reference to the information provided by the manufacturers^{Note 1}. On this basis, the design capacity of a Light Rail Vehicle is around 240 persons^{Note 2}. How this design capacity could translate into passenger density in terms of ppsm would depend on the number of seats in a Light Rail Vehicle. There are four generations of Light Rail Vehicles in operation now, and vehicles of each generation vary slightly in their design capacity. On average, this design capacity of 240 persons could in theory be translated

^{Note 1} According to the MTR Corporation Limited (MTRCL), each Light Rail Vehicle can safely carry a total weight of around 13 700 kg.

^{Note 2} It is assumed that each passenger weighs, on average, around 57 kg (or 125 lb). This is the assumed average weight of all passengers, children or adults.

into a passenger density of about 8 ppsm for a single-set Light Rail Vehicle^{Note 3}.

In practice, a number of factors may affect the actual number of passengers that can be carried by a Light Rail Vehicle. These factors include the riding habits of passengers (e.g. increasing number of passengers using mobile devices, such as tablet computers or smart phones, thus taking up more space). Owing to these factors, in practice the maximum number of passengers that are carried by a single-set Light Rail Vehicle, as observed by the Transport Department (TD) during peak hours, is about 200. Service frequency standard of the Light Rail is maintained based on a carrying capacity of 200 and this translates into a passenger density of 6-7 ppsm.

- (2) There are currently 12 Light Rail routes, and most of the Light Rail stops are served by more than one route. The average combined frequency is around three to five minutes during morning peak hours, and six to eight minutes during non-peak hours at these stops. Special departures would be arranged on some busy Light Rail routes at certain busy sections to cater for the demand. The one-way schedule journey time of these 12 Light Rail routes range from about 15 minutes to 40 minutes, but the actual journey time may vary due to the traffic condition and the time taken by passengers to alight and board. According to the MTRCL, under the design capacity (as explained in (1)) of 240 persons for each Light Rail Vehicle, the maximum carrying capacity of the Light Rail network is about 36 000 persons per hour per direction. If the maximum carrying capacity of 200 persons per each Light Rail Vehicle is adopted, the maximum carrying capacity is about 30 000 persons per hour per direction.
- (3) The Government will carry out the Public Transport Strategy Study (PTSS) to systematically review the respective roles and positioning of public transport services (including the Light Rail) other than the heavy rails. As part of the review, the Government will examine the long-term development of the Light Rail, including the feasibility of increasing the carrying capacity with the original design of the Light Rail system, and the feasibility of upgrading the design of the existing Light Rail system to increase the carrying capacity. The Government will commence the review after the necessary resources and manpower required are approved under established procedures.

In the short term, the MTRCL has been deploying about 130 Light Rail Vehicles on average in the morning peak hours, and will flexibly adjust the frequency and arrange coupled-set departures or special departures to better cope with passenger demand. The TD will continue to conduct surveys from time to time to monitor the Light Rail service and liaise with the MTRCL on service improvement measures where necessary.

- End -

^{Note 3} As set out in the paper titled “Capacity and Loading of MTR Trains” submitted by the Transport and Housing Bureau to the Subcommittee on Matters Relating to Railways of the Panel on Transport of the Legislative Council in February 2014, the design capacity of train compartments of heavy rails is calculated based on accommodating up to 6 ppsm on average. All components of the existing heavy rail network are designed to be able to underpin this design capacity, while remaining safe. This covers, for example, the design of railway station structures (e.g. concourse and number of entrances/exits), platform size, passageways, and escalator throughput. Given the Light Rail is an at-grade system and is less complicated than heavy rails in terms of its infrastructure and station facilities, the carrying capacity of a Light Rail Vehicle mainly depends on the weight that can be safely carried by the vehicle and is not limited by other infrastructural matters (e.g. concourses and escalators) as in the case of heavy rails. As such, Light Rail Vehicles can accommodate more passengers than heavy rail trains with the same space.

CONTROLLING OFFICER'S REPLY**THB(T)190****(Question Serial No. 2427)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Since 20 January 2014, the implementation periods of the part-time pedestrian scheme in Sai Yeung Choi Street South (between Argyle Street and Dundas Street) have been shortened to from 4:00 pm to 10:00 pm on Saturdays, and from 12:00 noon to 10:00 pm on General Holidays. Please provide the statistics on pedestrian flow of the road section concerned during 4:00 pm to 10:00 pm on weekdays of January 2013 and January 2014; or during 4:00 pm to 10:00 pm on weekdays in 2013 and the same month; and the vehicular flow figures (by vehicle types) during 4:00 pm to 10:00 pm on weekdays after 20 January 2014.

Asked by: Hon MO Claudia (Member Question No. 36)Reply:

The TD conducted traffic surveys in Sai Yeung Choi Street South (between Argyle Street and Dundas Street) during the peak hours (7:00 pm - 9:00 pm) in March 2012, March and May 2014 and February 2015. The pedestrian flows are tabulated as follows:

Pedestrian flow (persons/hour)	March 2012	March and May 2014	February 2015
Weekday	12 000 - 13 500	10 000 - 11 500	11 500 - 14 000
Weekend	19 000 - 20 000	14 000 - 18 200	12 000 - 16 500

The traffic surveys revealed that around 40 to 55 vehicles per hour used the section concerned of Sai Yeung Choi Street South during the peak hours (7:00 pm - 9:00 pm) in March 2014, May 2014 and February 2015. The surveys did not record the vehicular flow by vehicle type.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)191

(Question Serial No. 2432)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The performance measures adopted by the Transport Department (TD) in respect of planning and development include public transport forward planning programmes processed, bus service rationalisation packages processed and bus-bus interchange (BBI) schemes introduced. The TD is also responsible for enforcing legislation such as Cap 230 and Cap 374 related to monitoring of public transport operators. Please advise this Committee of the following:

- (a) the staff resources and expenditure involved in enforcing legislation such as Cap 230 and Cap 374 related to monitoring of public transport operators in the past three years. Please reply in the following table:

2012-13				
Enforcement of legislation	Office	Rank	Number of staff	Expenditure involved
e.g. Section 18 of Cap 230				

2013-14				
Enforcement of legislation	Office	Rank	Number of staff	Expenditure involved
e.g. Section 18 of Cap 230				

2014-15				
Enforcement of legislation	Office	Rank	Number of staff	Expenditure involved
e.g. Section 18 of Cap 230				

- (b) information collected from the bus companies pursuant to Cap 230, including the number and capacity of the buses in use on each specified route, the date of site inspection, and the expenditure involved between January 2012 and March 2015. Please reply in the following table:

Date: (e.g. January 2012)				
Route number	Number of buses	Capacity	Date of site inspection	Expenditure involved

- (c) information collected from the bus companies pursuant to Cap 230, including the number of journeys, the total kilometres travelled, and the number of journeys originating from en-route stops by each such bus on each such route; the date of site inspection and the expenditure involved between January 2012 and March 2015. Please reply in the following table:

Date: (e.g. January 2012)					
Route number	Number of journeys per day	Total kilometres travelled	Number of bus trips originating from en-route stops	Date of site inspection	Expenditure involved

- (d) information collected from the bus companies pursuant to Cap 230, including the number of passengers carried by each such bus on each day on each such route; the receipts of each such route; and the date of site inspection and the number of staff and expenditure involved, on a monthly basis between January 2012 and March 2015. Please reply in the following table:

Date: (e.g. January 2012)					
Route number	Number of passengers carried per day	Revenue	Date of site inspection	Number of staff involved in site inspection	Expenditure involved

- (e) information collected from the bus companies pursuant to Cap 230, including the total kilometres lost each day in relation to each such route due to accidents, vehicle breakdowns and vehicle and staff shortages respectively; the date of site inspection and the number of staff and expenditure involved, on a monthly basis between January 2012 and March 2015. Please reply in the following table:

Date: (e.g. January 2012)					
Route number	Total kilometres lost due to accidents	Total kilometres lost due to vehicle breakdowns	Total kilometres lost due to vehicle and staff shortages	Number of staff involved in site inspection	Expenditure involved

Asked by: Hon MO Claudia (Member Question No. 42)

Reply:

- (a) The regulation and monitoring of public transport services under legislation Cap 230 and Cap 374 are mainly undertaken by the Bus and Railway Branch, the two Transport Operations Divisions of the New Territories and Urban Regional Offices, the Vehicle Safety and Standards Division, the Ferry and Paratransit Division, and the Public Vehicles and Prosecution Section in the TD. These divisions each are headed by an Assistant Commissioner, and supported by a total of about 140 staff of various ranks, namely Principal Transport Officer, Chief Transport Officer, Senior Transport Officer, Senior Engineer, Senior Motor Vehicle Examiner, Engineer, Transport Officer, Transport Executive, Motor Vehicle Examiner, Technical Officer and Transport Inspector. As these tasks are undertaken by the above staff as part of their normal duties, there is no separate breakdown of expenditure for these tasks.
- (b) to (e) The franchised bus companies are required to provide a proper and efficient public bus service. To facilitate the TD to closely monitor the bus service level, the franchised bus companies are required to submit their operating records on each route, including number of passenger carried, number of trips, operating mileages/kilometres, operating revenue and causes of lost trips, etc. to the TD. The TD closely monitors the level of franchised bus services through scrutinising the operating records provided by the franchised bus companies, and conducting site inspections and field surveys.

In addition, the TD engages contractors to conduct regular surveys to monitor the performance of the bus companies (e.g. surveys on bus availability and passenger occupancy). Ad hoc surveys (e.g. termini surveys, en-route stop surveys, journey time surveys and on-board surveys) and site inspections are also carried out to monitor bus service level, adequacy in meeting passenger demand and in response to complaints/ suggestions from the public or problems identified from the regular returns of bus companies. The numbers of surveys and site inspections conducted in 2012, 2013 and 2014 and the expenditure involved are as follows:

Survey types	Monitoring Surveys			Site Inspections		
	2012	2013	2014	2012	2013	2014
Number of surveys / site inspections conducted	1 465	2 207	2 933	267	168	459
Total expenditure (\$ million)	3.1	3.1	3.6	Absorbed by existing resources of the TD		

Some surveys and site inspections are conducted on an area or district basis for multiple purposes. There is no breakdown of the survey expenditure on the basis of route and data type. There are about 550 franchised bus routes in Hong Kong. Details of the three-year operating data on each route as requested are not readily available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)192

(Question Serial No. 0931)

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the provision required and operating expenditure for the Special Helping Measures (SHMs) provided to the six major outlying island ferry routes, please provide the following information:

- (1) for each ferry route under the SHMs, the respective amounts applied and approved, in respect of the respective items in the past three years: (a) reimbursing the operators of the ferry services concerned for the annual vessel survey fee and private mooring fee; (b) reimbursing pier electricity, water and cleansing charges; (c) reimbursing the balance of revenue foregone due to the provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement; (d) reimbursing vessel maintenance cost; (e) reimbursing the revenue foregone due to the provision of child fare concessions; (f) reimbursing the vessel insurance cost; and (g) launching "Visit Scheme to Outlying Islands";
- (2) the breakdown of the operating expenditure of providing the SHMs and the manpower establishment for the measures;
- (3) high fuel price is one of the reasons for the implementation of the SHMs. In the light of the recent drop in fuel price, will the Government consider imposing a fare adjustment clause to cater for both upward and downward adjustments in the future to ensure proper use of the public fund?
- (4) Will the Government consider extending the validity period of ferry licences to encourage ferry operators to make long term investment, so as to reduce the reliance on the SHMs?
- (5) Will there be other measures in the future to assist ferry operators in respect of non-fare box revenue?

Asked by: Hon TANG Ka-piu (Member Question No. 8)

Reply:

- (1) As at 28 February 2015, the total amounts applied for by the operators of the six major outlying island ferry routes¹ and approved by the Government under the SHMs in the past three financial years (2012-13, 2013-14 and 2014-15) are given in the following tables:

“Central – Cheung Chau”	Amounts applied and approved (\$'000)
(a) Waiving annual vessel survey fee and private mooring charge	791
(b) Reimbursing pier electricity, water and cleansing charges	4,427
(c) Reimbursing the revenue forgone due to provision of elderly fare concessions	4,407
(d) Reimbursing vessel maintenance cost	29,725
(e) Reimbursing the revenue foregone due to provision of child fare concessions	3,518
(f) Reimbursing vessel insurance cost	438
(g) Launching “Visiting Scheme to Outlying Islands”	861

“Inter-islands”	Amounts applied and approved (\$'000)
(a) Waiving annual vessel survey fee and private mooring charge	Not Applicable *
(b) Reimbursing pier electricity, water and cleansing charges	Not Applicable *
(c) Reimbursing the revenue foregone due to provision of elderly fare concessions	435
(d) Reimbursing vessel maintenance cost	Not Applicable *
(e) Reimbursing the revenue foregone due to provision of child fare concessions	61
(f) Reimbursing vessel insurance cost	Not Applicable *
(g) Launching “Visiting Scheme to Outlying Islands”	Not Applicable

* The only vessel operated on the Inter-islands ferry route is hired from another ferry operator, and the hiring charge has already included the relevant annual vessel survey fee and private mooring charge. The operation of the route also does not incur pier water, cleansing and electricity charges because the piers used by the route are either 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).

¹ The six major outlying island ferry routes include “Central – Cheung Chau”; “Inter-islands” serving Peng Chau, Mui Wo, Chai Ma Wan and Cheung Chau; “Central – Mui Wo”; “Central – Peng Chau”; “Central – Yung Shue Wan” and “Central – Sok Kwu Wan”.

“Central – Mui Wo”	Amounts applied and approved (\$'000)
(a) Waiving annual vessel survey fee and private mooring charge	425
(b) Reimbursing pier electricity, water and cleansing charges	3,090
(c) Reimbursing the revenue foregone due to provision of elderly fare concessions	2,982
(d) Reimbursing vessel maintenance cost	24,719
(e) Reimbursing the revenue foregone due to provision of child fare concessions	2,069
(f) Reimbursing vessel insurance cost	300
(g) Launching “Visiting Scheme to Outlying Islands”	240

“Central – Peng Chau”	Amounts applied and approved (\$'000)
(a) Waiving annual vessel survey fee and private mooring charge	188
(b) Reimbursing pier electricity, water and cleansing charges	1,960
(c) Reimbursing the revenue foregone due to provision of elderly fare concessions	4,332
(d) Reimbursing vessel maintenance cost	10,173
(e) Reimbursing the revenue foregone due to provision of child fare concessions	1,693
(f) Reimbursing vessel insurance cost	638
(g) Launching “Visiting Scheme to Outlying Islands”	228

“Central – Yung Shue Wan”	Amounts applied and approved (\$'000)
(a) Waiving annual vessel survey fee and private mooring charge	128
(b) Reimbursing pier electricity, water and cleansing charges	2,050
(c) Reimbursing the revenue foregone due to provision of elderly fare concessions	3,112
(d) Reimbursing vessel maintenance cost	10,245
(e) Reimbursing the revenue foregone due to provision of child fare concessions	3,986
(f) Reimbursing vessel insurance cost	1,290
(g) Launching “Visiting Scheme to Outlying Islands”	528

“Central – Sok Kwu Wan”	Amounts applied and approved (\$'000)
(a) Waiving annual vessel survey fee and private mooring charge	75
(b) Reimbursing pier electricity, water and cleansing charges	357
(c) Reimbursing the revenue foregone due to provision of elderly fare concessions	589
(d) Reimbursing vessel maintenance cost	2,016
(e) Reimbursing the revenue foregone due to provision of child fare concessions	488
(f) Reimbursing vessel insurance cost	309
(g) Launching “Visiting Scheme to Outlying Islands”	299

- (2) The work involved in administering the SHMs is carried out by existing resources and manpower of the Transport Department (TD).
- (3) The operating costs of ferry operators mainly consist of fuel cost, labour cost, maintenance cost and depreciation. The Government is aware of the recent drop in fuel price, but the other costs, notably the labour cost, have been on the rise in recent years. Against this background, the Government will conduct a mid-term review on the provision of the SHMs to the six major outlying island ferry routes in late 2015 / early 2016, as part of the Public Transport Strategy Study (PTSS), which will examine the role of ferries vis-à-vis other public transport services and possible ways to maintain their long term financial viability.
- (4) Under section 29 of the Ferry Services Ordinance (Cap 104), a licence may be granted for any period not exceeding three years, and the Commissioner for Transport may extend the licence for a further period or periods not exceeding three years so that the period for which the licence was granted together with all extensions thereof shall not exceed in the aggregate a period of ten years. The Government notes that some ferry operators consider a longer ferry licence period may facilitate their longer term investment. The Government will consider this suggestion as part of the mid-term review on the provision of the SHMs to the six major outlying island ferry routes, as part of the PTSS, to be conducted in late 2015 / early 2016.
- (5) The Government has been encouraging ferry operators to generate non-fare box revenue to cross-subsidise ferry operation, and pier rental income is one of the major sources of their non-fare box revenue. In this connection, the Government has streamlined the approval procedures for applications from ferry operators for subletting surplus areas of ferry piers for other purposes to generate rental income. The TD will continue to explore other possible and feasible measures to facilitate ferry operators to increase non-fare box revenue.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0932)

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:

In respect of the work of the Transport Department (TD) in handling the registration of vehicles, and issue and renewal of vehicle and driving licences, please provide the following information concerning service demand and issue of licences for Lantau taxis:

- (1) What were the results of the surveys on the overall level of taxi services in Lantau conducted by the TD last year? What were the number of staff and expenditure involved in the surveys?
- (2) How many complaints about inadequate Lantau taxi service were received by the TD in recent years? Did the TD follow up the complaints with the trade and what were the details?
- (3) With the commissioning of the Hong Kong-Zhuhai-Macao Bridge in late 2017, there would be increase in passenger flow to and from Lantau. The Traffic and Transport Subcommittee of the Lantau Development Advisory Committee has proposed issuing additional Lantau taxi licences. When will the TD review the licensing issue of Lantau taxi? According to the TD's assessment, how many additional Lantau taxi licences are required?

Asked by: Hon TANG Ka-piu (Member Question No. 19)

Reply:

There are three types of taxis operating in Hong Kong, namely urban taxis, New Territories (NT) taxis and Lantau taxis. All three types of taxis can provide service on the Lantau Island. Specifically, Lantau taxis can only provide service within the Lantau Island (including the Airport). Urban taxis can serve north Lantau and the Airport, but not south Lantau. NT taxis can provide service in and between their operating areas in the NT, the Airport and the Hong Kong Disneyland using prescribed routeings.

Every year, the TD conducts surveys on the overall taxi service level in order to better understand passenger demand for such taxis and their operating conditions. The surveys are conducted through on-site observations, as well as collection of views from the taxi trade and the passengers. In 2014-15, \$1.27 million was spent on engaging a consultant to conduct such surveys. There is no breakdown on the expenditure involved for surveys particularly on the taxi service level in Lantau. The monitoring and follow-up work of the surveys is absorbed by the TD's existing manpower.

In 2014, we conducted surveys at 12 major taxi stands in Lantau (including those in south Lantau, Tung Chung, the Hong Kong Disneyland and the Airport). The surveys revealed that the average waiting time for the three types of taxis was about a few minutes on average. However, due to the influx of visitors to Lantau during certain peak periods on holidays (especially during festive seasons), the longest waiting time for a Lantau taxi at popular tourist spots could be over 30 minutes, which was comparatively longer than that for urban and NT taxis.

The numbers of complaints received by the TD about Lantau taxi service were 13, 27 and 28 in 2012, 2013 and 2014 respectively. The TD keeps record of these complaints, takes appropriate follow-up action(s), and strengthens its communication with the taxi trade to make appropriate arrangements to cater for the passenger demand at different locations and periods. For instance, the Lantau Taxi Association (the Association) will remind its member drivers to flexibly deploy taxis to first serve passengers waiting at the taxi stands during peak periods to enhance service efficiency. Depending on the passenger demand at the Airport, the Airport Authority Hong Kong will also liaise with the Association where necessary for appropriate vehicle deployment.

As for the issue of new Lantau taxi licences, it is the Government's established policy to issue new taxi licences as and when necessary, having regard to factors including the demand for taxi services, the operating condition of the taxi trade, the operation of the public transport system as a whole, and the likely impact of any increase in the number of taxis on the traffic conditions. We are mindful that the future development on the Lantau Island (such as the opening of the Hong Kong-Zhuhai-Macao Bridge) and the projected growth of local population visitors would give rise to additional transport demand. The TD will continue to closely monitor the situation, review the service level of public transport on the Lantau Island at an appropriate juncture, and consider service enhancement as the need may arise. Meanwhile, the TD will continue to listen to the views from various parties, and closely monitor the development of the taxi trade and the taxi service level.

Furthermore, one of the topics that the Government will cover under the Topical Study of the Public Transport Strategic Study is taxi service. We will review whether the existing supply of taxi service can meet demand, having regard to the implications of any possible increase in the supply of taxis for other public transport services and new demand that may arise from the opening of new railway lines and various major infrastructure. It is expected that the Topical Study on taxi service will be completed within 2015, and we will brief the Legislative Council Panel on Transport on the outcome when ready.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)194

(Question Serial No. 0951)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the work of the Transport Department (TD) in regulating and monitoring public transport services, please provide the following information regarding the casualties of MTR passengers, cases of passenger-on-track, animals or other foreign objects on track:

- (1) breakdown of the casualties of MTR passengers (including the Light Rail) from 2013 to 2015 by railway equipment involved, seriousness of the injuries, and whether they were reportable accidents to the Electrical and Mechanical Services Department (EMSD);
 - (i) escalator / travelator
 - (ii) train door
 - (iii) platform gap
 - (iv) platform screen door / automatic platform gate
 - (v) lift
 - (vi) track
 - (vii) miscellaneous
- (2) breakdown of the passenger-on-track cases by MTR station and seriousness of the injuries from 2014 to 2015; and
- (3) breakdown of the number of railway service disruption caused by intrusion of foreign objects or animals into track area, the kind of foreign objects or animals, duration of service disruption, time to resume service, and the follow-up actions taken by the MTR Corporation Limited (MTRCL) from 2013 to 2015.

Asked by: Hon TANG Ka-piu (Member Question No. 27)

Reply:

- (1) The figures on casualties of MTR passengers (including the Light Rail) from 2013 to February 2015 reported to the EMSD are as follows:

Railway equipment involved in the accident	2013			2014			2015 (Up to 28 February)		
	Number (No.) of accidents	No. of injuries	No. of fatalities	No. of accidents	No. of injuries	No. of fatalities	No. of accidents	No. of injuries	No. of fatalities
Escalator / Travelator	605	674	0	614	682	0	72	76	0
Train door	141	143	0	118	124	0	9	9	0
Platform gap	151	151	0	132	132	0	12	12	0
Platform screen door / Automatic platform gate	27	27	0	18	18	0	0	0	0
Lift	4	4	0	7	7	0	0	0	0
Miscellaneous	152	232	3	109	133	0	12	13	0
Total	1 080	1 231	3	998	1 096	0	105	110	0

The above figures exclude cases of suicide / attempted suicide, accidents due to passengers' own sickness and trespassing. "Miscellaneous" refers to cases involving passengers or members of the public tripping or falling as a result of losing balance, and Light Rail accidents involving pedestrians or vehicles on the road. There is no individual breakdown on "minor injuries" and "serious injuries".

- (2) Breakdown of figures on passenger-on-track cases by MTR station from 2014 to February 2015 is as follows (the stations not mentioned have nil case):

Railway Line / Station	2014			2015 (Up to 28 February)		
	No. of accidents	No. of injuries	No. of fatalities	No. of accidents	No. of injuries	No. of fatalities
East Rail Line						
Hung Hom	0	0	0	1	0	0
Mong Kok East	5	1	0	0	0	0
Tai Wai	2	1	1	0	0	0
Kowloon Tong	3	0	0	1	0	0
Sha Tin	5	1	1	1	0	0
Racecourse	1	0	0	0	0	0
Fo Tan	2	0	0	0	0	0
Tai Po Market	4	1	0	0	0	0
Tai Wo	1	0	0	0	0	0
Fanling	2	0	1	1	0	0
Sheung Shui	1	0	0	0	0	0
Lok Ma Chau	3	0	0	0	0	0
Lo Wu	9	1	0	2	0	0
Total	38	5	3	6	0	0
Ma On Shan Line						
Tai Shui Hang	1	1	0	0	0	0
Wu Kai Sha	1	1	0	0	0	0
Total	2	2	0	0	0	0

Railway Line / Station	2014			2015 (Up to 28 February)		
	No. of accidents	No. of injuries	No. of fatalities	No. of accidents	No. of injuries	No. of fatalities
West Rail Line						
Hung Hom	2	1	0	0	0	0
Total	2	1	0	0	0	0

- (3) Breakdown of figures on train service disruption of eight minutes or above caused by intrusion of foreign objects or animals into track area from 2013 to February 2015 is as follows:

Year	Cause, Number of Incidents and Range of Delay						Total
	Animal ^{Note 1}			Foreign Objects ^{Note 2}			
	8-30 minutes	31-60 minutes	61 minutes or above	8-30 minutes	31-60 minutes	61 minutes or above	
2013	1	0	0	7	1	1	10
2014	11	0	0	13	0	1	25
2015 (up to 28 February)	1	0	0	2	0	0	3

Note 1: Animals causing train service disruption included dogs, cats and birds.

Note 2: Foreign objects causing train service disruption included fallen trees, sky lanterns, plastic sheets, metallic balloons, etc.

The MTRCL has implemented a series of improvement measures. They include strengthening boundary fencing to prevent dogs from intruding into track, providing training and tools for staff to handle animal-on-track incidents, adopting cautious speed for trains in the affected track section while arranging staff to conduct an extensive search for the dogs, etc. If a dog is located on the track, train within the affected section will stop immediately until the dog has left the track, whether it has been guided away by staff or left on its own accord.

Objects that float in the air which may endanger proper railway operation are not allowed in MTR stations or trains according to the Mass Transit Railway By-laws (Cap 556B). The MTRCL has put up notices in stations informing passengers that metallic balloons are not allowed in railway premises, and the same piece of information is also set out in the MTR Safety Booklet available in Customer Service Centres.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)195

(Question Serial No. 2570)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) always monitors the traffic conditions in all districts. Please advise the monthly average speeds in the 18 districts in the past three years.

2014

	Central and Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Islands	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long
January																		
February																		
March																		
April																		
May																		
June																		
July																		
August																		
September																		
October																		
November																		
December																		

2013

	Central and Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Islands	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long
January																		
February																		
March																		
April																		
May																		
June																		
July																		
August																		
September																		
October																		
November																		
December																		

2012

	Central and Western	Eastern	Southern	Wan Chai	Kowloon City	Kwun Tong	Sham Shui Po	Wong Tai Sin	Yau Tsim Mong	Islands	Kwai Tsing	North	Sai Kung	Sha Tin	Tai Po	Tsuen Wan	Tuen Mun	Yuen Long
January																		
February																		
March																		
April																		
May																		
June																		
July																		
August																		
September																		
October																		
November																		
December																		

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 19)

Reply:

The TD has been closely monitoring the traffic situation on major trunk roads through conducting car journey time surveys (CJTS) annually on the Hong Kong Island, in Kowloon and the New Territories. The average journey speeds for the selected routes in each region were grouped and computed to derive the annual average speeds for the region. The main purpose of the CJTS is to assess the regional speeds of the Hong Kong Island, Kowloon and the New Territories. The average speed for individual districts tabulated below is for reference only, and should not be used as an indicator for the changes in the traffic condition of roads in that district.

The annual average speeds for the 18 districts in 2012 and 2013, calculated by grouping the selected routes under each district, are set out in the following table:

District	2013 (kilometre/hour)	2012 (kilometre/hr)
Central and Western	17	16
Eastern	32	30
Southern	26	30
Wan Chai	18	17
Kowloon City	19	20
Kwun Tong	31	30
Sham Shui Po	28	28
Wong Tai Sin	28	26
Yau Tsim Mong	18	19
Islands	73	79
Kwai Tsing	39	38
North	74	66
Sai Kung	33	32
Sha Tin	37	37
Tai Po	51	52
Tsuen Wan	40	39
Tuen Mun	40	41
Yuen Long	41	45

Due to the Occupy Movement from October to December 2014, the traffic situation was not normal and so the CJTS for 2014, originally scheduled to be conducted from September to December 2014, were postponed. The TD is still collecting data and so the average speeds for 2014 are not yet available.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)196

(Question Serial No. 2572)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with the Occupy Movement, special deployment of staff and resources was made by the Transport Department (TD). Please advise on:

- (1) the additional manpower and working hours incurred by the TD to handle the related work during the period from September to December 2014;
- (2) the additional staff cost involved;
- (3) the average additional working hours per staff?

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 21)

Reply:

The TD operates a 24-hour manned Emergency Transport Co-ordination Centre (ETCC) to handle traffic and transport incidents in the territory and disseminate timely traffic and transport information to the public. It is operated by the Transport Incident Management Section (TIMS) in the TD which comprises 38 staff of different grades and ranks, including Transport Officers, Engineers, Transport Controllers, Technical Officers and Clerical Officers.

During the Occupy Movement, the operation of the ETCC was escalated to the Joint Steering Mode from 28 September to 15 December 2014 round the clock. Apart from the regular staff of the TIMS, officers from other branches and divisions in the TD were also redeployed from their regular duties for the operation of the ETCC. During the period, more than 200 officers of the TD, consisting of mainly Transport Officers, Traffic Engineers, and Information Officers, attended to duties in the ETCC, providing additional support to handle traffic and transport issues in the affected areas, co-ordinating the changes in public transport services, devising suitable schemes to minimise the disruption to public

transport services and passengers, as well as disseminating the latest traffic and transport information to the public.

The special operation during the Occupy Movement incurred an overtime allowance of \$117,000 for eligible staff and other miscellaneous expenses of \$108,000. Regarding working hours, the average additional working hours of each Transport Controller was about 78 hours and that of each Technical Officer was about 23 hours. Officers of other ranks were deployed to attend to duties in the ETCC on a rotation basis in addition to their normal work. No record was kept on the additional hours that these officers worked as they are not eligible for overtime allowance.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)197

(Question Serial No. 1135)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Budget has mentioned that free online government information will be released in digital formats to encourage development of more applications by start-ups. Major cities around the world are pursuing development of intelligent transportation, making use of smartphones to acquire real-time traffic and transport information, and through the opening up of traffic data, applying information technology to study traffic problems and enhance the management and operation of the transport system. Please advise on the arrangements for the dissemination of free traffic and transport digital information online, including the details, specific information on the free dissemination arrangements, the expenditure, manpower, implementation plan and objective involved.

Asked by: Hon TSE Wai-chuen, Tony (Member Question No. 32)

Reply:

Since 2011, the Transport Department (TD) has been providing real-time road traffic data to the public free of charge vide the government Public Sector Information (PSI) portal, Data.One (<http://data.gov.hk>). The data includes traffic speed map, journey time indicators, special traffic news and traffic condition snapshot images. In 2013, the TD also added the provision of speed map panel images and public transport route and fare data through the portal. The objective is to facilitate the non-government sector to develop applications using the traffic and transport data. The resources and manpower required in releasing the information online for the public have been absorbed by the TD. The TD will continue to add more traffic and transport information via the government PSI portal as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)198

(Question Serial No. 0254)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the work of the Transport Department (TD) to monitor the MTR Corporation Limited's service readiness and commissioning of the West Island Line (WIL) and commence the implementation of the public transport re-organisation plan (PT Plan) after consultation to tie in with the opening of the WIL, please provide the following information:

- (1) Since the commissioning of the WIL, what are the patronage figures during morning and evening peak hours and the average daily occupancy rate?
- (2) Have the relevant District Councils requested to revise the PT Plan since the commissioning of the WIL? If yes, what are the finalised revisions?
- (3) Regarding the bus routes that are proposed to be introduced, amalgamated and diverted, and those with frequency adjustment and introduction of sectional fares in the PT Plan, please provide, by individual routes, (a) the average occupancy rate at peak period; (b) the average number of trips per hour; (c) the change in total patronage in percentage terms; (d) the change in the number of buses serving the routes upon re-organisation; and (e) the change in the number of drivers serving the routes upon re-organisation; and
- (4) In view of the substantial drop in the number of passengers of non-scheduled public light buses and taxis plying between the Mid-levels / Central and Western District and Wan Chai / Mong Kok, will the TD consider rescinding restricted zones near the WIL stations, providing more pick-up / drop-off facilities and devising other helping measures?

Asked by: Hon WONG Kwok-hing (Member Question No. 6)

Reply:

- (1) The WIL commenced operation on 28 December 2014, with the opening of two new stations, namely MTR Kennedy Town Station and MTR HKU Station, for public use. The average daily number of passengers using the WIL as at February 2015 was about 127 000, of which about 7% and 10% were recorded at the morning and evening peak hours respectively.
- (2) Upon the opening of the WIL, the TD has started implementing the PT Plan. One franchised bus and three green minibus routes for feeder services to the WIL stations were introduced. Frequencies of some franchised bus routes were adjusted in response to the changes in the travelling pattern of passengers. The remaining proposals under the PT Plan will be implemented in phases after the full opening of the WIL in late March 2015. So far, there is no further amendment made to the PT Plan.
- (3) Upon the opening of the WIL, the total patronage of the bus routes concerned under the PT Plan has dropped by about 25%. The average occupancy rate of the bus routes during the busiest half-hour of the peak period and the average number of trips per hour are summarised in Annex. Upon full implementation the PT Plan, it is expected that buses deployed to serve these bus routes can be reduced by about 85. The actual number of drivers affected by the PT Plan would depend on the progress of its implementation. The franchised bus operators have confirmed that they could fully accommodate the surplus drivers, if any, through internal redeployment and natural attrition.
- (4) There are pick-up and drop-off facilities for public light bus (PLB) and taxis outside the three new stations of the WIL. These include:
 - (a) at Kennedy Town Station -
 - (i) four PLB stands on North Street, Forbes Street and Davis Street (near Exits B and C);
 - (ii) two taxi stands on North Street and Cadogan Street (near Exits B and C); and
 - (iii) two general laybys without no-stopping restriction on Smithfield and North Street (near Exits A and B).
 - (b) at HKU Station -
 - (i) one general layby without no-stopping restriction on Pok Fu Lam Road (outside Exit A1); and
 - (ii) one general layby with restricted zone from 7 am to 7 am daily on Pok Fu Lam Road (outside Exit C1).
 - (c) at Sai Ying Pun Station (to open in late March 2015) -
 - (i) one taxi stand on First Street (near Exit B1); and
 - (ii) one general layby with restricted zone from 8 am to 10 am and from 5 pm to 7 pm daily on Bonham Road (outside Exit C).

Apart from the above-mentioned facilities, taxis have been issued with Restricted Zone Permits allowing them to pick up and drop off passengers at most road sections near the new stations. Furthermore, the TD has considered requests of the PLB trades for the relaxation of some prohibited and restricted zones at various locations having regard to actual traffic conditions and local views. A number of prohibited zones and restricted zones for PLBs have recently been relaxed, including the PLB restricted zone on King's Road westbound near Ming Yuen Western Street.

**Bus Routes under the Public Transport Re-organisation Plan
in connection with the Opening of the MTR West Island Line
(as at January 2015)**

Type of proposals (number of routes involved)	Route number	Origin - Destination	Average occupancy rate at the busiest half-hour during peak period	Average number of trips per hour
New route (1 route)	43M	Tin Wan – Shek Tong Tsui (near Hill Road) (Circular route)	59%	4
Route adjustment (including amalgamation and/or diversion) (28 routes)	1	Kennedy Town – Happy Valley (Upper)	51%	9
	2	Sai Wan Ho (Grand Promenade) – Central (Macau Ferry)	63%	6
	3B	Pokfield Road – Central (Man Kat Street Bus Terminus)	23%	6
	4	Wah Fu (South) – Central (Circular route)	49%	3
	4X	Wah Fu (South) – Central (Exchange Square) (Circular route)	62%	3
	5	Felix Villas – Causeway Bay (Whitfield Road)	51%	9
	5S	Sai Ying Pun (Centre Street) – Wan Chai (Queen’s Road East/Wong Nai Chung Road)	47%	13
	5B	Kennedy Town – Causeway Bay (Circular route)	38%	11
	5C	Shek Tong Tsui (Queen’s Road West) to Wan Chai (Luard Road)	30%	5
	5X	Kennedy Town – Causeway Bay (Whitfield Road)	55%	12
	5P	Kennedy Town to Wan Chai Ferry Pier	42%	2
	7	Shek Pai Wan – Central (Central Ferry Piers)	62%	6
	12M	Admiralty (Tamar Street) – Park Road (Circular route)	64%	4
13	Kotewall Road – Central (City Hall)	55%	7	

Type of proposals (number of routes involved)	Route number	Origin - Destination	Average occupancy rate at the busiest half-hour during peak period	Average number of trips per hour
	18	Sai Ying Pun (Whitty Street) – North Point (Healthy Street Central)	32%	10
	18P	Kennedy Town (Belcher Bay) – North Point (Healthy Street Central) / North Point Ferry Pier	44%	10
	18X	Kennedy Town – Shau Kei Wan	36%	6
	23B	Braemar Hill – Park Road / Robinson Road	17%	2
	40	Wah Fu (North) – Wan Chai Ferry Pier	50%	8
	40M	Wah Fu (North) – Admiralty (Government Headquarters)	43%	7
	40P	Wah Fu (North) to Robinson Road	41%	5
	43X	Wah Kwai Estate – Wan Chai (Harbour Road) (Circular route)	45%	3
	46X	Tin Wan – Wan Chai (Harbour Road) (Circular route)	56%	4
	70	Aberdeen – Central (Exchange Square)	80%	11
	70M	Wah Kwai – Admiralty (East)	75%	3
	104	Kennedy Town – Pak Tin Estate	75%	18
	113	Kennedy Town – Choi Hung	73%	9
	M47	Wah Fu (North) – Central (Hong Kong Station)	Ceased operation since 28 December 2014	
Frequency adjustment (10 routes)	10	Kennedy Town – North Point Ferry Pier	67%	13
	23	North Point Ferry Pier – Pokfield Road	58%	18
	71	Wong Chuk Hang – Central (Wing Wo Street) (Circular route)	88%	12
	101	Kennedy Town – Kwun Tong (Yue Man Square)	84%	20
	103	Pokfield Road – Chuk Yuen Estate	50%	8

Type of proposals (number of routes involved)	Route number	Origin - Destination	Average occupancy rate at the busiest half-hour during peak period	Average number of trips per hour
	103P	Pokfield Road to Mong Kok (Yim Po Fong Street)	30%	2
	904	Kennedy Town (Belcher Bay) – Lai Chi Kok	78%	8
	905	Wan Chai Ferry Pier – Lai Chi Kok	50%	14
	970	Cyberport – So Uk	76%	12
	970X	Aberdeen – So Uk	63%	10

- End -

CONTROLLING OFFICER'S REPLY

THB(T)199

(Question Serial No. 0391)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the work of the Transport Department (TD) in handling traffic and transport incidents in the territory, please provide the following information concerning the impact on road traffic during the Occupy Movement (the Movement):

- (1) Which major roads on the Hong Kong Island and in Kowloon were affected by the Movement, resulting in serious congestion? What were the percentage changes of daily vehicular flow, average travelling speed and travelling time of these roads compared with normal days? How much longer did heavy traffic flows persist compared with normal days?
- (2) What was the number of public transport routes affected and what were the frequency adjustments involved (please list, by public transport mode and the district they served, the total number of trips and patronage, and show the difference with those on normal days)?
- (3) There was special deployment of staff and resources within the TD during the Movement. Please provide details of the expenditure (with a breakdown by types and items) and the additional staff resource involved.

Asked by: Hon WONG Kwok-hing (Member Question No. 19)

Reply:

- (1) During the period from 28 September to 15 December 2014 when the Movement was underway, a number of major trunk roads on Hong Kong Island and in Kowloon, including parts of Connaught Road Central, Queensway, Harcourt Road, Gloucester Road, Yee Wo Street, Nathan Road and Argyle Street, were blocked. Alternative roads on the Hong Kong Island and in Kowloon, such as Lung Wo Road, Hennessy Road, Kennedy Road, Queen's Road East, Tai Hang Road, Bonham Road, Stubbs

Road and Waterloo Road, etc., became very congested. Although the TD did not conduct specific survey on the traffic flow, travelling speed and journey time on the affected roads before and after the Movement, the TD observed that the vehicle queues on various roads on the Hong Kong Island were significantly longer than usual, with slower traffic speed, resulting in longer travelling time. For example, the queue on Lung Wo Road in Central was extended to the Western Harbour Crossing; the queue on Gloucester Road in Wan Chai was extended to the Eastern Harbour Crossing; and the congestion at the Aberdeen Tunnel was extended to Tin Wan during peak periods.

- (2) Various public transport services were affected by road closure and traffic diversion during the Movement. As the affected areas changed from time to time, the operations of the affected public transport services were unstable. The TD and public transport operators had to make service changes promptly and flexibly in light of the actual road conditions, to maintain road-based public transport services and alleviate traffic congestion as far as possible. As such, there was no specified frequency adjustment of the affected public transport routes during the period. A summary table showing information on franchised bus, green minibus (GMB) and tram routes affected¹, districts served, and the percentage change in the number of trips and patronage during the Movement as compared with those in the same period in 2013 is as follows:

Public transport mode	Number of routes affected	Districts served	Percentage change during October to December in 2014 as compared with the same period in 2013	
			Average daily trips	Average daily passengers
Franchised bus	270	All 18 districts	about -11%	about -17%
GMB	29	Southern, Central and Western, Wan Chai, Eastern, Sham Shui Po, Yau Tsim Mong, Kowloon City and Kwun Tong	about -9%	about -7%
Tram	6	Central and Western, Wan Chai and Eastern	(see Note)	about -25%

Note: During the Movement, only short-haul tram service could be maintained when parts of the tram track were blocked. Tram journey was therefore shorter than normal, resulting in higher number of trips operated.

¹ The red minibuses and taxis operate non-scheduled routes.

- (3) During the Movement, the operation of the Emergency Transport Co-ordination Centre (ETCC) was escalated to the Joint Steering Mode from 28 September to 15 December 2014 round the clock. Senior officers of the TD were redeployed from their regular duties to man the ETCC. These officers provided joint steering on traffic and transport issues in the ETCC with a view to facilitating the traffic in the affected areas, co-ordinating the changes in public transport services, devising suitable schemes to minimise the disruption to public transport services and passengers, as well as disseminating the latest traffic and transport information to the public. For the whole period of the Movement, more than 200 officers of the TD, comprising Transport Officers, Traffic Engineers and Information Officers, had provided support for the ETCC. The above operation incurred an overtime allowance of \$117,000 for eligible staff and other miscellaneous expenses of \$108,000. No record was kept on the additional working hours of the TD officers other than the ETCC staff, as they were deployed to attend to duties in the ETCC on a rotation basis in addition to their normal work and they are not eligible for overtime allowance.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)200

(Question Serial No. 0611)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of planning and developing franchised bus, non-franchised bus, tram, taxi, ferry and public light bus services, formulating regulatory measures for the services and planning their related facilities, please provide the following information in connection with the demand and supply of public buses providing student transport service:

- (1) the number of student service vehicles in the past three years:
 - (a) non-franchised public buses (NFBs) with student service endorsement;
 - (b) private school buses operated directly by schools or school sponsoring bodies; and
 - (c) school private light buses;
- (2) the number of the NFBs providing school bus service during the periods before and after school as recorded last year in the annual survey on the utilisation of non-franchised buses conducted by the Transport Department (TD). Is the number of buses recorded able to meet the current demand for student service vehicles?
- (3) Operation of student service vehicles, in particular school private light buses, is not profitable. The trade has suggested increasing the seating capacity of nanny buses to improve their income. Would the Government consider the suggestion?

Asked by: Hon WONG Kwok-hing (Member Question No. 28)

Reply:

- (1) There are three types of student service vehicles (SSVs): (i) NFBs with student service endorsement; (ii) private school buses operated by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as "nanny vans"). The number of the SSVs by types in the past three school years is set out below:

	NFBs with student service endorsement ^{Note}	Private school buses operated by schools or school sponsoring bodies	School private light buses	Total
2014-15 (up to February 2015)	3 257	75	1 912	5 244
2013-14	3 445	71	1 775	5 291
2012-13	3 459	64	1 528	5 051

Note: The NFBs with student service endorsement can also apply for other types of service endorsement(s) from the TD to provide services for other types of passengers.

- (2) According to the survey conducted by the TD on the utilisation of the NFBs in 2014, about 70% (around 2 430) of the NFBs with student service endorsement were providing school bus service during the periods before and after school.

As observed from the information provided in (1), the number of the NFBs with student service endorsement has been decreasing since 2012-13. We also note that some schools indicated that they encountered difficulty in securing adequate school bus service. In this connection, one of the topics that the Government would cover under the Topical Study of the Public Transport Strategic Study is school bus service. We will review whether the existing arrangements concerning the NFBs with student service endorsement can meet demand. This Topical Study is near completion and we plan to brief the Legislative Council Panel on Transport on the outcome in April 2015.

- (3) The school private light bus has a maximum passenger seating capacity of 16. Any change in the seating capacity of a light bus requires legislative amendments.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)201****(Question Serial No. 1275)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the situation of designated car testing centres (DCTCs), please provide figures of the following in each of the past three years:

- (1) the number of private cars and light goods vehicles inspected at the DCTCs;
- (2) the waiting time for vehicle examination upon application;
- (3) the inspection time for each vehicle; and
- (4) the number of complaints received and the nature of complaints.

Does the Transport Department (TD) have any measures to improve the situation of the DCTCs? If yes, what are the details? If no, what are the reasons?

Asked by: Hon WONG Ting-kwong (Member Question No. 61)Reply:

- (1) At present, there are 22 DCTCs in Hong Kong. They are responsible for examining private cars and light goods vehicles not exceeding 1.9 tonnes. In 2012-13, 2013-14 and 2014-15, the numbers of private cars and light goods vehicles not exceeding 1.9 tonnes inspected at the DCTCs are as follows:

Financial year	Number of vehicle inspections	
	Private cars*	Light goods vehicles not exceeding 1.9 tonnes [#]
2012-13	280 000	350
2013-14	301 000	340
2014-15 (Estimate)	312 000	260

* Figures are rounded to the nearest thousand

Figures are rounded to the nearest ten

- (2) In 2012-13, 2013-14 and 2014-15, the average waiting time for vehicle examination was about one to two weeks, two to three weeks, and eight to ten weeks respectively, depending on the locations of the DCTCs.
- (3) The DCTCs have to examine the body structures, braking systems, light signals, etc. of vehicles to ensure road safety. Vehicles are also required to pass an exhaust emission test with a view to improving air quality. According to the information held by the TD, the time needed to complete the above tasks has remained at about 20 minutes.
- (4) In 2012, 2013 and 2014, the numbers of complaints received in relation to the DCTCs are as follows:

Year	Number of complaints	
	Booking arrangements	*Others
2012	3	16
2013	10	15
2014	157	28

* Including examination results, traffic issues and customer services, etc.

The TD has introduced a number of improvement measures to alleviate the queuing situation of the DCTCs. For example, the TD is computerising the procedures for making vehicle examination appointments at the DCTCs, and linking up the systems of the DCTCs to enable online checking of the appointment status at different centres by those who need vehicle examination service, so that they can arrange vehicle examination in a timely manner. The new system is scheduled for completion in mid-2015.

The TD also reminds those who need vehicle examination service to book their appointments early through various publicity means, such as posting notices and posters and distributing flyers. Indeed, those who need such service may arrange annual examinations for their vehicles four months before their vehicle licences are due to expire, so that they can avoid not being able to complete the annual examination procedures for their vehicles before the licenses expire.

In 2015-16, apart from the above on-going improvement measures, the TD is preparing for the promulgation of the updated requirements for new DCTCs shortly and will invite applications accordingly.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)202

(Question Serial No. 2630)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

How many applications for renovation or provision of bus stop facilities (including renovation of bus shelters, provision of advertisement panels, seats, vending machines and Wi-Fi facilities, etc.) were received from franchised bus companies in the past two years? Please provide information on (a) the dates of receipt of the applications; (b) the locations of the proposal; (c) the content of the proposal; (d) the name of the applicant; and (e) the date of approval / progress of applications being handled.

Asked by: Hon WU Chi-wai (Member Question No. 25)

Reply:

In 2013 and 2014, the Transport Department received a total of 122 applications for renovation or provision of bus stop facilities (including renovation of bus shelters, provision of advertisement panels, seats, vending machines and Wi-Fi facilities, etc.) from franchised bus companies.

Among the 122 applications, 74 applications were approved, 27 cases were rejected (mainly due to obstructions to pedestrians) and 21 applications are being processed. Details of these applications are at Annex.

Applications for Provisions of Bus Stop Facilities**(a) Approved applications**

	Application date	Location	Details	Bus company	Approval date
1.	11/1/2013	Fat Kwong Street near Shun Yung Street	To erect a new shelter	KMB	8/3/2013
2.	11/1/2013	Yeung Uk Road outside Citywalk	To erect a new shelter and advertisement panels	KMB	30/4/2013
3.	16/1/2013	Eastern Road near Kai Ching Estate & Tak Long Estate	To erect a new shelter and advertisement panels	KMB	20/2/2013
4.	8/2/2013	Tung Tau Tsuen Road, Mei Tung Estate	To erect a new shelter	KMB	6/3/2013
5.	20/2/2013	Sham Mong Road outside Fu Cheong Estate Car Park	To install seating benches	KMB	3/3/2014
6.	2/4/2013	Hiu Kwong Street opposite Leung Shek Chee College	To erect a new shelter	KMB	25/8/2014
7.	22/4/2013	Kwai Shing Circuit outside Lee Yat Ngok Primary School	To erect a new shelter	KMB	16/12/2013
8.	24/4/2013	Lung Cheung Road near Sha Tin Pass Road	To erect a new shelter and advertisement panels	KMB	31/10/2013
9.	26/4/2013	Hiu Kwong Street opposite Hiu Kwong Street Recreation Ground	To erect a new shelter	KMB	27/5/2014
10.	7/5/2013	162 Pok Fu Lam Road outside Pokfulam Village	To replace the existing shelter	CTB	22/7/2013
11.	15/5/2013	Po Yap Road outside Tseung Kwan O Plaza	To erect a new shelter	CTB	11/8/2014
12.	27/6/2013	Pak Tam Road Ko Tong Ha Yeung	To erect a new shelter	KMB	12/8/2013
13.	12/8/2013	King Ling Road opposite Tiu Keng Leng Public Transport Interchange	To erect a new shelter and advertisement panels	CTB	15/9/2014
14.	9/10/2013	Chatham Road North outside Hong Kong Polytechnic University Phase 8	To erect a new shelter and advertisement panels	KMB	13/3/2015
15.	9/10/2013	Castle Peak Road near Healey Mansion	To erect a new shelter	KMB	13/11/2013
16.	10/10/2013	Kwai Shing Circuit outside Shing Kwok House	To erect a new shelter	KMB	16/12/2013

	Application date	Location	Details	Bus company	Approval date
17.	10/10/2013	Sha Kok Street outside Pok Hong Estate	To erect a new shelter	KMB	2/7/2014
18.	11/10/2013	Hang Hong Street outside Yiu On Estate	To replace the existing shelter	KMB	13/3/2014
19.	11/10/2013	Shap Pat Heung near Emerald Green	To erect a new shelter	KMB	19/3/2014
20.	11/10/2013	Shap Pat Heung near Ma Tin Tsuen	To erect a new shelter	KMB	19/3/2014
21.	11/10/2013	Shap Pat Heung near Ma Tin Pok	To erect a new shelter	KMB	19/3/2014
22.	11/10/2013	Shap Pat Heung opposite Sereno Verde	To erect a new shelter	KMB	19/3/2014
23.	11/10/2013	Kam Tin Road near Tai Kong Po	To erect a new shelter	KMB	19/3/2014
24.	16/10/2013	Yuen Long (Fung Cheung Road) Bus Terminus	To erect a new shelter	KMB	19/3/2014
25.	16/10/2013	Yeung Uk Road outside House No. 85	To erect a new shelter and advertisement panels	KMB	21/3/2014
26.	16/10/2013	Lung Cheung Road near Shatin Pass Road	To erect a new shelter and advertisement panels	KMB	23/7/2014
27.	16/10/2013	Sham Mong Road outside Metro Harbourview	To erect a new shelter and advertisement panels	KMB	10/1/2014
28.	24/10/2013	Tai Chung Kiu Road outside Regal Riverside Hotel	To erect a new shelter and advertisement panels	LW	25/2/2014
29.	1/11/2013	Castle Peak Road outside Sea Crest Villa phase 3	To erect a new shelter and advertisement panels	KMB	22/1/2014
30.	1/11/2013	Kwai Shing Circuit outside Lam Woo Memorial Secondary School	To erect a new shelter	KMB	27/11/2014
31.	4/11/2013	On Yam Bus Terminus	To erect a new shelter	KMB	30/9/2014
32.	5/11/2013	Castle Peak Road near Hung Mo Kiu	To erect a new shelter	KMB	3/9/2014
33.	28/11/2013	Sham Shing Road outside Banyan Garden	To erect a new shelter	KMB	28/2/2014
34.	3/12/2013	Chuk Yuen Estate Bus Terminus	To replace the existing shelter	KMB	27/3/2014
35.	27/2/2014	Hiram's Highway Habitat	To erect a new shelter	KMB	14/7/2014
36.	27/2/2014	Fung Tak Road outside Chi Lin Nunnery	To provide seating benches, vending machines and free Wi-Fi service	KMB	31/10/2014
37.	18/3/2014	Castle Peak Road near Handsome Court	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015

	Application date	Location	Details	Bus company	Approval date
38.	18/3/2014	Ming Kum Road outside Po Tin Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
39.	18/3/2014	Tin King Road near Tin Lok House	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
40.	18/3/2014	Hoi Chu Road opposite Goodview Garden	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
41.	18/3/2014	Castle Peak Road outside Fu Tai Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
42.	21/3/2014	Po Fung Road outside Shun Tak Fraternal Association Leung Kit Wah Primary School	To erect a new shelter	CTB	11/8/2014
43.	21/3/2014	Man Tung Road outside Caribbean Coast Phase 1 Tower 3	To erect a new shelter	CTB	29/8/2014
44.	3/4/2014	Yuen Wo Road outside Wo Che Commercial Centre Wo Che Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	22/9/2014
45.	21/5/2014	Tai Po Road outside Kwong Fuk Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	20/8/2014
46.	22/5/2014	Tin Lung Road near Kenswood Court	To erect a new shelter and advertisement panels	LW	9/6/2014
47.	22/5/2014	Kwai Luen Road Westbound opposite Kwai Luen Estate	To erect a new shelter	KMB	30/9/2014
48.	23/5/2014	Castle Peak Road near Castle Peak Pier	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
49.	23/5/2014	Hoi Chu Road near Goodview Garden	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
50.	23/5/2014	Castle Peak Road near Hong Kong Gold Coast	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015

	Application date	Location	Details	Bus company	Approval date
51.	23/5/2014	Ming Kum Road near Po Tin Interim Housing	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
52.	23/5/2014	Tuen Mun Heung Sze Wui Road near Yau Oi Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
53.	23/5/2014	Castle Peak Road outside Fu Tai Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
54.	23/5/2014	Tai Hing Bus Terminus near Tai Hing Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
55.	23/5/2014	Tsun Wen Road near Tai Hing Sport Centre	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
56.	23/5/2014	Tuen Mun Heung Sze Wui Road near Oi Ting Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
57.	23/5/2014	Tuen Mun Heung Sze Wui Road near Siu Lun Court	To provide seating benches, vending machines and free Wi-Fi service	KMB	13/3/2015
58.	27/5/2014	Tsing Yi Road West opposite Cheung Hang Estate	To erect a new shelter	KMB	2/9/2014
59.	30/5/2014	Nam Wan Road near Tai Po Central	To provide seating benches, vending machines and free Wi-Fi service	KMB	29/8/2014
60.	30/5/2014	Nam Wan Road near Wan Tau Tong Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	29/8/2014
61.	30/5/2014	On Cheung Road near Tai Po Civic Centre	To provide seating benches, vending machines and free Wi-Fi service	KMB	29/8/2014
62.	30/5/2014	On Po Road near Yee Nga Court	To provide seating benches, vending machines and free Wi-Fi service	KMB	29/8/2014

	Application date	Location	Details	Bus company	Approval date
63.	30/5/2014	Ting Kok Road opposite Lung Mei	To provide seating benches, vending machines and free Wi-Fi service	KMB	29/8/2014
64.	30/5/2014	Fu Heng Bus Terminus near Fu Heng Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	29/8/2014
65.	30/5/2014	Wan Tau Street outside Tai Po Hui Market	To provide seating benches, vending machines and free Wi-Fi service	KMB	29/8/2014
66.	30/5/2014	Wan Tau Street opposite Tai Po Hui Market	To provide seating benches, vending machines and free Wi-Fi service	KMB	29/8/2014
67.	4/7/2014	Tin Sau Road opposite Ching Pik House, Tin Ching Estate	To erect a new shelter and advertisement panels	KMB	30/10/2014
68.	7/7/2014	Chai Wan Road near Lok Man Road	To erect a new shelter	CTB	9/1/2015
69.	22/7/2014	Shing Kai Road near Tak Long Estate	To erect a new shelter and advertisement panels	KMB	15/10/2014
70.	30/7/2014	Chun Wan Road opposite Hong Kong Air Cargo Terminals	To erect a new shelter	CTB	4/12/2014
71.	15/8/2014	Kwai Chung Road near Kwai Yik Road	To erect a new shelter and advertisement panels	KMB	5/2/2015
72.	15/8/2014	Wan Po Road Chiaphus Shinko Copper Alloy Co,Ltd.	To erect a new shelter and advertisement panels	KMB	14/1/2015
73.	15/8/2014	Hoi Chu Road opposite Goodview Garden	To erect a new shelter and advertisement panels	LW	13/3/2015
74.	14/10/2014	Yan King Road opposite Tseung Kwan O Police Station	To erect a new shelter	KMB	14/1/2015

(b) Rejected Applications

	Application date	Location	Details	Bus company	Reasons
1.	6/4/2013	King's Road outside Cityplaza	To erect a new shelter and advertisement panel	NWFB	The proposed site encroaches on a private lot.

	Application date	Location	Details	Bus company	Reasons
2.	21/5/2013	Clear Water Bay Road, Leung Fa Tin	To erect new shelter	KMB	The Sai Kung District Office would take up the construction of the bus shelter.
3.	10/10/2013	Shanghai Street outside House No. 372	To erect a new shelter	KMB	Obstructions to pedestrians
4.	18/10/2013	Waterloo Road outside YMCA	To erect a new shelter	KMB	Obstructions to pedestrians
5.	23/10/2013	Kai Tin Road outside House No. 63-65	To erect new shelter	KMB	Obstructions to pedestrians
6.	27/2/2014	Po Kong Village Road outside Po Leung Kuk No.1 W.H. Cheung College	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
7.	27/2/2014	Prince Edward Road East outside The Latitude	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
8.	27/2/2014	Prince Edward Road East outside Choi Hung Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
9.	27/2/2014	Fung Tak Road outside Fung Tak Park	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
10.	10/3/2014	Pak Wan Street outside Chak Tin House	To erect a new shelter	KMB	Subject to Pak Tin Estate Redevelopment
11.	10/3/2014	Pak Wan Street opposite Block 9	To erect a new shelter	KMB	Subject to Pak Tin Estate Redevelopment
12.	10/3/2014	Argyle Street outside House No. 163 (near Evangel Hospital)	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
13.	10/3/2014	Argyle Street outside House No. 125 (near CLP Power)	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
14.	10/3/2014	Prince Edward Road East near Sa Po Road	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
15.	3/4/2014	Che Kung Miu Road near Hin Keng Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians

	Application date	Location	Details	Bus company	Reasons
16.	3/4/2014	Hin Keng Bus Terminus	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
17.	3/4/2014	Tai Chung Kiu Road opposite Tsang Tai Uk	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
18.	3/4/2014	Tai Chung Kiu Road opposite Belair Garden	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
19.	3/4/2014	Tai Chung Kiu Road outside Garden Rivera	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians.
20.	3/4/2014	Ngau Pei Sha Street outside Yu Chui Court	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
21.	16/5/2014	Tung Tau Tsuen Road near Lung Wing House	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
22.	16/5/2014	Choi Hung Road near Ning Yuen Street	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
23.	16/5/2014	Tsz Wan Shan (South) Bus Terminus	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
24.	16/5/2014	Choi Hung Road near Sze Mei Street, San Po Kong	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
25.	16/5/2014	Prince Edward Road East near Ping Shek Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
26.	23/5/2014	Prince Edward Road West (near Regal Oriental Hotel)	To provide seating benches, vending machines and free Wi-Fi service	KMB	Obstructions to pedestrians
27.	16/10/2014	Castle Peak Road outside House No. 149-151	To erect a new shelter and advertisement panel	KMB	Obstructions to pedestrians

(c) Applications in progress

	Application date	Location	Details	Bus company	Update Progress
1.	12/8/2013	Shing Tai Road outside Paradise Mall West Wing	To erect a new shelter and advertisement panel	CTB	Local objection received due to obstruction to pedestrians in the first round of consultation. Working with parties concerned to address the objection
2.	3/3/2014	Liu To Road outside Cheung Hang Estate	To erect a new shelter	KMB	Bus operator revised the submission and local consultation is in progress.
3.	10/3/2014	Argyle Street opposite to House No. 106D (near Kadoorie Avenue)	To provide seating benches, vending machines and free Wi-Fi service	KMB	Pending further submission from bus operator
4.	3/4/2014	Ning Tai Road opposite Ocean View	To provide seating benches, vending machines and free Wi-Fi service	KMB	Pending further submission from bus operator
5.	3/4/2014	Sai Sha Road opposite Chung On Estate	To provide seating benches, vending machines and free Wi-Fi service	KMB	Pending further submission from the bus operator
6.	16/5/2014	Hang Fai Street near Yan On Estate	To erect a new shelter	KMB	Pending further submission from the bus operator
7.	23/5/2014	San Po Road outside Regal Airport Hotel	To provide seating benches, vending machines and free Wi-Fi service	KMB	Pending further submission from the bus operator
8.	23/5/2014	Oi Man Bus Terminus	To provide seating benches, vending machines and free Wi-Fi service	KMB	Pending further submission from the bus operator
9.	23/5/2014	Shing Kai Road (near Tak Long Estate)	To provide seating benches, vending machines and free Wi-Fi service	KMB	Pending further submission from the bus operator

	Application date	Location	Details	Bus company	Update Progress
10.	23/5/2014	Choi Wing Road outside Choi Lok House	To erect a new shelter	KMB	Pending further submission from the bus operator
11.	23/5/2014	Choi Wing Road opposite to Choi Tak Estate	To erect a new shelter and advertisement panel	KMB	Pending further submission from the bus operator
12.	27/5/2014	Choi Ha Road Choi Ying Estate opposite Ying On House	To erect a new shelter and advertisement panel	KMB	Pending further submission from the bus operator
13.	27/5/2014	Choi Ha Road Choi Ying Estate outside Ying On House	To erect a new shelter and advertisement panel	KMB	Pending further submission from the bus operator
14.	27/5/2014	Choi Ha Road outside Cheerful Court	To erect a new shelter	KMB	Pending further submission from the bus operator
15.	27/5/2014	Choi Ha Road opposite Cheerful Court	To erect a new shelter	KMB	Pending further submission from the bus operator
16.	6/6/2014	Kwun Tong Road opposite Kowloon Bay Railway Station	To erect a new shelter	KMB	Pending further submission from the bus operator
17.	24/7/2014	To Yuen Street outside Heung To Middle School	To erect a new shelter	KMB	Local consultation is in progress.
18.	30/7/2014	Tai Wo Hau Road outside Kwai Chung Shopping Centre	To erect a new shelter	CTB	Pending further submission from the bus operator
19.	12/11/2014	Kwun Tong Road near Lotus Tower	To replace the existing shelter	KMB	Local consultation is in progress.
20.	9/12/2014	Connaught Road Central outside Shun Tak Centre	To erect a new shelter	CTB	Local consultation is in progress.
21.	12/12/2014	Kin Tung Road near Caribbean Coast	To erect a new shelter	NLB	Pending further submission from the bus operator

Legend:

- CTB – Citybus Limited
- KMB – The Kowloon Motor Bus Company (1933) Limited
- LW – Long Win Bus Company Limited
- NLB – New Lantao Bus Company (1973) Limited
- NWFB – New World First Bus Services Limited

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2649)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work to “assist the Transport and Housing Bureau in studying and, where appropriate, taking forward the recommendations of the Transport Advisory Committee (TAC) for alleviating road traffic congestion”, please advise this Committee on whether the Transport Department (TD) will have measures in 2015-16 for ensuring the priority of public transport modes in the use of roads and controlling the growth rate of private cars? What is the expenditure involved?

Asked by: Hon WU Chi-wai (Member Question No. 44)

Reply:

It is our transport policy to promote public transport services. According priority use of the roads to public transport services is an established policy in promoting public transport services. Major measures include designating bus-only lanes and bus gates, imposing "no stopping restriction zones" in front of and behind busy bus stops, adjusting road traffic light signal control and improving road junction design. At present, there are over 23 kilometres of bus-only lanes and 16 bus gates. The expenditure of the above work forms part of the cost for traffic management measures. There is no separate breakdown for the cost of such work. When conducting the Public Transport Strategy Study, we will explore how to further promote the priority use of roads by public transport services.

The Government is committed to putting in place appropriate measures (including the control over the growth of private cars) to alleviate road traffic congestion. The Government has been adopting a three-pronged approach in tackling road traffic congestion, i.e. by improving transport infrastructure, expanding and improving the public transport system, and managing road use. The Government is also considering the recommendations put forward by the TAC in its “Report on Study of Road Traffic Congestion in Hong Kong”, which was submitted to the Secretary for Transport and Housing (STH) in December last year after a study conducted upon the invitation of the STH. The Government will respond to the recommendations once it is in the position to do so. Depending on the way forward, the Government will assess the financial and manpower resources required.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)204

(Question Serial No. 2650)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Committee of the initiatives taken last year in encouraging members of the public to use bicycles for short-distance travel, including the provision of infrastructure such as cycle tracks and bicycle parking spaces, bicycle carriage arrangements on public transport, public education and publicity. What are the estimated expenditure and manpower for encouraging members of the public to use bicycles for short-distance travel in the coming year?

Asked by: Hon WU Chi-wai (Member Question No. 45)

Reply:

The Government continues to promote a “bicycle friendly” environment in new towns and new development areas, improve existing cycle tracks and bicycle parking facilities, and enhance publicity and education on cycling safety.

Apart from the effort of the Civil Engineering and Development Department (CEDD) to put in place a trunk cycle track network connecting the New Territories East and the New Territories West, the CEDD also improved 760 metres of existing cycle tracks in new towns. As for cycle parking facilities, the Transport Department (TD) and the CEDD provided a total of about 1 200 additional bicycle parking spaces for public use last year. In addition, as part of a consultancy study on improving the cycle track network in the New Territories, the TD had drawn up a list of potential sites requiring improvement or addition of parking spaces in nine new towns, and consulted the public in November 2014. The TD is working on the preliminary proposals.

The Government continues to encourage public transport operators to allow the carriage of bicycles on board, provided that safety and passenger convenience are not compromised. Given that public transport is mainly used for carrying passengers and that it takes up about 90% of daily total commuting trips, the operators have to set appropriate rules governing the

carriage of bicycles on board, having regard to the occupancy situation and passenger safety and convenience.

With regard to public education and publicity, the Government continues to put great emphasis on cycling safety. The Road Safety Council (RSC) has been working in collaboration with the TD and the Hong Kong Police Force to promote cycling safety through different means, such as broadcasting education videos and announcements of public interest, distributing publicity leaflets, holding carnivals, conducting enforcement campaigns targeting misbehaving cyclists, and organising safe cycling training programmes, etc. The TD also maintains a one-stop information website, the “Cycling Information Centre”, in which the public can easily access cycling-related information such as safety tips, traffic rules and regulations, etc.

In 2015-16, it is estimated that the expenditure by the RSC on promoting cycling safety will be about \$600,000. Other on-going tasks to facilitate short-distance commuting mentioned above are undertaken as part of the duties of the relevant departments’ staff, and there is no separate breakdown.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)205****(Question Serial No. 1296)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Please inform this Committee the numbers of private cars and light goods vehicles inspected at the 22 designated car testing centres (DCTCs) and the average waiting time for vehicle examinations in the past three financial years (2012-13, 2013-14, and 2014-15). In view of the increasing number of vehicles requesting vehicle examinations for licence renewal, does the Transport Department (TD) have any short, medium, and long term measures, other than reminding car owners to make advance appointments, to meet the increasing demand on vehicle examination service? If yes, what are the details? If no, what are the reasons? In 2015-16, what measures will the TD take to shorten the waiting time?
- (2) Does the Government have any guidelines on performance measurement regarding the vehicle examination service provided by the DCTCs? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 12)Reply:

- (1) At present, there are 22 DCTCs in Hong Kong. They are responsible for examining private cars and light goods vehicles not exceeding 1.9 tonnes. In 2012-13, 2013-14, and 2014-15, the numbers of private cars and light goods vehicles not exceeding 1.9 tonnes inspected at the DCTCs are as follows

Financial year	Number of vehicle inspections	
	Private cars*	Light goods vehicles not exceeding 1.9 tonnes [#]
2012-13	280 000	350
2013-14	301 000	340
2014-15 (Estimate)	312 000	260

* Figures are rounded to the nearest thousand

[#] Figures are rounded to the nearest ten

In 2012-13, 2013-14 and 2014-15, the average waiting time for vehicle examination was about one to two weeks, two to three weeks, and eight to ten weeks respectively, depending on the locations of the DCTCs.

The TD has introduced a number of improvement measures to alleviate the queuing situation of the DCTCs. For example, the TD is computerising the procedures for making vehicle examination appointments at the DCTCs, and linking up the systems of the DCTCs to enable online checking of the appointment status at different centres by those who need vehicle examination service, so that they can arrange vehicle examination in a timely manner. The new system is scheduled for completion in mid-2015.

The TD also reminds those who need vehicle examination service to book their appointments early through various publicity means, such as posting notices and posters and distributing flyers. Indeed, those who need such service may arrange annual examinations for their vehicles four months before their vehicle licences are due to expire, so that they can avoid not being able to complete the annual examination procedures for their vehicles before the licenses expire.

In 2015-16, apart from the above ongoing improvement measures, the TD is preparing for the promulgation of the updated requirements for new DCTCs shortly and will invite applications accordingly.

- (2) The TD has been closely monitoring the performance of the DCTCs by carrying out on-site inspections. If any irregularities are found, depending on the seriousness and nature of the problems involved, the DCTC concerned will be subject to verbal or written warnings by the TD, and for serious malpractices, suspension or cancellation of their designation as car testing centres by the TD. Besides, vehicle examinations at the DCTCs must be conducted by the Approved Car Testers (ACTs) by following the procedures and requirements set by the TD. The ACTs are required to attend, complete and pass the refresher course provided by the TD regularly. Any suspected criminal activities will be referred to the law enforcement agencies for investigation.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)206****(Question Serial No. 1297)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

With reference to the performance measures in respect of licensing of vehicles and drivers, the compliance rate of “conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence” was only 42% in 2014. Though it had been increased when compared with the compliance rate of 29% in 2013, it was lower than the target compliance rate of 95%. As such, what are the measures to be implemented by the Transport Department (TD) to further increase the compliance rate?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 13)Reply:

There has been a continuous increase in the number of applications for road tests for motorcycle, private car and light goods vehicle driving licences received since 2010. The statistics in the past five years are set out below:

Year	Number of applications for road tests for motorcycle, private car and light goods vehicle driving licences	Percentage change over the previous year
2010	92 382	-
2011	100 860	+9.2%
2012	107 304	+6.4%
2013	124 565	+16.1%
2014	143 012	+14.8%

The TD has been strengthening the manpower for conducting road tests, resulting in some improvement to the compliance rate for conducting road tests within 82 days upon application although it is still lower than the target compliance rate of 95%. Having reached a record high of 16.1% annual growth rate in 2013, the demand for road tests has continued to register another 14.8% growth in 2014. To cope with the increasing demand,

the TD conducted another round of recruitment exercise of driving examiners, which was completed in the third quarter of 2014. Moreover, the TD will continue to better utilise the test slots released from postponement of tests and absence of candidates; and to allow for overbooking of tests appointments. The TD will monitor the situation closely, and consider further measures to improve the service.

Nevertheless, if the demand for road tests continues to grow in 2015, it is likely that there would be no significant improvement to the compliance rate in 2015 over 2014, as there is still considerable backlog to be cleared. Furthermore, the capacity of existing test centres and test routes has been used to the full with the latest addition of driving examiner manpower, and there is no room for further injection of manpower. In the past, local committees seldom supported the TD's proposal of introducing new test centres and test routes. In fact, some local committees have expressed their wish to have existing test routes removed. There are thus constraints in increasing the supply of driving test slots while the TD has no control over the growth in demand. There is also no scope for simplifying the content or shortening the duration of the tests, as learner drivers need to be thoroughly tested before an assessment can be made on whether their driving skills are up to the standard required for the issue of a driving licence. It is therefore doubtful if the setting of a target compliance rate can meaningfully reflect the TD's performance. The TD will consider whether the Department's performance in this area should be better reflected, in future Controlling Officer's Reports, by an indicator on the number of road tests arranged in a particular year as compared with that for previous year.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)207

(Question Serial No. 1298)

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:

In 2015-16, the Transport Department (TD) will continue to pursue legislative amendments on motor vehicle construction regulations. Please provide details of the work and the estimated expenditure involved.

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 14)

Reply:

The TD has been reviewing and updating legislation on motor vehicle construction on an on-going basis having regard to the development of automotive technologies. In 2015-16, the TD plans to continue working on updating the regulations on vehicle lighting and vehicle door systems, and other legislative amendments if needed. The work is absorbed by the TD's existing staff and do not require additional manpower resources.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)208

(Question Serial No. 1299)

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:

Please provide the numbers of Long Load, Excess Weight and Wide Load Permits issued by the Transport Department (TD) in 2014-15. Last year, the TD advised that the processing time in respect of Long Load Permit/Wide Load Permit was about three weeks while that for Excess Weight Permit was about two to two and a half months. According to these performance targets, what are the achievement rates? Will there be any measures in 2015-16 to speed up the processing of the permits?

Please also advise on the performance pledge on the issue of the permits; the number of applications which had failed to meet the performance pledge and the reasons; and whether the TD will consider allocating additional resources to speed up the processing of the permits concerned. If yes, what are the details? If no, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 15)

Reply:

The numbers of Long Load Permits, Wide Load Permits and Excess Weight Permits issued in 2014-15 (up to 28 February 2015) are appended below:

Financial Year	Number of Long Load Permits Issued	Number of Wide Load Permits Issued	Number of Excess Weight Permits Issued
2014-15 (up to 28 February 2015)	1 209	1 390	1 377

There is no performance pledge for the issue of the above permits. Under the established practice and procedures, each application will be considered on individual merits and the TD will consult other relevant departments, including the Hong Kong Police Force and/or the Highways Department, on each application. The processing time for an application

varies with the complexity of the case concerned, though in general, the processing time in respect of a normal case of application for Long Load/Wide Load Permit is about three weeks, while that for Excess Weight Permit is about two to two and a half months. Longer time would be required for complicated applications involving multi-routes or if an operating route is found unsuitable for passage of a long load/wide load or excess weight vehicle.

We will work closely with the relevant departments to speed up processing of the permit applications for better service delivery where practicable, and will consider deploying more existing staff to handle the applications as and when necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)209

(Question Serial No. 1300)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding green minibus (GMB) service, please advise the Committee of the following:

- (1) How many cancellation applications for GMB routes were received by the Transport Department (TD) in 2014? Please provide the route details and the reasons on which the cancellation applications were made;
- (2) Please provide details of the eight new GMB routes planned for introduction in 2015; and
- (3) For airport staff and Tung Chung residents, the transport services plying between the airport and Tung Chung are inadequate. Although there are a number of franchised bus routes providing the services, their frequencies are low due to insufficient patronage. To strengthen the transport services in the district, would the Government consider co-ordinating with the bus companies with a view to operating the GMBs with higher frequency during off-peak periods?

Asked by: Hon YICK Chi-ming, Frankie (Member Question No. 16)

Reply:

- (1) In 2014, the TD received applications for cancellation of seven GMB routes mainly due to low passenger demand and poor financial performance. The TD has reviewed the operating conditions of these routes together with the operators concerned and implemented measures, such as making adjustment to the frequency and operating hours of the routes, to improve their efficiency and financial viability. Of the seven routes, approval was given to cancel one route, i.e. Route 611C plying between Kwan Lok Lane and Fau Tsoi Street in Yuen Long.

- (2) The TD plans to introduce eight new GMB routes in 2015. Details are as follows:
- (i) Ko Yee Estate, Yau Tong – Kai Yan Street, Kowloon Bay (Circular)
 - (ii) Kai Ching Estate, Kai Tak – Wong Tai Sin Station (Circular)
 - (iii) Shui Chuen O, Sha Tin – Shek Mun Station
 - (iv) Shui Chuen O, Sha Tin – Hin Keng (Che Kung Miu Road)
 - (v) The Beaumont, Tseung Kwan O – Hang Hau (Circular)
 - (vi) Hung Shui Kiu (Hung Yuen Road) – Tin Shui Wai Station (Circular)
 - (vii) Anderson Road Development Area – Ngau Tau Kok (Jordan Valley North Road) (Circular)
 - (viii) Anderson Road Development Area – Kowloon Bay (Sheung Yee Road) (Circular)
- (3) At present, there are four regular franchised bus routes plying between the airport and Tung Chung. Their route numbers, origin / destination and frequency are as below:

Route Number	Origin / Destination	Frequency (minutes)
S1	Tung Chung Station Bus Terminus – Asia World-Expo (via Passenger Terminal Building) (Circular)	5 – 10
S52	Tung Chung (Yat Tung Estate Public Transport Terminus) – Airport (Aircraft Maintenance Area)	18 – 22
S56	Tung Chung Station Bus Terminus – Airport (Passenger Terminal Building) (Circular)	15 – 30
S64/S64X/S64C	Tung Chung (Yat Tung Estate Public Transport Terminus) – Airport (Passenger Terminal Building) via Tung Chung Station Bus Terminus (Circular)	10 – 20

Besides, passengers plying between Tung Chung and the airport may also use nine E-routes (namely E11, E21, E22/E22A, E23, E32, E33, E34A/E34B, E41 and E42). Their frequencies range from six to 30 minutes. The provision of franchised bus services is adequate to meet passenger demand.

The TD will consider strengthening public transport services, including the GMB, for commuting between the airport and Tung Chung when proven need arises. The GMB service is one of the options to be considered for meeting the proven needs. The TD will keep in view the situation.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)210****(Question Serial No. 1338)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please tabulate the number of parking spaces for coaches in each of the 18 districts for the last three years.

District	2012	2013	2014

Will the Government include the assessment of the demand for coach parking spaces in the work plan for 2015-16? What measures will be taken by the Government to alleviate the shortage of coach parking spaces in individual districts?

Asked by: Hon YIU Si-wing (Member Question No. 12)Reply:

The numbers of designated parking spaces for coaches in each of the 18 districts for the last three years are tabulated below:

District	2012	2013	2014
Central and Western	71	66	66
Wanchai	117	120	120
Eastern	349	326	326
Southern	236	251	257
Yau Tsim Mong	235	265	242
Sham Shui Po	397	438	491
Kowloon City	743	831	934
Wong Tai Sin	160	169	169
Kwun Tong	379	377	377

District	2012	2013	2014
Tsuen Wan	380	388	374
Tuen Mun	177	177	177
Yuen Long	381	362	376
North	100	74	74
Tai Po	143	147	205
Sai Kung	571	592	593
Sha Tin	240	251	251
Kwai Tsing	303	260	260
Islands	102	113	101
Total	5 084	5 207	5 393

The Government has been closely monitoring the demand and supply for coach parking spaces in various districts of Hong Kong and will continue to do so in 2015-16. Over the years, we have provided additional roadside coach parking spaces in appropriate locations, as long as road safety and other road users are not affected. We have also provided additional short-term tenancy car parks for the parking of coaches. In suitable new development sites, we have also requested developers to provide a specific number of parking spaces for coaches. We will continue the work on this front.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)211

(Question Serial No. 1410)

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the progress of Subhead 6064TR "Shatin to Central Link – construction of non-railway works – advance works"? What are the purposes for which the 2015-16 expenditure is to be used? Can the entire project be completed according to the anticipated date of completion as indicated in the Approved Estimate?

Asked by: Hon FAN Kwok-wai, Gary (Member Question No. 43)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The scope of the works under Subhead 6064TR "Shatin to Central Link – construction of non-railway works – advance works" comprises (a) reprovisioning of the International Mail Centre (IMC) at Hung Hom; and (b) reprovisioning works at the Harcourt Garden and the Hong Kong Park, to vacate relevant work sites at Hung Hom, the Harcourt Garden and the Hong Kong Park for the construction works of the Shatin to Central Link (SCL) and South Island Line (East) (SIL(E)).

The reprovisioning of the IMC was completed in June 2014 as originally scheduled. The reprovisioning works at the Harcourt Garden and the Hong Kong Park are being carried out in conjunction with the works at Admiralty Station for the SIL(E). The completion date of the reprovisioning of the Harcourt Garden and the Hong Kong Park originally scheduled for

end 2015 will be deferred due to the delay of the SIL(E). The new completion date is under review by the MTR Corporation Limited.

The anticipated expenditure in 2015-16 under Subhead 6064TR is for the finalisation of the works contracts of the reprovisioning of the IMC and the construction works for the reprovisioning works at the Harcourt Garden and the Hong Kong Park.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)212

(Question Serial No. 1544)

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

According to Subhead 6845TH “Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong boundary crossing facilities (HKBCF) – reclamation and superstructures”, the estimate for 2015-16 is \$7,339.35 million, representing a more than twofold increase over the revised estimate for 2014-15. What is the reason for the significant increase? What is the timetable for using the remaining provision? How can the progress of the project be expedited?

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 30)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

Subhead 6845TH “HZMB HKBCF – reclamation and superstructures” involves reclamation and construction of superstructure on the land formed. Superstructure works have commenced in phases since 2014. As more infrastructure works will take place in the coming year, the project expenditure is expected to increase substantially in 2015-16 compared with 2014-15.

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. Besides, Mr Li Chun-hong, the Director of the Guangdong Development and Reform Commission, advised at the press conference of the third session of the 12th Guangdong Provincial People's Congress held on 10 February this year that as the HZMB project encountered many unforeseen difficulties and technical problems, it appeared to be very difficult to commission the HZMB by end 2016.

As for the local projects in Hong Kong, according to the current progress, the HKBCF and the Hong Kong Link Road projects may not be completed in time by end 2016. The Highways Department (HyD) is reviewing the anticipated completion dates. Together with its consulting engineers and resident site staff, the HyD will closely monitor the works progress, supervise the contractors, ensure safety and quality of works, and endeavour to implement the projects to dovetail with the commissioning of the Main Bridge.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)213

(Question Serial No. 2510)

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

The project of Capital Works Reserve Fund Subhead 6561TH "Widening of Tolo Highway between Island House Interchange and Ma Liu Shui Interchange" was approved in 1998-99 and expected to be completed in 2005 (see <http://www.legco.gov.hk/yr98-99/chinese/fc/pwsc/papers/pw071026.pdf>).

Yet, the item still appears in Volume II of the Estimates for 2015-16, with over half of the approved estimate for the item unspent. In this connection, please answer the following questions:

- (1) While no expenses for the project under the estimate were recorded in the first few years, expenses were recorded again in 2013-14. What were the reasons?
- (2) What is the progress of the project? Has it been completed? If not, what are the reasons and the anticipated date of completion? If yes, why there are still expenses up to now?

Asked by: Hon LEONG Kah-kit, Alan (Member Question No. 29)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The scope of the "Widening of Tolo Highway between Island House Interchange and Ma Liu Shui Interchange" project (Public Works Programme (PWP) Item No. 6561TH) generally comprises the widening of the section of Tolo Highway between Island House Interchange and Ma Liu Shui Interchange from a dual three-lane carriageway to a dual

four-lane carriageway, the provision of a closed circuit television (CCTV) system, and the construction of noise barriers for the existing and planned developments in the vicinity.

Construction works of the 6561TH project commenced in March 1999 and were substantially completed in August 2003. After the finalisation of the construction contracts in 2006-07, no expenditure was incurred from 2007-08 to 2012-13.

Under the “Widening of Tolo Highway between Island House Interchange and Tai Hang” project (PWP Item No. 6843TH), an integrated Traffic Control and Surveillance System (TCSS) is being installed for the section of Tolo Highway between Tai Hang and Island House Interchange as well as the section between Island House Interchange and Ma Liu Shui Interchange for targeted completion in 2015. As the existing CCTV system installed under the 6561TH project had to be integrated with the TCSS mentioned above, some works were carried out in 2013-14 for the section between Island House Interchange and Ma Liu Shui Interchange under the 6561TH project to facilitate the integration. Expenditure of \$1.08 million was incurred in 2013-14 accordingly.

Under the 6561TH project, some noise barriers remain to be constructed to align with the programmes of the planned developments in the vicinity (such as the proposed hostels of The Chinese University of Hong Kong at Tai Po Area 39) to mitigate traffic noise impact when such developments materialise in future, according to the requirements set out in the Environmental Permit. In view of the latest programme of the planned developments, the Highways Department will make preparatory work for constructing certain sections of noise barriers. In 2015-16, the estimated expenditure for the preparatory work is \$0.5 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)214

(Question Serial No. 1142)

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding Subhead 6845TH "Hong Kong-Zhuhai-Macao Bridge Hong Kong boundary crossing facilities - reclamation and superstructures" under Infrastructure (Transport-Roads) of Head (706) Capital Works Reserve Fund, Contract No. HY/2010/02 awarded by the Highways Department (HyD) in 2011 at a total contract price of HK\$6.99 billion involves the construction of an artificial island of about 150 hectares. In this connection, will the Government provide information about: the total expenditure on the procurement of the sand and rock used for reclamation and the total volume of these materials, including that of the estimate in 2011 when the contract was awarded and in the latest estimate; the origin of the sand and rock, and information of its supplier; and the specifications and procedures adopted by the Government or the contractor in the procurement.

Asked by: Hon TSE Wai-chuen, Tony (Member Question No. 39)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

Construction materials including sand and rock used for reclamation under 6845TH "Hong Kong-Zhuhai-Macao Bridge Hong Kong boundary crossing facilities - reclamation and superstructures" are directly procured by the contractor under the terms of the relevant contract. The HyD pays the contractor on the completed works under the usual contract procedures, and does not have information on the purchase prices of individual construction materials. The contractor procured sand and rock mainly from Mainland sources. They have to comply with the standard specifications for these materials to be used in reclamation works for the project.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3283)

Head: (707) Capital Works Reserve Fund - New Towns and Urban Area Development

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) What is the progress of Subhead 7862TH "Tseung Kwan O - Lam Tin Tunnel – detailed design and site investigation"? On which areas will the expenditure for 2015-16 be used? Can the whole project be finished on the expected completion date as stated in the Approved Estimate?
- (2) What is the progress of Subhead 7865TH "Cross Bay Link, Tseung Kwan O - detailed design and site investigation"? On which areas will the expenditure for 2015-16 be used? Can the whole project be finished on the expected completion date as stated in the Approved Estimate?

Asked by: Hon FAN Kwok-wai, Gary (Member Question No. 44)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

- (1) The detailed design and site investigation works for the Tseung Kwan O - Lam Tin Tunnel (TKO-LTT) commenced in September 2013 and are progressing on schedule. The estimated expenditure in 2015-16 includes the consultants' fees for the detailed design, the cost of site investigation works and its associated supervision cost. It is anticipated that the detailed design and site investigation works for the TKO-LTT would be completed by end 2016 as scheduled.

(2) The detailed design and site investigation works for the Cross Bay Link (CBL) commenced in August 2014 and are progressing on schedule. The estimated expenditure in 2015-16 includes the consultants' fees for the detailed design, the cost of site investigation works and its associated supervision cost. It is anticipated that the detailed design and site investigation works for the CBL will be completed by end 2016 as scheduled.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3666)

Head: (28) Civil Aviation Department

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

Programme: (4) Air Traffic Engineering Services

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

In Matters Requiring Special Attention in 2015-16 under this Programme, it is mentioned that the Department would continue to work with the system contractor to resolve the outstanding issues of the new air traffic control (ATC) system and further enhance supervision, with a view to ensuring the early smooth transition of the air traffic control operations to the new ATC Centre. Please inform this Committee of the following:

- (1) What are the outstanding issues of the new ATC system? When will the new system become fully operational? Will it be later than scheduled? If so, what are the reasons?
- (2) What is the total expenditure on handling the new ATC system? Is it different from the original estimate?
- (3) What are the staffing dedicated to the above work and the estimated expenditure on annual emoluments for 2015-16?
- (4) What are the annual operating expenses, staffing and estimated expenditure on annual emoluments under this Programme for 2015-16?
- (5) What are the estimated annual operating expenses, staffing and expenditure on annual emoluments of the Department's Air Traffic Engineering Services Division (AESD) for 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 75)

Reply:

- (1) The Replacement of the ATC System project (the ATC replacement project) was implemented through eight major contracts. Seven of them have been substantially completed as scheduled, and put into operational use since 2013. The remaining Air

Traffic Management System (ATMS) is undergoing a series of stringent tests, and is expected to be completed for staff training which will last for nine months before it commences operation in the first half of 2016.

- (2) The latest estimated cost for the ATC replacement project is about \$1,452 million, which is within the approved funding of \$1,565 million by the Finance Committee.
- (3) The ongoing work for the implementation of the new ATC System will be absorbed by existing staff under Programme (3) - Air Traffic Management and Programme (4) - Air Traffic Engineering Services as part of their normal duties. There is no separate breakdown on the staff cost for the work.

(4) and (5)

The work involved under Programme (4) - Air Traffic Engineering Services is undertaken by the staff of the AESD. The total number of staff of the Division including general administrative support staff is 71. The total provision for the AESD for 2015-16 is \$300 million, comprising operating expenses of about \$259 million, and annual salaries in terms of notional annual mid-point salary of about \$41 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)217****(Question Serial No. 6927)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the respective number of injury on duty (IOD) and fatal IOD cases involving various ranks of Civil Aviation Department (CAD) employees in each of the past five years, as well as the ratio of these injury cases to the total staff in respective ranks. Please indicate the work of the CAD in preventing work injury and promoting occupational safety and health (OSH) each year.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 854)Reply:

A breakdown of the IOD cases in the CAD in the past five years is set out below –

Year	Rank	Number of Staff IOD (a)	Total Number of Staff in the Rank (b)	Percentage (a)/(b) x 100%
2010	Office Assistant	1	14	7.1
2011	Air Traffic Flight Services Officer II	1	26	3.8
	Motor Driver	1	10	10.0
2012	Air Traffic Control Officer II	1	126	0.8
	Technical Officer (Architectural)	1	1	100.0
2013	Senior Operations Officer (Airworthiness)	1	11	9.1
	Air Traffic Control Officer II	1	127	0.8
	Workman ^{Note}	1	3	33.3
2014	Motor Driver	1	11	9.1
	Clerical Assistant	1	21	4.8
	Total	10		

Note: Employed on non-civil service contract terms.

There are no fatal IOD cases in the past five years.

The CAD has all along attached importance to the OSH of its staff. A series of measures to promote the OSH have been implemented, including promulgation of the OSH policies, safety guidelines, preventive measures and the OSH-related training courses. The CAD undertakes periodic risk assessments, inspections and reviews of safety and health at the workplace. All the IOD cases will be investigated and followed up with improvement and preventive measures as appropriate. With a view to providing a safe working environment for staff, the OSH is also a regular discussion item at the Departmental Consultative Committee meetings held quarterly.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)218****(Question Serial No. 6928)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Air Traffic ManagementControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

What are the respective numbers of delay in departure and arrival flights over the past five years (with breakdown by duration of delay)?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 855)Reply:

The number and percentage of passenger flights delayed by more than 15 minutes ^(Note 1) at the Hong Kong International Airport in the past five years are shown in the table below:

Year	Delayed between 16 and 60 minutes				Delayed by more than 60 minutes			
	Arrivals		Departures		Arrivals		Departures	
2010-11	23 786	19%	21 260	17%	7 073	6%	6 907	5%
2011-12	26 204	19%	24 001	17%	6 818	5%	6 743	5%
2012-13	29 896	22%	27 863	21%	9 101	7%	9 145	7%
2013-14	35 339	23%	36 871	23%	11 639	7%	11 403	7%
2014-15 (Note 2)	33 585	24%	35 510	26%	11 927	9%	11 935	9%

Notes:

1. A flight is delayed when its actual arrival/departure time at the parking stand is later than the time of the slot allocated by the Civil Aviation Department.
2. Statistics up to 31 January 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)219

(Question Serial No. 6929)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the respective numbers of aircraft that made an emergency landing at the Hong Kong International Airport (HKIA) in each of the past five years?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 856)

Reply:

From 2010 to 2014, there were a total of four occurrences of aircraft making emergency landings at the HKIA, two of which took place in 2013, and the other two in 2014.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)220

(Question Serial No. 6930)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the respective numbers of air traffic incidents that occurred at the Hong Kong International Airport (HKIA) and their casualty tolls in each of the past five years?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 857)

Reply:

From 2010 to 2014, a total of three accident / serious incidents occurred at the HKIA, which all took place in 2010. Only one accident had resulted in injuries; in that accident, 63 persons were injured during the evacuation process.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3384)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

In view of the global development trend of major airports, an increasing number of commercial flights will change to satellite-based accurate navigation in the approach/ departure procedures. However, the Civil Aviation Department (CAD) has yet to take proactive actions to apply this technology and develop more flight paths for aircraft approach or departure in limited airspace. Will the Government inform this Committee of the following:

- (1) On the work to refine air traffic operating procedures and improve air traffic control and air navigation facilities, what were the expenditure in the past two years and the estimated expenditure in the coming year?
- (2) Though the Airport Authority Hong Kong has plans to include controllers responsible for "surface control" in its establishment, there has been a great shortage of air traffic control officers. Will the Government inform this Committee whether the CAD will improve the pay package of air traffic control officers or expand the training schemes for local air traffic control officers so as to retain talents; and of the average remuneration of local air traffic control officers in the past three years?
- (3) The time-keeping performance of airlines and other aircraft operators is affected by limitations posed by the existing aircraft stands. Will the Government inform this Committee of the expenditure and manpower involved in facilitating the CAD to monitor the time-keeping performance in the coming year; and whether the existing air traffic control system has been able to automatically perform the monitoring and statistical work?

Asked by: Hon FUNG Kin-kee, Frederick (Member Question No. 61)

Reply:

- (1) In the past two years, the CAD has already implemented a number of satellite-based Performance-based Navigation flight procedures at the Hong Kong International Airport (HKIA).

The CAD has also implemented a series of enhancement measures to air traffic operating procedures. These include refinement of aircraft arrival procedures, establishment of new holding patterns in the air and introduction of a dedicated Flow Management position, etc.

Enhancement of air traffic operating procedures and air traffic control service are undertaken by existing CAD staff as part of their normal duties under Programme (3). Regarding improvement of air navigation facilities, the CAD has continued to implement the latest satellite-based technology in enhancing flight tracking capabilities and flight safety. The actual expenditure incurred in 2013-14 was \$2.65 million and estimated expenditure of \$5.66 million and \$0.91 million will be incurred in 2014-15 and 2015-16 respectively.

The CAD will keep in view the latest technology development and the International Civil Aviation Organization standards to further enhance air traffic management in the Hong Kong Flight Information Region (HKFIR).

- (2) The CAD reviews the manpower resources of Air Traffic Controllers regularly in order to cope with the growth in air traffic at the HKIA as well as within the HKFIR. There are currently 102 Student Air Traffic Control Officers (SATCOs) and Air Traffic Control Officers III (ATCO IIIs) [training ranks in the Air Traffic Control Officer (ATCO) grade establishment] in the Air Traffic Controllers workforce. Majority of them are undergoing various stage of specialised training for taking up air traffic control duties. All the vacancies for SATCOs/ATCO IIIs have been filled and the CAD does not anticipate staff retention problems.

The annual salaries in term of notional annual mid-point salary for the ATCO grade at different ranks in the past three years are:

Rank	2012-13 (\$)	2013-14 (\$)	2014-15 (\$)
ATCO I	1,125,120	1,153,800	1,222,560
ATCO II	860,340	882,300	934,860
ATCO III/ SATCO	387,630	402,840	421,800

- (3) Monitoring of the time-keeping performance of airlines and other aircraft operators are undertaken by existing CAD staff as part of their normal duties under Programme (3). There is no separate breakdown of expenditure for such work.

The existing scheduling software is capable of producing the on-time-performance statistical data of airline operations. Those for general/business aviation operations are calculated manually. The actual monitoring work involves the CAD staff to

analyse the on-time-performance statistical data in order to identify any possible instances of intentional slot misuses and, where needed, to follow up with the operators concerned to stipulate the need for improvement.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5373)

Head: (28) Civil Aviation Department

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

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Has the Government been monitoring the noise level at Ma Wan on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the three-runway system (3RS) at the airport on the district? If yes, what are the details and estimated expenditure?
2. Has the Government been monitoring the noise level at Discovery Bay on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the 3RS at the airport on the district? If yes, what are the details and estimated expenditure?
3. Has the Government been monitoring the noise level at Tung Chung North on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the 3RS at the airport on the district? If yes, what are the details and estimated expenditure?
4. Has the Government been monitoring the noise level at Tung Chung South on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level

in the district, and assess the impact of the commissioning of the 3RS at the airport on the district? If yes, what are the details and estimated expenditure?

5. Has the Government been monitoring the noise level at Belvedere Garden on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district, and assess the impact of the commissioning of the 3RS at the Airport on the district? If yes, what are the details and estimated expenditure?
6. Has the Government been monitoring the noise level at Kingswood Villas on a regular basis and implemented improvement measures accordingly over the past five years? If yes, what are the details and expenditure involved? Does the Government have plans for a noise monitoring terminal in the district? If yes, what are the details and estimated expenditure? Will the Government formulate any measures to improve the noise level in the district? If yes, what are the details and estimated expenditure?

Asked by: Hon KWOK Ka-ki (Member Question No. 193)

Reply:

The Civil Aviation Department (CAD) monitors the daily noise level of aircraft, and has installed 16 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) at the following locations: Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverly Heights, Cloud View Road), Mid-Levels (Fairmont Gardens, Conduit Road), Tsing Lung Tau (Hong Kong Garden), Lantau (Sha Lo Wan), Tung Chung (Caribbean Coast), Ting Kau (Ma Wan Marine Control Centre), Ma Wan (Park Island), Tai Lam Chung Tsuen, Tsuen Wan (Greenview Court, Yau Kom Tau), Tsing Yi (Cheung Hang Estate), Sunny Bay (Siu Ho Wan MTRC Depot), Jardine's Lookout (Mount Butler Road), and Tsing Yi (Mount Haven, Liu To Road). The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website. Therefore, the noise level of aircraft in the vicinity of Ma Wan, Tung Chung and Tsuen Wan Belvedere Garden are under the monitoring by the CAD. As aircraft operating into and out of the HKIA normally do not overfly Discovery Bay and Tin Shui Wai Kingswood Villas, the CAD does not have any plan at this stage to install additional NMTs.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines 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 at reducing the number of aircraft overflying populated areas such as Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;
- (ii) between 11:00 pm and 07:00 am, subject to acceptable operational and safety consideration, aircraft departing to the northeast of the HKIA are required to use the southbound route via the West Lamma Channel. This measure aims at

reducing the number of aircraft overflying populated areas such as the Kowloon Peninsula and Hong Kong Island;

- (iii) aircraft departing to the northeast of the HKIA are required to adopt the noise abatement take-off procedures to reduce the noise impact on areas located in the vicinity of the HKIA. Aircraft adopting the procedures are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;
- (iv) all aircraft approaching the HKIA from the northeast between 11:00 pm and 07:00 am are required to adopt the Continuous Descent Approach (CDA), subject to operational considerations. As aircraft on the 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;
- (v) to reduce 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 (Chapter 3 noise standards) and the Civil Aviation (Aircraft Noise) Ordinance (Cap 312) are allowed to operate in Hong Kong. This measure is comparable to that of other major international airports;
- (vi) since February 2012, the CAD has implemented a set of flight procedures whereby aircraft which could use satellite-based navigation technology in their flights can adhere closely to the nominal centre line of the flight track, when the aircraft depart to the northeast of the HKIA and make south turn to the West Lamma Channel. This keeps the aircraft at a distance away from the areas in the vicinity of the flight paths and reduces the impact of aircraft noise on these areas; and
- (vii) starting from late March 2014, the CAD no longer allows aircraft which are marginally compliant with the Chapter 3 noise standards to land and take off in Hong Kong between 11:00 pm and 07:00 am. With effect from late October 2014, this measure has been extended to cover the whole day, thus further alleviating the aircraft noise impact on the local communities. Based on our latest statistics, a number of airlines have introduced quieter passenger and cargo aircraft such as B777-300ER, A330, A380, B777F, B787 and B747-8F. The CAD will continue to monitor and liaise actively with airlines on their progress in fleet modernisation.

The monitoring and implementation of the above noise abatement measures is undertaken by the CAD's existing staff as part of their normal duties under Programme (2).

As regards the aircraft noise under the 3RS operation, according to the aircraft noise impact assessment under the Environmental Impact Assessment Report approved by the Director of Environmental Protection (DEP), the six locations concerned are outside the Noise Exposure Forecast (NEF) 25 contours, which are used to forecast the impact of aircraft noise on the areas in the vicinity of the airport for land use planning purposes, under the 3RS operation scenarios. No adverse residual aircraft noise impact is identified to be associated with the operation of the 3RS project. Under the Environmental Permit issued for the 3RS project, the Airport Authority Hong Kong is required to submit an Aircraft

Noise Monitoring Plan to the DEP for approval no later than three months before the operation of the 3RS project, which will include the representative locations such as Tung Chung and Ma Wan.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)223

(Question Serial No. 4346)

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

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

Asked by: Hon MA Fung-kwok (Member Question No. 55)

Reply:

In accordance with the Standards and Recommended Practices (SARP) published by the International Civil Aviation Organization, the CAD conducts the SAREX from time to time with a view to enhancing the CAD's capabilities and strengthening its co-operation and co-ordination with other Government departments and agencies in the Mainland and overseas in search and rescue operations in the event of aircraft accidents.

While the CAD did not conduct a SAREX in the previous financial year, a paper exercise of search and rescue operation was conducted to enable staff to refresh their relevant skills and knowledge. The next SAREX is tentatively planned to be conducted in late 2015.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)224****(Question Serial No. 4218)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

- (1) Under the part on recurrent expenditure, it is stated that there will be deletion of 27 posts in 2015-16. What are the ranks and duties involved?
- (2) In respect of the Mandatory Provident Fund (MPF) contribution for the staff, the estimate for 2015-16 is \$440,000 less than that for 2014-15. Is it because all the 27 posts to be deleted are contract posts? If yes, what are the years of service of the staff concerned?
- (3) What will be the figures for retirement or natural wastage next year? Due to their departure, will the Department have to conduct recruitment exercise again next year or solve it by internal promotion?

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 65)Reply:

- (1) The ranks and duties of the 27 posts to be deleted are summarised as follows:

Rank	No. of Posts	Duties
Time-limited civil service posts to take forward specific initiatives		
Air Traffic Control Officer II	13	To assist in the early implementation stage of the new Air Traffic Control (ATC) systems, including the conduct of the tendering exercises, the finalisation of the system acceptance and integration testing procedures, the conduct of system acceptance, the design and evaluation of air traffic control and flight procedures of the new ATC systems, etc. The remaining work relating to the new ATC Centre will be handled by the existing staff resources.
Electronics Engineer/ Assistant Electronics Engineer	2	

Rank	No. of Posts	Duties
Permanent posts		
Special Driver	3	To support the operation of the existing ATC Centre which is separated from the Civil Aviation Department (CAD) Headquarters building at present. With the relocation of the ATC Centre to the CAD Headquarters building, which will commence operation in 2016, such posts will be deleted in 2015-16.
Motor Driver	3	
Clerical Officer	1	
Assistant Clerical Officer	1	
Clerical Assistant	2	
Office Assistant	2	
Total:	27	

- (2) The 27 posts to be deleted in 2015-16 are time-limited or permanent civil service posts which do not involve non-civil service contract positions. The decrease in provision for the MPF contribution in 2015-16 is mainly due to the transfer of a number of serving civil service officers from probationary terms to permanent terms, as a result of which the responsibility for making the MPF contribution will be transferred from the MPF Scheme to the Civil Service Provident Fund Scheme.
- (3) The estimated number of natural wastage in the CAD for 2015-16 is 17. The CAD will promote civil servants or recruit new officers through open recruitment as appropriate to fill the vacancies arisen in accordance with established mechanism.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)225

(Question Serial No. 3680)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

How will the Civil Aviation Department (CAD) use the 3 240 m² reserve area in the new CAD headquarters this year?

Asked by: Hon WONG Yuk-man (Member Question No. 56)

Reply:

The reserve area was built to accommodate the facilities of Air Traffic Control (ATC) Centre, supporting equipment, systems and facilities of the ATC Centre, the Aircraft Search and Rescue Coordination Centre, the Aeronautical Network Centre, the Training and Examination Facilities, the Operational Evaluation, Research and Development Facilities and the Ancillary Facilities. In the light of the recommendation made by the Director of Audit in its report, the CAD is consulting the Government Property Administrator to conduct an overall review of the space utilisation of the CAD headquarters building, taking into account the timing and operational requirements in the CAD's latest expansion plan, with a view to identifying any surplus space that should be made available to other users.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)226

(Question Serial No. 3681)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

How will the Civil Aviation Department (CAD) use the 1 500 m² of floor area in its new headquarters this year which has not been approved by the Government Property Agency (GPA) and the Property Vetting Committee (PVC) ?

Asked by: Hon WONG Yuk-man (Member Question No. 57)

Reply:

The CAD has obtained approval of the PVC to use part of the area for its office use. The remaining area will be taken up temporarily by other government departments after the relevant fitting out work is completed in the coming months, as agreed with the GPA.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3682)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

How will the Civil Aviation Department (CAD) utilise the 143 LCD video display units in the new CAD Headquarters? Will it consider handing them over to other government departments?

Asked by: Hon WONG Yuk-man (Member Question No. 58)

Reply:

The CAD has conducted a critical review on the operational needs for all the LCD video display units under the multi-media presentation system and the integrated information display system, and obtained the Financial Services and the Treasury Bureau's approval to retain those LCD video display units with genuine operational needs and to maximise their utilisation within the ambit. The CAD will work with relevant departments with a view to making gainful use of the surplus units, including redeploying to other bureaux / departments as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4327)

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding "providing information to the Transport and Housing Bureau (THB) for air services negotiations", please inform this Committee of the following:

- (1) What information did the Civil Aviation Department (CAD) provide to the THB for air services negotiations in each of the past three years?
- (2) Did the information mention, inter alia, the development of civil aviation in our neighbouring places and the development of low-cost carriers (LCC)? If yes, what are the details?
- (3) What will be the work details and the estimated expenditure in respect of the above matters in 2015-16?

Asked by: Hon WU Chi-wai (Member Question No. 80)

Reply:

- (1) The CAD provided information and statistics regarding airlines' operations on the relevant routes to the THB to facilitate air services negotiations with our aviation partners.
- (2) The information which the CAD provided to the THB was primarily information and statistics regarding airlines' operations on the relevant routes.
- (3) The CAD will continue to support the THB in air services negotiations by providing the necessary information and statistics on air services to and from Hong Kong. The work involved is undertaken by the existing staff of the Air Services and Safety Management Division as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)229

(Question Serial No. 4328)

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

Controlling Officer: Director-General of Civil Aviation (Norman LO)

Director of Bureau: Secretary for Transport and Housing

Question:

Please inform this Council of the estimated total expenditure on salaries, allowances and job-related allowances payable to the Director-General of Civil Aviation (DGCA) under the above Subhead in 2015-16.

Asked by: Hon WU Chi-wai (Member Question No. 81)

Reply:

For 2015-16, the notional annual salary at mid-point of the DGCA (D6) is \$2,644,200. There is no breakdown of provision for allowances by individual officer.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)230

(Question Serial No. 3762)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Acting Director of Civil Engineering and Development (F M LUK)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the construction works of the Tseung Kwan O-Lam Tin Tunnel (TKO-LTT) and the Cross Bay Link (CBL), can the Government advise:

- (1) What are the progress of the works to date, the latest anticipated completion dates and the estimated expenditure?
- (2) Has the expedition of works been considered? If yes, what are the impacts on the completion dates and the estimated expenditure?

Asked by: Hon TIEN Pei-chun, James (Member Question No. 64)

Reply:

The detailed designs for the TKO-LTT and the CBL projects commenced in September 2013 and August 2014 respectively. They are progressing on schedule for completion by end 2016. The estimated expenditures for the construction works of both projects are under review, and will only be available after the detailed designs are substantially completed.

Subject to the smooth progress of the works involved and the Legislative Council's funding approval for the construction works, according to current assessment, the proposed TKO-LTT is expected to be commissioned in 2020 at the earliest. We hope that the commissioning date of the CBL could dovetail with that of the TKO-LTT.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)231

(Question Serial No. 3763)

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

Question:

Regarding the works for the widening of Tai Po Road (Sha Tin Section), can the Government advise:

- (1) What are the progress of the works to date, the latest estimated completion dates and expenditure?
- (2) Has the expedition of progress of works been considered? If yes, what are the impacts on the completion dates and estimated expenditure?

Asked by: Hon TIEN Pei-chun, James (Member Question No. 65)

Reply:

- (1) The preliminary design and environmental impact assessment for the "Widening of Tai Po Road (Sha Tin Section)" project have been completed. We consulted the Traffic and Transport Committee of the Sha Tin District Council on the preliminary design of the project on 6 January 2015 and obtained its support. The project is planned to be gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap 370) in mid-2015. Subject to the funding approval of the Legislative Council (LegCo) in the 2014-15 legislative session, we plan to commence the detailed design and site investigation for the project in end-2015 for completion by end-2017. The estimated cost of the detailed design and site investigation for the project is \$43.2 million (in money-of-the-day prices).
- (2) We have reviewed the programme of the project taking into account the complexity of the works and technical constraints, such as temporary traffic diversions during construction. Subject to the progress of the pre-construction works (including detailed design and site investigation), we will seek funding from the Finance Committee in a timely manner for the construction works according to the established procedures for public works projects.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4329)

Head: (33) Civil Engineering and Development Department

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

Programme: (2) Port and Marine Facilities

Controlling Officer: Acting Director of Civil Engineering and Development (F M LUK)

Director of Bureau: Secretary for Transport and Housing

Question:

In last year's estimate, the Department mentioned in Matters Requiring Special Attention that it was ready to commence the construction of additional floors at Central Piers Nos. 4, 5 and 6. Please advise this Committee why this item has been deleted in this year's estimate?

Asked by: Hon WU Chi-wai (Member Question No. 82)

Reply:

When the proposal on the construction of additional floors at Central Piers Nos. 4, 5 and 6 was submitted to the Public Works Subcommittee under the Finance Committee in mid-2013, Members expressed concerns about matters relating to rental returns, as well as operation and management issues. The Transport and Housing Bureau (THB) has been looking into these matters to see how best such concerns can be addressed.

Meanwhile, the THB is working with the Development Bureau to explore the possibility of including the project covering Central Piers Nos. 4, 5 and 6 in the overall development plan for the new Central harbourfront to achieve greater benefits.

Having regard to the afore-mentioned development, and anticipated progress of the relevant examinations, no provision for the project has been included in the Estimates of Expenditure 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3672)

Head: (42) Electrical and Mechanical Services Department
Subhead (No. & title): (-) Not Specified
Programme: (2) Mechanical Installations Safety
Controlling Officer: Director of Electrical and Mechanical Services (CHAN Fan)
Director of Bureau: Secretary for Transport and Housing

Question:

The Government states in the Matters Requiring Special Attention in 2015-16 of this Programme that safety inspection and supervision of railway service provided by the MTR Corporation Limited (MTRCL) will be enhanced. Would the Government advise this Committee -

- (1) Why does the Government propose to enhance safety inspection and supervision of railway service? What are the details?
- (2) Does the Government propose to enhance safety inspection and supervision because of the deficiencies in the aforementioned work in the past? If yes, what are the deficiencies?
- (3) It is understood that the Railways Branch (RB) of the Electrical and Mechanical Services Department (EMSD) is responsible for safety inspection and supervision of railway service. Would the Government advise this Committee the operating expenditure, establishment, estimated annual payroll cost of staff in 2014-15, as well as the operating expenditure, establishment, estimated annual payroll cost of staff in 2015-16 of the RB respectively?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 81)

Reply:

- (1) & (2) The RB of the EMSD is responsible for monitoring the safety performance of the existing railway service and new railway projects. Since its establishment in February 2008 ^{Note}, the RB has been delivering its duties as the statutory regulatory authority on railway safety. Under the monitoring of the RB, the safety performance of railway service in Hong Kong has been maintained at an internationally-recognised high standard, and the number of railway incidents has also remained stable for the past few years. Nevertheless, in view of the

expanding railway network, increasing patronage and train frequency, major improvement works of the existing railway system and the new railway projects, the RB will need to enhance safety inspection and supervision of railway service provided by the MTRCL and the Corporation's implementation of new railway projects. The work plan of the RB includes:

- (i) to carry out safety vetting and on-site tests for new railway projects and major upgrading works of the existing railway system, to ensure that these new railway lines and facilities meet the relevant safety standards;
- (ii) to increase the number of safety inspections in the coming years in view of the increased train frequency and the expanded railway network; and
- (iii) to conduct supervisory audits for the established mechanisms of the MTRCL in respect of safety management and asset management, in order to monitor the safety performance of the MTRCL in a more comprehensive manner.

The above tasks will create additional workload to the RB. In this regard, the Government will strengthen the manpower of the RB to cope with the additional workload.

- (3) The establishment of the RB for the monitoring and regulation of the safety performance of the existing railway service and new railway projects in 2014-15 comprises one directorate, 13 professional and one technical staff. The annual expenditure of these posts in 2014-15 is about \$14.5 million. The number of staff in 2015-16 is expected to increase to 24 with nine additional officers, comprising two directorate (subject to the approval of the Finance Committee), five professional and two technical staff. The estimated annual expenditure of the strengthened establishment in 2015-16 is about \$22.7 million. We are seeking funding approval for the creation of the two directorate posts according to established procedures. The Subcommittee on Matters Relating to Railways of the Legislative Council Panel on Transport gave support to such proposal on 6 March 2015.

^{Note} Before the establishment of the RB, monitoring of railway safety was undertaken by the Hong Kong Railway Inspectorate under the Transport and Housing Bureau.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4743)

Head: (42) Electrical and Mechanical Services Department
Subhead (No. & title): (-) Not Specified
Programme: (2) Mechanical Installations Safety
Controlling Officer: Director of Electrical and Mechanical Services (CHAN Fan)
Director of Bureau: Secretary for Transport and Housing

Question:

The Matters Requiring Special Attention in 2015-16 under this Programme include the enhancement of safety inspection and supervision of railway service provided by the MTR Corporation Limited (MTRCL). Nevertheless, in 2014-15, the number of incidents occurred in the MTR system has increased sharply. Would the Government advise this Committee -

- (1) the total number of enquiries or complaints related to the MTRCL handled by the Department in 2014-15;
- (2) the percentage of the incidents investigated by the Department as against the overall number of incidents occurred in the MTR network; and
- (3) the operating expenditure, establishment and estimated annual payroll cost of staff involved in the inspection and supervision of railway service of the MTRCL in 2015-16.

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 143)

Reply:

- (1) In 2014, the Electrical and Mechanical Services Department (EMSD) processed 150 cases of enquiry / complaint related to the MTRCL.
- (2) Under the Mass Transit Railway Regulations (the Regulations) (Cap 556A), the MTRCL is required to report railway incidents which are safety-related to the EMSD. In 2014, the MTRCL submitted in total 576 railway-related incident^{Note} investigation reports to the EMSD, setting out details of the incidents, assessment by the Corporation and follow-up actions taken. The EMSD reviewed all reported incidents in detail, and carried out further investigation where necessary. Apart from the

aforementioned reportable safety-related railway incidents under the Regulations, the EMSD also investigated 75 railway incidents involving public concerns / media interest or complaints / enquiries.

- (3) The establishment of the EMSD for the monitoring and regulation of the safety performance of the existing railway service and new railway projects in 2015-16 is expected to comprise three directorate (two of which are subject to the approval of the Finance Committee), 18 professional and three technical staff. The estimated annual expenditure in 2015-16 is about \$22.7 million.

^{Note} Excluding incidents involving escalators, lifts and other facilities which are not directly related to train service.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4169)

Head: (42) Electrical and Mechanical Services Department
Subhead (No. & title): (-) Not Specified
Programme: (2) Mechanical Installations Safety
Controlling Officer: Director of Electrical and Mechanical Services (CHAN Fan)
Director of Bureau: Secretary for Transport and Housing

Question:

The Government states in the Programme that safety inspection and supervision of railway service provided by the MTR Corporation Limited (MTRCL) will be enhanced. Would the Government advise this Committee -

- (1) the number, relevant parts and results of the proactive investigations/inspections to the various electrical and mechanical systems of the MTRCL over the past two years; and
- (2) the details of enhancing the safety inspection and supervision as stated by the Government, and whether the Government will strengthen the relevant establishment in 2015-16 and what is the corresponding expenditure involved?

Asked by: Hon TANG Ka-piu (Member Question No. 49)

Reply:

- (1) In 2013 and 2014, the Electrical and Mechanical Services Department (EMSD) conducted 136 and 164 safety inspections/investigations respectively on various components and facilities of the MTR system, including trains, tracks, power supply equipment, signalling equipment and other railway equipment. The inspections/investigations did not reveal any systemic problem relating to operational safety of the MTR system.
- (2) The Railways Branch (RB) of the EMSD is responsible for monitoring the safety performance of the existing railway service and new railway projects. Since its establishment in February 2008 ^{Note}, the RB has been delivering its duties as the statutory regulatory authority on railway safety. Under the monitoring of the RB, the safety performance of railway service in Hong Kong has been maintained at an internationally-recognised high standard, and the number of railway incidents has also remained stable for the past few years. Nevertheless, in view of the expanding railway network, increasing patronage and train frequency, major improvement works of the existing railway system and the new railway projects, the RB will need to

enhance safety inspection and supervision of railway service provided by the MTRCL and the Corporation's implementation of new railway projects. The work plan of the RB includes:

- (i) to carry out safety vetting and on-site tests for new railway projects and major upgrading works of the existing railway system, to ensure that these new railway lines and facilities meet the relevant safety standards;
- (ii) to increase the number of safety inspections in the coming years in view of the increased train frequency and the expanded railway network; and
- (iii) to conduct supervisory audits for the established mechanisms of the MTRCL in respect of safety management and asset management, in order to monitor the safety performance of the MTRCL in a more comprehensive manner.

In 2015-16, the establishment of the EMSD for the monitoring and regulation of the safety performance of the existing railway service and new railway projects will be strengthened by addition of two directorate (subject to the approval of the Finance Committee), five professional and two technical staff. The estimated additional annual expenditure involved is about \$8.2 million. We are seeking funding approval for the creation of the two directorate posts according to established procedures. The Subcommittee on Matters Relating to Railways of the Legislative Council Panel on Transport gave support to such proposal on 6 March 2015.

Note Before the establishment of the RB, monitoring of railway safety was undertaken by the Hong Kong Railway Inspectorate under the Transport and Housing Bureau.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4518)

Head: (42) Electrical and Mechanical Services Department
Subhead (No. & title): (-) Not Specified
Programme: (2) Mechanical Installations Safety
Controlling Officer: Director of Electrical and Mechanical Services (CHAN Fan)
Director of Bureau: Secretary for Transport and Housing

Question:

With respect to the railway incidents investigated under the Programme, please advise this Committee if any serious incidents have been found in 2013 and 2014. If so, please advise on the details and whether there is any recommendation to the Transport and Housing Bureau (THB) for follow-up action?

Asked by: Hon WU Chi-wai (Member Question No. 95)

Reply:

In accordance with the Mass Transit Railway Regulations (Cap 556A) (the Regulations), the MTR Corporation Limited (MTRCL) has to notify the Electrical and Mechanical Services Department (EMSD) of any incident that has occurred at any part of the entire railway premises, which has a direct bearing on the safe operation of the railway. In 2013 and 2014, the total numbers of these incidents reported to the EMSD are 1 526 and 1 449 respectively.

Of the above incidents, two reportable accidents under Regulation 2 of the Regulations^{Note} occurred on 17 May 2013 and 18 November 2014. Details are as follows:

- (1) On 17 May 2013, a Light Rail Vehicle (LRV) derailed when making a turn enroute from the Hang Mei Tsuen stop to the Tong Fong Tsuen stop. Eighty-one passengers were injured. Subsequently, the MTRCL has provided more frequent reminders to LRV captains on the importance of safe driving. The MTRCL has also stepped up spot-checks on the speed of LRVs. In addition, the MTRCL has installed fixed speed cameras at appropriate locations. Legal proceedings against the LRV captain concerned were completed, and the LRV captain was convicted of committing a negligent act.
- (2) On 18 November 2014, an empty Kowloon-Guangzhou Through Train derailed when entering the Ho Tung Lau Depot from up track of the Racecourse Station via a divider

of a track. Investigation revealed that the incident was due to the deficiency of the divider. No one was injured. Subsequently, the MTRCL has enhanced its maintenance procedures and frequency for the relevant equipment to avoid reoccurrence.

The Transport Branch of the THB has been apprised by the EMSD and the Transport Department of details of these accidents and of follow-up actions required and taken.

^{Note} Under Regulation 2, an accident is notifiable if it occurs on the railway and –

- (a) as a result thereof any person dies or suffers serious injury; or
- (b) it involves a train (i) colliding with, or striking against, another train or any other object; or (ii) leaving the rails, and doing so either on a line used for the carriage of passengers or goods or both passengers and goods, or in circumstances where the normal operation of such a line is affected.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3899)

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:

According to some members of the local community, a significant number of developments are located near hillside in the Kwai Tsing District where there are many slopes. In this connection, will the Government advise on the following:

- (a) Over the past three years, what were the Government's manpower, expenses and measures involved in each year for the enhancement of pedestrian facilities including the provision of lifts, escalators, etc. in the district?
- (b) In the coming three years, will the Government continue to improve the pedestrian facilities? If yes, what are the manpower and expenses involved, as well as the details? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 62)

Reply:

The Government established in 2009 a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (hereafter referred to as hillside escalator links) to determine the priority for conducting preliminary technical feasibility studies for the 20 works proposals received at that time. On this, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the results were reported to the LegCo Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

Subsequently, upon reviewing the manpower resources, the Highways Department (HyD) has commenced the preliminary technical feasibility studies for the proposals ranked eleventh and twelfth. These two studies were completed in the second and third quarters of 2014 respectively. The 18 ranked proposals are listed below:

Rank	District	Proposal
1	Wong Tai Sin	Pedestrian Link at Tsz Wan Shan
2	Eastern	Braemar Hill Pedestrian Link
3	Kwai Tsing	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi
4	Central and Western	Escalator Link and Pedestrian Walkway System at Pound Lane
5	Kwai Tsing	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung
6	Kwai Tsing	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung
7	Kwai Tsing	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road, Kwai Chung
8	Wong Tai Sin	Pedestrian Link near Chuk Yuen North Estate
9	Kowloon City	Lift and Pedestrian Walkway System at Waterloo Hill
10	Kwai Tsing	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road
11	Kwai Tsing	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung
12	Kwun Tong	Lift and Pedestrian Walkway at Luen On Street
13	Kwun Tong	Yuet Wah Street Pedestrian Linkage
14	Sai Kung	Escalator Link System between Hong Sing Garden and Po Hong Road
14	Kwai Tsing	Lift System between Lai King Hill Road and Princess Margaret Hospital
16	Sha Tin	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road
17	Kwai Tsing	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road
18	Sha Tin	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station

Among these proposals, eight proposals are in the Kwai Tsing District. The progress of the proposals concerned is listed below:

Rank	Proposal	Progress of the project
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The preliminary technical feasibility study, investigation and preliminary design have been completed. The HyD has also commenced the detailed design.
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.

Rank	Proposal	Progress of the project
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It is revealed in the preliminary technical feasibility study that the project involves two dangerous private slopes. The HyD will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD is preparing to engage consultants for the investigation and preliminary design.
14	Lift System between Lai King Hill Road and Princess Margaret Hospital	The ground investigation for construction of lift tower at Princess Margaret Hospital undertaken by the Hospital Authority (HA) has been completed. Pending the investigation results which are being compiled, relevant information will be used for the detailed design of the lift system, which will be undertaken by the HA.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.

The cumulative expenditure from 2012-13 to 2014-15 for taking forward the proposals in the Kwai Tsing District is about \$3 million, whereas the estimated expenditure in 2015-16 is about \$7 million. The estimated expenditure for 2016-17 and 2017-18 will be subject to the progress of individual proposals.

The Transport Branch of the Transport and Housing Bureau deploys existing staff resources to oversee the technical feasibility studies and the planning for the higher-ranking proposals on hillside escalator links as part of their normal duties. There is no separate breakdown for this purpose. Staff of the HyD, the Transport Department and the Electrical and Mechanical Services Department are also assisting in the implementation of the hillside escalator links. In addition, consultants have been engaged to provide technical assistance as necessary, and the cost incurred for engaging consultants for these proposals are included in the expenditure mentioned above.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)238****(Question Serial No. 3902)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Capital ProjectsControlling Officer: Director of Highways (K K LAU)Director of Bureau: Secretary for Transport and HousingQuestion:

Please inform the Committee on:

Over the past three years, what were the respective staffing and expenditures involved in the works of the related projects of the Hong Kong-Zhuhai-Macao Bridge (HZMB) each year? What were the details of these works?

Asked by: Hon CHAN Han-pan (Member Question No. 65)Reply:

The expenditure of the related local projects of the HZMB in the past three years is as follows:

Project	Expenditure (\$ million)		
	2012-13 (actual)	2013-14 (actual)	2014-15 (revised estimate)
Hong Kong Link Road (HKLR)	1,989.8	4,237.3	4,296.5
Hong Kong Boundary Crossing Facilities (HKBCF)	1,258.6	1,919.8	3,394.5
Tuen Mun-Chek Lap Kok Link (TM-CLKL) ^{Note}	323.7	1,729.9	4,871.8

^{Note} This comprises the Approved Project Estimate of Public Works Programme (PWP) Item 6846TH TM-CLKL – detailed design, site investigation and advance works of \$1,910 million, and that of PWP item 6857TH TM-CLKL – construction works of \$44,798 million.

The Highways Department (HyD) has been deploying existing staff, with the assistance of consultants, to oversee the implementation of these projects.

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. Besides, Mr Li Chun-hong, the Director of the Guangdong Development and Reform Commission, advised at the press conference of the third session of the 12th Guangdong Provincial People's Congress held on 10 February this year that as the HZMB project encountered many unforeseen difficulties and technical problems, it appeared to be very difficult to commission the HZMB by end 2016.

As for the local projects in Hong Kong, according to the current progress, the HKBCF and HKLR projects may not be completed in time by end 2016. The HyD is reviewing the anticipated completion dates.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)239

(Question Serial No. 6008)

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:

Regarding the railway projects under construction, please provide a breakdown or information of the following over the past five years by year and project:

- (a) levels of various air pollutants at construction sites;
- (b) measures to improve air quality and reduce air pollutants, and the expenses and manpower involved;
- (c) noise in decibel;
- (d) noise mitigation measures and the expenses and manpower involved;
- (e) number of industrial accidents and related injuries and deaths;
- (f) measures to reduce industrial accidents and the expenses and manpower involved;
- (g) amount of waste water produced;
- (h) waste water reduction measures and the expenses and manpower involved;
- (i) amount of waste produced; and
- (j) measures to reduce waste production and the expenses and manpower involved.

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 178)

Reply:

The major air pollutant arising from the general construction sites of the railway projects is dust. Mitigating measures employed include watering construction sites every day, using wheel washing facilities at site entrances, using low carbon fuel for construction plants, covering filling materials, and ensuring works are carried out in compliance with the Air Pollution Control Ordinance.

The noise level at sensitive receivers is controlled within the statutory limit. Noise mitigating measures employed include adopting good site practices and construction methods to mitigate noise at source, using low noise plant and equipment, installing noise barriers at fixed machinery, avoiding noisy works during school examination periods, maintaining plant and equipment properly, and reducing the number of noise emitting plant and equipment operating simultaneously.

At some construction sites, blasting method is adopted for excavation of railway stations and tunnels in rock. Nearby residents are notified of the blasting works at least one week in advance, as well as on the day of and just before blasting. Only transient minor vibrations and occasional noise may be noticed. Blast cages and blast screens are installed to cover the blasting zone to further minimise the generation of noise and dust.

The main potential water quality impact that could arise from the railway projects include site runoff and drainage, wastewater discharge from tunneling, and sewage effluent from the workforce. Mitigating measures employed include the provision of channels, bunds or sand bag barriers to re-direct stormwater to silt removal facilities, the collection and treatment of wastewater prior to discharge, and to ensure that works are carried out in compliance with the Water Pollution Control Ordinance.

At some construction sites, dredging / excavation, minor seawall modification and piling works may result in the release of suspended sediment into the surrounding water body. Mitigating measures employed include the provision of watertight cofferdams to isolate the dredging / excavation works, and the deployment of silt curtains to enclose the areas where seawall modification and piling works are carried out.

The major wastes generated from the construction activities of the railway projects include inert Construction and Demolition (C&D) materials, general refuse from the workforce, and chemical waste from the maintenance of construction plant and equipment.

Opportunities to re-use the inert C&D materials are considered. Parts of the materials are re-used as backfilling materials on site. Surplus materials would be transported off-site for use in other possible outlets, such as the reuse of rock materials in local reclamation and earth filling projects, and the disposal of fill materials at the Public Fill Reception Facilities provided by the Government for use by other projects locally or in the Mainland. General refuse from the construction workforce is effectively controlled and disposed of by implementation of waste management practices on site. Chemical waste generated from the use of cleaning fluids, lubricants and fuel is handled, stored and disposed of in accordance with the Waste Disposal (Chemical Waste) (General) Regulations.

The expenditure and staff for implementing the above mitigating measures are absorbed in the project costs of the railway works.

The Highways Department is responsible for overseeing the construction of the railway projects. The MTR Corporation Limited (MTRCL) is required to oversee the construction works carried out by its contractors in accordance with relevant laws, rules and guidelines issued by the Government. The MTRCL has also set up a safety supervision team for each of the railway projects to closely monitor the implementation of site safety measures.

The information on industrial accidents on sites and casualties involved for the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), the West Island Line (WIL), the South Island Line (East) (SIL(E)), the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL) for the past five financial years are tabulated below:

Railway Project	2010-11 to 2014-15 (up to end December 2014)		
	Number of industrial accidents	Number of deaths	Number of injuries
XRL	481	3	478
WIL	178	1	177
SIL(E)	202	0	205
KTE	45	0	45
SCL	115	1	114

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6049)

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:

- (1) What is the respective progress of the various works of the Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB) project, including items under the Wan Chai Development Phase II and the Central Reclamation Phase III? Is the progress in line with the anticipated construction schedule of the Department prior to the commencement of the works?
- (2) There are a significant number of trees in the Victoria Park affected by the Island Eastern Corridor (IEC) Link works, which are required to be transplanted. What is the current progress and expenditure of the relevant works? Please provide the quantities of trees to be transplanted, at plant nurseries and having been transplanted, and the survival rates.

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 355)

Reply:

- (1) The CWB project is implemented through a package of 13 contracts. The construction works of the project commenced in end-2009. Five contracts have been completed and the remaining eight contracts are progressing in full swing. The overall completion is about 50% as at end-February 2015.

In the coming few years, a large amount of complicated marine and road works will be carried out under the project. There remain a lot of challenges and unforeseeable situations ahead, especially for the works at the IEC Link. The works involve complicated reconstruction and improvement works for the existing bridge structures of the North Point section of the IEC, while maintaining the operation of the roads at all times.

The unforeseen situations that had been encountered in the past under this project, such as worse-than-expected inclement weather and deeper-than-expected diaphragm walls, may arise in the remaining reclamation works. There are other risks as some

works will have to be carried out adjacent to high speed roads and in close proximity to residential areas in future. These risks include longer-than-expected preparatory works for implementing major temporary traffic arrangements on the IEC, and more complicated working procedures to address the increasing public concern about construction nuisance. Should the risks materialise, they may affect the programme of the CWB construction works.

In view of the many challenges and uncertainties ahead which may lead to works delay, the Highways Department will continue to work with its consulting engineers and resident site staff in closely monitoring the works progress, and strive to adopt appropriate measures to expedite the works, such as enhancing construction methods and sequences, with a view to commissioning the CWB project as early as possible.

- (2) The progress of the tree transplanting works in the Victoria Park is satisfactory. As at end-February 2015, a total of 235 trees have been transplanted to a holding nursery and 55 trees have been transplanted to other suitable locations in the Victoria Park. One tree remains to be transplanted within the Victoria Park in 2015. The survival rate of the transplanted trees is about 95%. The estimated cost for the tree transplanting works in the Victoria Park is \$21 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)241

(Question Serial No. 6050)

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:

- (1) What is the progress of the Pound Lane escalator project? Please provide the breakdown of the expenses on this project until now.
- (2) Does the Department plan to launch a public consultation exercise in respect of the enhanced scheme? If yes, what are the detailed work plan and estimated expenses? If no, what are the reasons?
- (3) According to the estimation of the Government, when can a formal decision be made on whether to implement the above project, and to submit the project cost, future maintenance and repair cost and schedule of works; and a decision on whether to submit application to the Finance Committee for the allocation required in respect of the project cost?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 356)

Reply:

After analysing the public views received on the original scheme of the Pound Lane escalator project, the Highways Department (HyD) developed a preliminary refined scheme to address the public concerns, and consulted the Central and Western District Council (C&WDC) in January 2015. The C&WDC generally supported the preliminary refined scheme, and requested that the public be further consulted on the preliminary refined scheme. The HyD is now arranging a public forum on the way forward for the project. The implementation timetable and the estimated project cost will be worked out when a broad consensus on the way forward is reached.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6051)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Over the past year, how many reports or complaints on subsidence of footpaths did the Department receive in total? Please provide by District Council details of the cases, cause of subsidence, number of casualties and expenses on maintenance and repair? and
- (2) Over the past year, what were the quantity of eco-paving blocks procured and the expenses incurred for footpath works?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 357)

Reply:

- (1) In 2014, the Highways Department (HyD) received from the public a total of five reports/complaints on subsidence of footpaths under its ambit. The road subsidence in these five cases was all due to erosion of soil underground.

Two of these cases, which took place in the Kowloon City and Yau Tsim Mong (YTM) districts, were considered to involve the improper handling of construction works nearby. No report of injury was received. The responsible persons of the relevant sites carried out repair works for the damaged footpaths immediately.

The other two cases, which took place in the Tsuen Wan and YTM districts, were believed to be due to damaged underground conduits. No report of injury was received. Repair works were undertaken by the HyD at a cost of about \$3,600 and the Drainage Services Department at a cost of about \$10,000 respectively.

The remaining case took place in Wan Chai District. One person was injured. Repair works were carried out by the contractor of the construction site nearby immediately. The Government is conducting investigation into the causes of the road subsidence.

- (2) In 2014, about 158 800 square metres of eco-pavers were used for paving footpaths under the HyD's ambit. The expenditure incurred was about \$87.7 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)243

(Question Serial No. 6052)

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:

Regarding the reconstruction and improvement of Tuen Mun Road (TMR),

- (1) Did the Government receive any claims for compensation in relation to the incident in which vehicles had their tyres punctured by a screw protruding from an expansion joint on TMR? What are the number of compensation claims, the handling mechanism and expenses involved? Have the cases gone through the claiming procedures?
- (2) What was the total number of reports of flooding on TMR in 2014? Please list out by date of the incident, rainfall on that day and cause of flooding; and
- (3) If the cause of flooding was related to the reconstruction and improvement of TMR, what follow-up action did the Government take and what were the relevant expenses?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 358)

Reply:

- (1) A total of 14 claims for compensation arising from damages allegedly caused by the defective movement joint on TMR were received. They are being dealt with according to established procedures. Ten of the claims have been settled and the remaining four claims are being processed. No compensation is required to be paid by the Government so far.
- (2) There were two incidents of local ponding near Tuen Mun Court and Siu Lam respectively at TMR on 30 March 2014. After investigation, it was observed that a Black Rainstorm Warning Signal was hoisted on the day with a daily total rainfall of 186.5 millimetres recorded. The incidents were found to be caused by the blockage of road drains by debris washed down from the adjacent land during the heavy rainstorm.
- (3) The incidents of local ponding were found to be caused by the blockage of road drains by debris washed down from the adjacent land during the heavy rainstorm. They were not caused by the reconstruction and improvement works of TMR. After the incidents, the Highways Department has carried out thorough checking of the gullies and road drains to ensure the proper functioning of the road drainage system.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)244****(Question Serial No. 6054)**

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the complaints relating to cycle tracks that various regions of the Department received from members of the public or other government departments last year, what were the respective numbers of complaints and the subject matters concerned? What were the lengths of the cycle tracks on which the Department completed repair works last year and the expenditures involved?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 360)

Reply:

In 2014, the Highways Department received a total of 150 complaints about defects of cycle tracks. The total length of the cycle tracks in question was about 24.4 kilometres. The total cost of the repair and rehabilitation works involved was about \$25.7 million. Details of the complaints are as follows –

District	Number of Complaints	Details of Complaint
Islands	1	Defective road surface
Tai Po	10	Uneven surface, defective tubular markers
North	7	Uneven surface, defective tubular markers
Yuen Long	40	Damaged bollards, defects of gully gratings, defects of traffic signs, uneven surface
Tuen Mun	21	Damaged bollards, defects of gully gratings, uneven surface
Sha Tin and Tseung Kwan O	30	Uneven surface
Sai Kung	41	Defective road surface, defective tubular markers
Total	150	

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6055)

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:

- (1) What is the progress on the construction of To Kwa Wan (TKW) Station of the Shatin to Central Link (SCL)? Have Well J2 and the water channel at the site been relocated? If yes, where are these relics kept and what are their present conditions? If no, when will they be relocated?
- (2) What are the present conditions of the remnants at the southern portion of Adit C? Regarding further negotiation on the conservation of the remnants, please provide the work plan and timetable?
- (3) What are the present conditions of the remaining relics and remnants being preserved in-situ?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 361)

Reply:

- (1) Excavation of the launching shaft for the tunnel boring machines (TBM) at the TKW Station has been completed. The first TBM for the tunnelling works from the TKW Station to the Homantin Station is being assembled within the launching shaft. Bulk excavation of the remaining area for the construction of the TKW Station is in progress.

Under the close supervision of the Antiquities and Monuments Office (AMO), Well J2 and the associated water channel within the footprint of the TKW Station have been dismantled by hand after proper recording. The components of the well and the water channel are now under the custody of the archaeological expert team, appointed by the contractor of the SCL, to carry out a detailed study for the preparation of the archaeological report for submission to the AMO.

- (2) The Antiquities Authority (the Secretary for Development) announced on 8 December 2014 his decision on the conservation of the remnants discovered at the TKW Station, with most of them preserved in-situ. The stone structures found at the

southern corner of Adit C will be retained in-situ at the moment. The stone structures and the other archaeological remnants to be preserved in-situ are located in the area earmarked as the future Sung Wong Toi Park. The Government will explore the feasibility of providing appropriate facilities inside the park for displaying the stone structures and the other archaeological remnants in a holistic way.

- (3) The archaeological remnants to be preserved in-situ will be protected by backfilling of protective materials. As at the end of March 2015, under the close supervision of the AMO, the protective works for more than half of the remnants to be preserved in-situ are completed. The remaining protection works are being carried out for completion by May 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)246

(Question Serial No. 6072)

Head: (60) Highways Department
Subhead (No. & title): (-) Not Specified
Programme: (2) District and Maintenance Works
Controlling Officer: Director of Highways (K K LAU)
Director of Bureau: Secretary for Transport and Housing

Question:

So far, I have been following up on the progress of the barrier-free access facilities near to the bus stop on Wong Chuk Hang Road (northbound) at the portal of the Aberdeen Tunnel in Aberdeen. What are the related plan and schedule of the works of this item in 2015-2016?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 262)

Reply:

The retrofitting of a standard ramp for the elevated walkway at Wong Chuk Hang Road near Nam Fung Road (Highways Department Structure No. H116) is one of the items under the Universal Accessibility Programme. Detailed design for the retrofitting works is in progress and will continue in 2015-16. Construction works will commence upon completion of the detailed design and tendering procedures.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)247

(Question Serial No. 4742)

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:

Will the Government inform this Committee of the staff establishment and full year estimated salary expenditure of the Railway Development Division 1-2, the Division dedicated to monitoring the Shatin to Central Link (SCL) project, in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 142)

Reply:

The Highways Department deploys in-house staff resources with the assistance of its monitoring and verification consultant to monitor the implementation of the SCL project. The Railway Development Division 1-2 (the Division) is responsible for the planning and implementation of the Hung Hom to Admiralty section and the co-ordination of general matters of the SCL project. As at March 2015, there are one Chief Engineer (CE/RD1-2), three Senior Engineers and four Engineers in the Division, with a total estimated staff cost of \$8 million. The Division also has a number of supporting staff, but they provide support to other divisions in the Railway Development Office and not just Division 1-2.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5348)

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:

- (1) What are the works progress, expenditure and manpower involved, and the date of completion for the reclamation works for the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB)? What are the works progress, expenditure and manpower involved, and the anticipated date of completion for the whole HZMB project?
- (2) What are the works progress, expenditure and manpower involved, and the date of completion for the advance works for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) southern landfall reclamation? What are the works progress, expenditure and manpower involved, and the anticipated date of completion for the whole TM-CLKL project?
- (3) What are the works progress, expenditure and manpower involved, and the date of completion for the improvement to Pok Oi Interchange?
- (4) How effective are the bus-bus interchanges (BBIs) on Tuen Mun Road since their commissioning? What are the expenditure and manpower involved in the BBIs on Tuen Mun Road in 2015-16? Does the Government have any plan to construct BBIs on other roads, and what are the details and expenditure involved?
- (5) Please provide details of the investigation for the widening of Castle Peak Road – Castle Peak Bay. What is the anticipated commencement date of the construction works? Over the past five years, did the Government ever carry out any public consultations in the areas affected? What were the details and expenditure involved? In 2015-16, will the Government continue to carry out public consultations in the areas affected? What are the details and estimated expenditure?
- (6) What is the progress of works for the reconstruction and improvement of Tuen Mun Road? In 2015-16, what are the expenditure and manpower involved, and the anticipated date of completion for the project?
- (7) What is the progress of works for the traffic improvements to the Tuen Mun Road Town Centre Section? In 2015-16, what are the expenditure and manpower involved, and the anticipated date of completion for the project?

Asked by: Hon KWOK Ka-ki (Member Question No. 177)

Reply:

- (1) & (2) The estimated expenditure for the various projects of the Hong Kong-Zhuhai-Macao Bridge (HZMB) is as follows –

Project	Estimated Total Expenditure (\$ million)
HZMB Main Bridge (within Mainland waters)	9,280 (Hong Kong side's contribution)
HKBCF	30,434 (We are seeking approval from the Legislative Council (LegCo) for increasing the Approved Project Estimate to \$35,895 million.)
Hong Kong Link Road (HKLR)	25,047
TM-CLKL	46,708

As indicated by the Secretary for Transport and Housing at the LegCo 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. Besides, Mr Li Chun-hong, the Director of the Guangdong Development and Reform Commission, advised at the press conference of the third session of the 12th Guangdong Provincial People's Congress held on 10 February this year that, as the HZMB project encountered many unforeseen difficulties and technical problems, it appeared to be very difficult to commission the HZMB by end 2016.

As for the local projects in Hong Kong, according to the current progress, the HKBCF and HKLR projects may not be completed in time by end 2016. The Highways Department (HyD) is reviewing the anticipated completion dates. As for the TM-CLKL, its Southern Connection is expected to dovetail with the commissioning of the HZMB whereas the Northern Connection is targeted for completion in 2018.

The works of the HZMB Main Bridge are overseen by the HZMB Authority in the Mainland. The HyD has been deploying existing staff to oversee the implementation of the HKBCF, the HKLR and the TM-CLKL projects, with the assistance of consultants engaged by the HyD.

- (3) The construction works for the "Improvement to Pok Oi Interchange" project commenced in November 2012 and are scheduled for completion in the first quarter of 2016. A slip road connecting the southbound carriageway of Pok Oi Flyover to the ground level section of Yuen Long Highway has been open for public use since February 2015. The estimated cost for the project is \$264 million. The HyD deploys in-house staff resources to manage the project and supervise the construction works, with the assistance of a consultant on the administration of the contract.

- (4) The BBIs on Tuen Mun Road currently serve 25 regular franchised bus routes. On average, about 24 000 passengers make use of the BBIs daily, with about 14 000 passengers using the Tuen Mun bound BBI and about 10 000 passengers using the Kowloon bound BBI. The BBIs are operating smoothly and well-received by the residents.

In 2015-16, the estimated expenditure for the Tuen Mun Road BBIs project is about \$17 million. Design and supervision of the works are carried out by consultants engaged by the HyD. The HyD deploys existing staff to oversee implementation of the project.

The Transport Department (TD) and franchised bus companies will continue to closely monitor the operation of the Tuen Mun Road BBIs and passenger demand in Tuen Mun and Yuen Long. The TD will continue to explore with bus companies on the provision of enhanced interchange facilities at other suitable locations.

- (5) The HyD carried out an investigation study for the “Widening of Castle Peak Road – Castle Peak Bay” project from June 2012 to June 2014 to look into the engineering feasibility of the proposed road widening works. The HyD is carrying out detailed design for the project. Following gazettal of the proposed road scheme under the Roads (Works, Use and Compensation) Ordinance (Cap 370) in January 2014, the HyD has been handling the objections received thereafter. Funding for the implementation of the project will be sought in due course after authorisation of the proposed road scheme.

The HyD conducted public consultations at the investigation stage from February to December 2013 and at the detailed design stage from January 2014 onwards. Various stakeholders including the Tuen Mun District Council (TMDC) and residents of the estates along the road section were consulted. In 2015-16, the HyD will continue to consult the TMDC and other stakeholders as necessary by deploying existing staff resources.

- (6) The “Reconstruction and Improvement of Tuen Mun Road” project was substantially completed in December 2014. The estimated expenditure for the construction works in 2015-16 is about \$187 million, mainly for the settlement of project accounts and for carrying out outstanding works. The design and supervision of works are carried out by consultants engaged by the HyD. The HyD deploys existing staff resources to oversee the implementation of the project.
- (7) The “Traffic Improvements to Tuen Mun Road Town Centre Section” project was substantially completed in February 2014. The estimated expenditure for construction works in 2015-16 is about \$40 million, mainly for the settlement of project accounts and for carrying out outstanding works. The design and supervision of works are carried out by consultants engaged by the HyD. The HyD deploys existing staff resources to oversee the implementation of the project.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5349)

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:

- (1) What is the progress of investigation and preliminary design for the Tuen Mun Western Bypass (TMWB)? What are the expenditure and manpower involved, as well as the date of completion? In 2015-2016, will the Highways Department (HyD) conduct joint public consultation with other departments in respect of the construction of the TMWB? What are the expenditure and manpower involved, as well as the anticipated date of completion?
- (2) In 2015-2016, will the HyD conduct joint public consultation with other departments in respect of the construction of the TMWB? What are the expenditure and manpower involved, as well as the anticipated date of completion in 2015-2016?
- (3) What are the details of the investigation on the widening of the western section and the eastern section of Lin Ma Hang Road? What is the anticipated commencement date of construction for the project? Over the past five years, did the Government carry out any public consultation in the areas affected? What were the details and expenditure involved? In 2015-16, will the Government continue to carry out public consultation in the areas affected? What are the details and estimated expenditure?

Asked by: Hon KWOK Ka-ki (Member Question No. 177)

Reply:

- (1) & (2) The TMWB project is under review taking into account the latest traffic forecast, the views of the Tuen Mun District Council (TMDC) and other stakeholders. We presented a revised alignment of the TMWB connecting Tuen Mun Area 40 with Tsing Tin Road to the TMDC on 3 March 2015. We will further review the TMWB project having regard to the TMDC's latest views. The works programme and estimated project cost for the TMWB are included in the review. The HyD deploys existing staff resources to oversee the project.

- (3) As regards the proposed widening works for the western section (from Ping Yuen River to Ping Che Road) and the eastern section (from Tsung Yuen Ha to Lin Ma Hang) of Lin Ma Hang Road, the HyD has engaged a consultant to carry out a study since March 2014. Under this study, the consultant is conducting detailed design for the proposed widening works for the western section, while carrying out an Environmental Impact Assessment for the proposed widening works for the eastern section before proceeding to detailed design. The construction programme for the proposed widening works for both sections will be determined in the course of detailed design.

In 2014, the HyD conducted a public consultation exercise to collect the views of stakeholders on a preliminary design scheme for the proposed widening works for the western section of Lin Ma Hang Road. In 2015-16, the HyD plans to consult the North District Council and other stakeholders as necessary on the proposed widening works by deploying existing staff resources.

The estimated expenditure for the project in 2014-15 and 2015-16 is \$1.4 million and \$2.5 million respectively for the payment of consultancy fees.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5350)

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:

Over the past five years, what were the details of the items completed, the actual expenditure incurred and the number of staff involved in the provision of barrier-free access (BFA) facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme? In 2015-2016, what are the details of the items to be commenced under the UA Programme? What is the actual project expenditure and the number of staff involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 177)

Reply:

The Government has been installing BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) for years (the Original Programme) on the recommendation of the Equal Opportunities Commission. The implementation of the remaining 154 items under the Original Programme continues. Most of the items are anticipated for progressive completion until 2018 as scheduled. As at 28 February 2015, ten items have been completed, 74 items are under construction and 35 items are anticipated to commence in 2015-16. The construction works for the remaining 35 items will commence as soon as possible upon completion of design and obtaining of support from the District Councils (DCs).

In August 2012, the Government launched the new UA Programme to further enhance the BFA facilities for existing public walkways maintained by the HyD. Installation of lifts at about 250 public walkways was proposed by the public. In the first half of 2013, we invited all the 18 DCs to prioritise the new items in their districts proposed by the public. Each DC selected three public walkways for priority implementation (the Expanded Programme). We have largely completed the technical feasibility studies and investigation works for these public walkways selected by the DCs. We reported the study findings and preliminary proposals to the DCs in the first quarter of 2014. The detailed design works

for those items confirmed to be technically feasible and supported by the DCs have commenced. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 28 February 2015, one priority item is under construction and 46 priority items are anticipated to commence construction in 2015-16. The construction works for the remaining ten priority items will commence as soon as possible upon completion of their investigation and design works, and obtaining of support from the DCs.

The expenditure on the UA Programme in 2011-12, 2012-13, 2013-14 and 2014-15 was \$6.6 million, \$28.5 million, \$232.2 million and \$558.4 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2015-16 is \$840 million. The Government has been deploying existing staff resources to oversee the implementation of the UA Programme.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)251****(Question Serial No. 5351)**

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:

- (1) Regarding the Railway Development Strategy 2014 (RDS-2014) published by the Government last year, what are the implementation timetable, details, expenditure and manpower involved?
- (2) What are the respective construction progress and completion dates of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), the South Island Line (East)[SIL(E)], the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL) projects? What is the latest estimated expenditure of each project?

Asked by: Hon KWOK Ka-ki (Member Question No. 178)

Reply:

- (1) As proposed in the RDS-2014, the indicative implementation windows for planning purpose and preliminary cost estimates for the seven recommended railway projects are as follows –

Railway project	Indicative implementation window for planning purpose	Preliminary cost estimate in 2013 prices (\$ billion)
(I) Northern Link and Kwu Tung Station	2018 – 2023	23
(II) Tuen Mun South Extension	2019 – 2022	5.5
(III) East Kowloon Line	2019 – 2025	27.5
(IV) Tung Chung West Extension	2020 – 2024	6
(V) Hung Shui Kiu Station	2021 – 2024	3
(VI) South Island Line (West)	2021 – 2026	25
(VII) North Island Line	2021 – 2026	20

The implementation of the railway schemes is subject to the outcome of the detailed engineering, environmental and financial studies relating to each project, as well as the updated assessment of passenger transport demand, availability of resources at the time and the progress of residential developments. The cost estimates are only indicative and are subject to review based on in-depth studies to be carried out at the detailed planning stage for the individual railway schemes.

Regarding the staff requirement, the Highways Department (HyD) has deployed in-house resources to facilitate the implementation of the railway projects recommended in the RDS-2014.

- (2) As advised by the MTR Corporation Limited (MTRCL), the progress of construction works, the target commissioning dates and the anticipated expenditures of the railway projects up to the end of 2014 are tabulated below –

Project	Actual Progress of Construction Works ^(a) (% completed)	Target Commissioning Date	Anticipated Expenditure
XRL	74	end 2017 ^(b)	The MTRCL announced on 11 August 2014 that the Cost to Complete (CTC) of the XRL would be \$71.52 billion (in money-of-the-day (MOD) prices), which exceeds the Approved Project Estimate (APE) of \$66.8 billion. Based on the information provided by the MTRCL and with the assistance of the monitoring and verification (M&V) consultant, the HyD has completed the review of the MTRCL's CTC. The HyD has urged the MTRCL to review again the CTC in view of the reports of the MTRCL Independent Board Committee and the HyD's review findings. The MTRCL would review again the CTC, which is expected to complete in the second quarter of 2015.
SIL(E)	80	end 2016	\$15.2 billion (in the MOD prices) ^(c)
KTE	77	mid-2016	\$5.3 billion (in 2009 prices) ^(c)

Project	Actual Progress of Construction Works ^(a) (% completed)	Target Commissioning Date	Anticipated Expenditure
SCL	23	Tai Wai to Hung Hom section: 2019 Hung Hom to Admiralty section: 2021	The APE for the construction of the entire SCL project is \$79.8 billion (in MOD prices). The MTRCL estimated that there would be an additional cost of at least \$4.1 billion for the Tai Wai to Hung Hom section of the SCL, arising from the archaeological and conservation works at the To Kwa Wan Station. The MTRCL is conducting a cost review of the entire SCL project for submission to the HyD for scrutiny.

Notes:

- (a) The progress of the railway projects is expressed in terms of percentage share (%) of the estimated expenditure on the projects.
- (b) According to the Entrustment Agreement, the programme completion date is August 2015. In May 2014, the MTRCL announced that the new commissioning target would be the end of 2017. The HyD, with the assistance of its M&V consultant, has completed its review on the MTRCL's proposed Programme to Complete (PTC). The HyD notified the MTRCL of its assessment in writing in October 2014. In gist, the HyD's assessment was that the PTC could be attained provided that the target progress for the critical contracts was met and various major conditions were satisfied, including (but not limited to) the assumptions that the contractors would maintain their best endeavours, and various assumed production rates of the key construction activities for the tunnel and the West Kowloon Terminus contracts would be met, etc. More recently, the HyD expressed to the MTRCL its grave concern over the continuous delay in works progress for some critical contracts, and has urged the MTRCL to take effective measures to recover the delay. The MTRCL advised that the PTC and its associated risks were under review, which was expected to be completed in the second quarter of 2015.
- (c) As the SIL(E) and the KTE are ownership projects, the MTRCL will bear the additional expenditure arising from the delay of the railway works.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 7075)

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:

Regarding the relics of the Song Dynasty discovered along the MTR Shatin to Central Link (SCL), will the MTR Corporation Limited (MTRCL) revise the project design of SCL in light of the relics? If yes, what is the related increase in expenses?

Asked by: Hon KWOK Ka-ki (Member Question No. 175)

Reply:

The Antiquities Authority (the Secretary for Development) announced on 8 December 2014 his decision on the conservation of the remnants discovered at the To Kwa Wan (TKW) Station, with most of them preserved in-situ. The MTRCL is revising the design of the TKW Station and the construction sequence according to the decision. The archaeological remnants to be preserved in-situ are located in the area earmarked as the future Sung Wong Toi Park. The Government will explore the feasibility of providing appropriate facilities inside the park for displaying the archaeological remnants in a holistic way. The MTRCL is also revising the design of the station to allow flexibility for displaying part of the unearthed relics in the concourse of the TKW Station in future.

The MTRCL estimated that there would be a minimum delay of 11 months and an additional cost of at least \$4.1 billion for the Tai Wai to Hung Hom section of the SCL, arising from the archaeological and conservation works at the TKW Station. The MTRCL is conducting a cost review for the entire SCL project for submission to the Highways Department for scrutiny.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4145)

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:

As noted, four works contracts were not commenced according to the agreed programme in 2014. What were the reasons for this? Will it affect the final cost and date of completion for the works?

Asked by: Hon POON Siu-ping (Member Question No. 3126)

Reply:

As indicated in the Controlling Officer's Report of the Highways Department (HyD), in 2014, four out of 13 works contracts were not commenced according to the agreed programme.

One of the contracts is the Road Improvement Works for the West Kowloon Reclamation Development (Phase 1) project. The funding proposal of the project was endorsed by the Public Works Subcommittee of the Legislative Council (LegCo) on 9 January 2015 and approved by the Finance Committee on 27 February 2015. The Approved Project Estimate is \$845.8 million. The contract was awarded in March 2015 at a contract price of \$650 million. The original plan was to commence construction works in July 2014 for completion by 2017. However, due to the longer-than-expected time for securing funding approval for the project, the construction works can only commence in March 2015 for completion by mid-2018.

The remaining three contracts are for the construction of infrastructure and building works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities (HKBCF). Of these three contracts, two were awarded in February 2015 and March 2015 at contract prices of \$2,259.6 million and \$7,657.2 million respectively; and one is being tendered.

As indicated by the Secretary for Transport and Housing at the LegCo 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. Besides, Mr Li Chun-hong, the Director of the Guangdong Development and Reform Commission, advised at the press conference of the third session of the 12th Guangdong Provincial People's Congress held on 10 February this year that, as the HZMB project encountered many unforeseen difficulties and technical problems, it appeared to be very difficult to commission the HZMB by end 2016.

As for the local projects in Hong Kong, according to the current progress, the HKBCF and the Hong Kong Link Road projects may not be completed in time by end 2016. The HyD is reviewing the anticipated completion dates.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4118)

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:

Under Matters Requiring Special Attention in 2015-16, it was stated that the Department will continue the works of dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung. What are the details of the expenditure, progress of works, project design, traffic arrangements during the construction stage and schedule of works?

Asked by: Hon QUAT Elizabeth (Member Question No. 81)

Reply:

The scope of the "Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and Improvement to Local Access to Ho Chung" project includes (a) the provision of an additional two-lane Sai Kung bound carriageway alongside the existing Hiram's Highway between Clear Water Bay Road and New Hiram's Highway, and the reconstruction of the existing Kowloon bound carriageway; (b) the widening of a section of Hiram's Highway between Nam Pin Wai roundabout and Pak Wai from a single two-lane carriageway to a dual two-lane carriageway; (c) the provision of a vehicular bridge-cum-walkway across Ho Chung Channel and the demolition of the existing vehicular bridge-cum-walkway; (d) the provision of a footbridge across the widened Hiram's Highway near Nam Pin Wai roundabout; (e) the improvement of a section of the existing Ho Chung Road; (f) the widening and realignment of the existing Luk Mei Tsuen Road and the extension of the road to connect with Ho Chung Road; (g) the provision of noise barriers; (h) the demolition and reprovisioning of a village office, a public toilet and two refuse collection points; and (i) associated civil and road works, slope and geotechnical works, public lighting facilities, drainage and waterworks, and landscaping works.

The estimated cost of the project is \$1,774.4 million in money-of-the-day prices. We have completed the detailed design of the project. Subject to the funding approval of the Finance Committee within the 2014-15 legislative session, we plan to commence construction works in the third quarter of 2015 for completion by 2020.

During the construction, we will implement temporary traffic management measures, traffic diversions and other arrangements to facilitate the construction works. To minimise the traffic impact of the works during the construction period on the existing road network in the area, we will maintain the same number of traffic lanes in each direction of the existing carriageway during peak hours.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4173)

Head: (60) Highways Department
Subhead (No. & title): (-) Not Specified
Programme: (2) District and Maintenance Works
Controlling Officer: Director of Highways (K K LAU)
Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the Department's work to maintain the integrity of the road network with particular emphasis on safety and serviceability, please provide the following information:

- (1) In the past three years, how many cases of complaints related to road subsidence did the Department receive? What was the number of injuries involved in these cases? What were the locations? (Please set out in a list) What was the total expenditure involved in the repairs of the road sections concerned?
- (2) In the past three years, did the Department monitor the subsoil conditions of footpaths regularly as well as carry out the same in response to the foundation works of individual construction sites? How did the Department identify road sections for inspection and what was the total number of inspections carried out? What was the number of locations where maintenance and repair works had to be carried out as a result of the inspections? (Please set out in a list the locations involved)
- (3) What is the total number of staff currently engaged in monitoring the subsoil conditions of footpaths? What is the average time required for completing the inspection for a road section?

Asked by: Hon TANG Ka-piu (Member Question No. 2)

Reply:

- (1) From 2012 to 2014, the Highways Department (HyD) received from the public a total of 37 reports/complaints on subsidence of carriageways and footpaths under its ambit. In most of the cases, the causes of road subsidence were complicated, and were mainly related to erosion of soil underground caused by damaged underground conduits (such as sudden burst of water mains and collapse of drainage pipes) or works of construction sites nearby. Out of the 37 cases, the HyD carried out maintenance works for 22 cases at a total cost of about \$1.4 million. The remaining cases were followed up by other relevant parties.

The details of the 37 reports/complaints are listed below –

Year	Location by District	Number of reports/complaints received	Number of injuries
(A) Carriageway			
2012	Central and Western	1	0
2013	Yau Tsim Mong	1	0
	Central and Western	4	0
	Wan Chai	1	3
	Tuen Mun	1	0
	Yuen Long	1	0
2014	Central and Western	7	0
	Wan Chai	2	0
	Kowloon City	7	0
	Kwun Tong	1	0
	Tuen Mun	6	0
(B) Footpaths			
2012	—	0	—
2013	—	0	—
2014	Wan Chai	1	1
	Yau Tsim Mong	2	0
	Kowloon City	1	0
	Tsuen Wan	1	0
Total		37	4

- (2) The HyD conducts regular inspections of footpaths under its ambit once every one to three months, depending on their locations and pedestrian flow. Appropriate maintenance is arranged to keep the footpaths in a safe and serviceable condition for road users. In addition, the HyD conducts detailed inspections of footpaths once every six months to check their surface and structural condition. Data collected will be used for planning medium- and long-term maintenance works for footpaths. Despite our preventive efforts and maintenance works, road subsidence may still occasionally occur as a result of erosion of soil underground, commonly caused by damaged underground conduits or works of construction sites nearby. From 2012 to 2014, apart from the five cases of subsidence of footpaths as stated in (1) above, the HyD did not find any case of subsidence of footpaths through its regular inspections.
- (3) The HyD has 370 in-house professional and technical staff responsible for monitoring and supervising its contractors in carrying out regular inspections and maintenance works for public roads including footpaths. The time required for the inspection of individual road sections depends on various factors, such as the extent of the area concerned, road conditions and traffic situation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4066)

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:

Regarding the progress of the Shatin to Central Link (SCL) and the Kwun Tong Line Extension (KTE), please inform this Committee on:

- (1) Can the two projects be completed according to the schedules? Please provide the anticipated dates of completion and commissioning of the two projects as at present;
- (2) What are the respective expenditures involved in the monitoring of the two projects to ensure their timely completion for 2014-15 and 2015-16?

Asked by: Hon WONG Pik-wan, Helena (Member Question No. 102)

Reply:

- (1) For the Tai Wai to Hung Hom section of the SCL, the MTR Corporation Limited (MTRCL) estimated that there would be a minimum delay of 11 months and an additional cost of at least \$4.1 billion, arising from the archaeological and conservation works at the To Kwa Wan Station. The current target is to commission the Tai Wai to Hung Hom section of the SCL in 2019.

For the Hung Hom to Admiralty section of the SCL, the commissioning date will very likely be deferred to 2021 to allow flexibility for the topside development of the convention centre at the Exhibition Station, and to cater for the reclamation works under the Wan Chai Development Phase II as well as the tunnel works of the Central-Wan Chai Bypass.

Owing to the site constraints of dense population, heavy traffic, congested underground utilities, and the uncertainty arising from the complex geological conditions underground, there has been some delay in the construction of the Whampoa Station. The current target of the MTRCL is to commission the KTE in mid-2016. The MTRCL will continue to review the progress of the works and update the target date of commissioning when necessary.

- (2) The Highways Department deploys in-house staff resources to closely monitor the implementation of the SCL and the KTE projects. A consultant has been employed to assist the HyD to carry out the monitoring and verification (M&V) work for the SCL project. The total consultancy fee spent in 2014-15 is \$22.8 million. The estimated expenditure for the M&V consultancy service in 2015-16 is \$23.5 million.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)257****(Question Serial No. 4803)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Railway DevelopmentControlling Officer: Director of Highways (K K LAU)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding studies and other tasks carried out by consultants under this Programme, please provide this Committee with the information on the four projects, including details of the studies, the expenses involved and the anticipated dates of completion of each study.

Asked by: Hon WU Chi-wai (Member Question No. 109)Reply:

The titles, anticipated total expenditure and anticipated dates of completion of the consultancy studies under the Programme are shown in the table below –

Title of Study	Anticipated Total Expenditure (\$ million)	Anticipated Completion Date
Shatin to Central Link (SCL) – Independent design review, checking of project cost and cost apportionment for design and site investigation phase	21.0	Completed
SCL – Monitoring and verification (M&V) consultancy for construction, testing and commissioning phase	191.4	October 2021
Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – M&V consultancy for construction, testing and commissioning phase	83.8	The original M&V consultancy service should end in the first quarter of 2016. In view of the project delay, the Highways Department will review the period of the M&V consultancy service accordingly.
Review and Update of the Railway Development Strategy 2000	43.0	Completed

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4550)

Head: (91) Lands Department
Subhead (No. & title): (-) Not Specified
Programme: (1) Land Administration
Controlling Officer: Director of Lands (Ms Bernadette LINN)
Director of Bureau: Secretary for Transport and Housing

Question:

In respect of railway projects completed and under construction, how many residents have been affected and how many claims have been made in the past five years? What are the expenditure and manpower involved for the Lands Department (LandsD) to undertake work on land resumption and clearance, creation of easements and rights of temporary occupation, granting and administration of short-term tenancies and land allocations required for the West Island Line (WIL), the Hong Kong section of Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL), the South Island Line (East) (SIL(E)), the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL)? What are the estimated expenditure and manpower required for handling this task in 2015-16?

Asked by: Hon KWOK Ka-ki (Member Question No. 99)

Reply:

The number of residents affected by various railway projects is not available. The total number of claims submitted under the Railways Ordinance (Cap 519) for various railway projects in the past five financial years (i.e. 2010-11 to 2014-15) is 407.

As from 2010-11, the total staff cost involved in the LandsD for handling land matters relating to the WIL, the XRL, the SIL(E), the KTE and the SCL is about \$211 million. An average of about 73 staff has been deployed to work on these five railway projects each year. For 2015-16, the estimated staff cost and the number of staff in the LandsD for these duties are about \$50 million and 78 respectively.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)259

(Question Serial No. 3522)

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

Question:

The newly amended section 51 of the Merchant Shipping (Local Vessels) Ordinance (the Ordinance) stipulates that no local vessel in the waters of Hong Kong shall emit dark smoke which would appear to be as dark as, or darker than, shade 2 on a Ringelmann Chart for three minutes or more continuously at any one time.

So far, how many law enforcement actions have been taken by the Government? What is the number of prosecution cases? What are the penalties involved?

Asked by: Hon CHAN Hak-kan (Member Question No. 53)

Reply:

Since the coming into force of the amendment of the regulation in July 2014 and up to February 2015, 1 152 vessels were observed in the special operations mounted by the Marine Department. No vessel was found to be emitting excessive dark smoke during these operations or during other routine patrols.

If section 51 of the Ordinance (Cap 548) is contravened, the owner of the local vessel, his agent and the coxswain of the vessel each commits an offence and is liable upon conviction to a fine of \$10,000, or \$25,000 if the person has previously committed the offence in relation to the vessel.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3523)

Head: (100) Marine Department
Subhead (No. & title): (-) Not Specified
Programme: (5) Government Fleet
Controlling Officer: Director of Marine (Michael WL WONG)
Director of Bureau: Secretary for Transport and Housing

Question:

According to Programme (5), "during 2015-16, the Department will continue to explore ways to improve Hong Kong's environment in a number of areas". What are the details of waste management improvement?

Asked by: Hon CHAN Hak-kan (Member Question No. 54)

Reply:

The Government Dockyard (GD) of the Marine Department is committed to the Government's Green Management Policy in our daily operations at the offices to ensure efficient use of natural resources and energy. We follow and advocate the principle of "Reduce, Reuse, Recycle and Replace" in the consumption of materials as follow:

Green Workplace

With a view to preserving the ecological environment in the GD, the following environmental measures have been implemented:-

- (i) Recovery of useful parts and components from engines and equipment pending for disposal; and
- (ii) Generated industrial wastes, including engine coolant, used oil filters and fluorescent lamps, are collected and handled by licensed collectors for proper treatment.

Use of Recycled Paper

We continue to appeal to our staff to use more recycled paper instead of virgin paper. In the past years almost all the A4 paper used by the GD was recycled paper.

Disposal of Empty Toners/Inkjet Cartridges for Printers

All empty toners and inkjet cartridges of computer printers are collected for re-cycling through public auctions. Every year about 1 000 empty toners and cartridges are collected for re-cycling.

Source Separation Scheme

The GD has joined the Source Separation Scheme organised by the Building Management Office since 2013 to allow paper wastes, plastic bottles and aluminum cans to be collected separately at source.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3529)

Head: (100) Marine Department
Subhead (No. & title): (-) Not Specified
Programme: (5) Government Fleet
Controlling Officer: Director of Marine (Michael WL WONG)
Director of Bureau: Secretary for Transport and Housing

Question:

Please provide details and the targets of reducing vessels' fuel consumption and reducing exhaust emission as stated in Matters Requiring Special Attention in 2015-16 under Programme (5).

Asked by: Hon CHAN Hak-kan (Member Question No. 60)

Reply:

The measures taken by the Marine Department to reduce vessels' fuel consumption and reduce exhaust emission include:

- (i) the use of environmentally-friendly engine with emission levels meeting the applicable International Maritime Organization emission requirements;
- (ii) the operation of vessels at economic speed, and at optimal conditions, as far as possible; and
- (iii) the provision of shore power at the Government Dockyard, and the installation of systems for using shore power supply in new vessels as far as practicable.

Given the size of the Government Fleet, the different purposes for which individual vessels are built and the variety of engines they use, devising specific performance targets in respect of reduction in exhaust emission and fuel consumption that can be applied to every vessel may not be feasible. We will keep in view this possibility as more information about the effectiveness of the measures adopted becomes available in time.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)262****(Question Serial No. 6938)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Michael WL WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the numbers of various ranks of employees of the Marine Department (MD) who sustained injuries and/or died at work in each of the past five years, and the percentages of these numbers against the total number of staff in the respective ranks? What does the MD do for the prevention of injury on duty and the promotion of occupational safety and health (OSH) each year?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 865)

Reply:

Information on the average number of various ranks of employees of the MD sustaining injuries at work in the past five years, i.e. from 2010 to 2014 is tabulated below. There was no case involving death at work in the past five years.

Rank	Injury on duty	
	Annual average number of cases	Annual average percentage (%)*
Artisan	2.6	3.6
Assistant Ship Inspector	0.4	3.6
Chainman	0.2	5.0
Clerical Assistant	0.6	0.5
Launch Assistant	8.0	3.8
Launch Master	0.2	0.4
Marine Inspector I	0.6	0.6

Rank	Injury on duty	
	Annual average number of cases	Annual average percentage (%)*
Marine Inspector II	2.0	1.9
Marine Officer	0.2	0.5
Senior Artisan	0.4	1.1
Senior Launch Master	0.4	0.7
Senior Mechanical Inspector	0.2	2.9
Senior Ship Inspector	0.4	3.6
Ship Inspector	0.4	1.6
Supplies Supervisor II	0.2	1.8
Survey Officer (Engineering)	0.2	1.8
Surveyor of Ships	0.2	0.6
Workman II	1.2	3.6
Works Supervisor I	0.2	1.7
Works Supervisor II	0.6	7.5

* The calculation is based on the establishment of the rank as at the position of 31 December 2014

Measures adopted by the MD to prevent work injury and promote OSH include-

- (a) prompt investigation of accidents happened in the course of duty to ascertain their causes, with recommendations made to minimise the recurrence of similar accidents in the future;
- (b) provision of necessary personal protective equipment and safety trainings to staff before they discharge duties;
- (c) issuance of safety manuals / guidelines and newsletters to staff to enhance their awareness of work safety, which would be reviewed when there are changes in working procedures or if new types of work are involved;
- (d) conducting safety visits and safety audits on particular spots by the designated officers periodically to ensure safety at workplace; and
- (e) nomination of staff members to attend relevant courses and seminars on OSH to reinforce their awareness of, and compliance with, OSH requirements.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)263

(Question Serial No. 5301)

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

Question:

- (a) Please provide the specific figures for the gross tonnages registered on the Hong Kong Shipping Register in the past five years.
- (b) Please provide specific information on the expenditure on vessels management and the manpower involved in vessels management in the Marine Department (MD) in the past five years.
- (c) Please list the details of and the estimated expenditure for the implementation of the regulatory regime on local vessels and safety of shipboard works under the Merchant Shipping (Local Vessels) Ordinance (the Ordinance) (Cap 548) in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 130)

Reply:

- (a) The total gross tonnages of Hong Kong registered ships in the past five years are set out below:

Year	As at 31.3.2011	As at 31.3.2012	As at 31.3.2013	As at 31.3.2014	As at 11.3.2015
Total Gross Tonnages (million)	58.9	72.5	81.2	87.2	94.9

- (b) The MD co-ordinates with 14 government departments on the management (including the provision of crew) and the maintenance of vessels. The expenditure incurred for the management of the government fleet and the manpower involved in each of the past five years is as follows:

Year	Actual Expenditure (\$ million)	Number of staff
2010-11	388.7	531
2011-12	399.2	497
2012-13	417.7	499
2013-14	438.9	498
2014-15	474.4 (estimated)	504

- (c) The construction and operation of local vessels are governed by the Ordinance and its subsidiary legislation, the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation (Cap 548G), and the Code of Practices – Safety Standards for Class I, II, III and IV Vessels. The MD seeks to ensure the compliance by local vessels of safety and environmental protection requirements by carrying out plan approval, and undertaking initial and periodic surveys for the issuance of relevant certificates to these vessels.

The safety of works on local vessels is governed by the Ordinance, the Merchant Shipping (Local Vessels) (Works) Regulation (Cap 548I), the Code of Practice – Shipboard Container Handling on Local Vessels and other related guidelines. The MD ensures that vessels under repair, being broken up, engaged in cargo handling and marine construction works in Hong Kong comply with the safety requirements through conducting regular safety inspections on vessels. Unsafe conditions spotted during inspections on vessels are dealt with through the issuance of warnings and directions, which are followed up within a specified period. Prosecutions against breaches of statutes are initiated as a deterrent to malpractices and wilful breaches of the law. The regulatory work for local vessels and for safety of works is performed by the MD's existing staff as part of their normal duties, and there is no separate breakdown of manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5306)

Head: (100) Marine Department
Subhead(No. & title): (-) Not Specified
Programme: (2) Port Services
Controlling Officer: Director of Marine (Michael WL WONG)
Director of Bureau: Secretary for Transport and Housing

Question:

- (a) Please provide specific information on the expenditure on regulating shipping movements, including the provision of vessel traffic services and aids to navigation, in the Marine Department (MD) in the past five years; and advise on the manpower involved in and the estimated expenditure on regulating shipping movements, including the provision of vessel traffic services and aids to navigation, in the MD in 2015-16.
- (b) Please provide specific information on the number of emergency incidents handled by the MD in the past five years, and advise on the manpower involved in and the estimated expenditure on the handling of emergency incidents by the MD in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 135)

Reply:

- (a) Regulation of shipping movements mainly involves the provision of vessel traffic services and aids to navigation. Vessel traffic services include operations such as the monitoring of vessel movements through the vessel traffic service system, and the provision of traffic information to vessels through the very high frequency radio. These services are provided by the Vessel Traffic Centre of the MD, which has an establishment of 59 staff. As vessel traffic services form part of their normal duties, there is no separate breakdown of the manpower and expenditure involved.

With regard to aids to navigation, the services include the serving and maintenance of navigational aids such as light houses, light buoys and beacons. These services are provided by the Aids to Navigation and Mooring Unit of the MD, which has an establishment of 29 staff. As the services concerned form part of their normal duties, there is no separate breakdown of the manpower and expenditure involved.

- (b) The number of emergency incidents handled by the MD in the past five years is set out below:

Year	2010	2011	2012	2013	2014
Number of Incidents	96	109	126	125	132

Emergency incidents are handled by the Harbour Patrol Section (HPS) of the MD. The HPS has an establishment of 97 staff. The handling of emergency incidents forms part of their normal duties. There is no separate breakdown of the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)265****(Question Serial No. 5309)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Michael WL WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

1. Please provide the figures on the Marine Department (MD)'s work in detaining and disposing of crafts seized by enforcement agencies in the past five years.
2. Please list out the details of the special operations conducted by the MD in the past five years and the expenditure involved.

Asked by: Hon KWOK Kai-ki (Member Question No. 138)

Reply:

1. The figures with regard to the detention and disposal of craft seized by enforcement agencies in the past five years are set out below:

	Total number of detained craft in DCA brought forward from the previous calendar year (a)	Number of detained craft handed over by the HKPF & the C&ED (b)	Number of detained craft released to the HKPF and the C&ED (c)	Number of detained craft disposed of by way of destruction by the MD (d)	Total number of craft detained in DCA carried forward to the following calendar year (a)+(b)-(c)-(d)
2010	140	86	44	33	149
2011	149	72	32	40	149
2012	149	59	40	63	105
2013	105	40	12	26	107
2014	107	43	8	36	106

Notes:

DCA: Detained Craft Anchorage

HKPF: Hong Kong Police Force

C&ED: Customs and Excise Department

2. The special operations conducted by the MD in the past five years are listed below:

	2010	2011	2012	2013	2014
Safe carriage of passengers	7	7	7	17	17
Safe carriage of cargoes	6	6	6	4	4
Safe speed	7	7	6	20	19
Compliance with the International Regulations for Preventing Collisions at Sea	6	6	6	7	9
Safety Seminar	2	2	3	2	2
Total	28	28	28	50	51

Special operations are conducted by the Harbour Patrol Section (HPS) of the MD. The HPS has an establishment of 97 staff. As the special operations form part of their normal duties, there is no separate breakdown of expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)266

(Question Serial No. 5320)

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

Question:

- (a) Please advise on the number of locally licensed vessels which, upon periodical inspections carried out by the Marine Department (MD) in the past five years, were found failing to carry adult lifejackets equivalent to 100% of the total number of persons on board; and the provision earmarked by the MD for carrying out periodical inspections of locally licensed vessels in 2015-16.
- (b) Please advise on the average time (in hours) taken by the MD to carry out periodical inspection on a locally licensed vessel and the expenditure involved in the past five years; and the projected average time (in hours) for the MD to carry out periodical inspection on a locally licensed vessel and the estimated expenditure involved in 2015-16.
- (c) Please advise on the number of locally licensed vessels for which licences were not renewed due to the failure to comply with the Merchant Shipping (Local Vessels) Ordinance (the Ordinance) and the relevant subsidiary legislation in the past five years.

Asked by: Hon KWOK Ka-ki (Member Question No. 158)

Reply:

- (a) Between November 2012 and April 2013, 185 vessels out of 721 locally licensed passenger carrying vessels inspected were found to have fewer adult lifejackets than the total number of persons on board. Inspections carried out by the MD since April 2013 until today do not reveal any lifejacket shortfall issue. The MD does not have readily available figures for the period prior to November 2012.

In 2015-16, periodic inspections of locally licensed vessels will be performed by the MD's staff comprising 20 officers in total from the ship surveyor and ship inspector

grades (two ship surveyors, one chief ship inspector, five senior ship inspectors, ten ship inspectors and two assistant ship inspectors) as part of their normal duties, as well as by authorised surveyors who are required to follow the statutory requirements under the Ordinance (Cap 548) in conducting ship surveys.

- (b) In the past five years, the average inspection time spent on board a local vessel was around two to six hours. The average inspection time in 2015-16 is estimated to be around three to seven hours.

The inspection fees are paid by the owners / owners' representatives in accordance with the Merchant Shipping (Local Vessels) (Fees) Regulation (Cap 548J) on a cost-recovery basis.

- (c) There is no record in the past five years of locally licensed vessels the licences of which were not renewed due to the failure to comply with the Ordinance and its subsidiary legislation.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)267****(Question Serial No. 6184)**

Head: (100) Marine Department
Subhead (No. & title): (-) Not Specified
Programme: (5) Government Fleet
Controlling Officer: Director of Marine (Michael WL WONG)
Director of Bureau: Secretary for Transport and Housing

Question:

Regarding government vessels, please list out the fuel consumption amount, exhaust emission amount, fuel expenditure and the expenditure on handling exhaust emission in the past five years.

Asked by: Hon KWOK Ka-ki (Member Question No. 288)

Reply:

The information requested is listed below:

Financial Year	Fuel Consumption	Exhaust Emission		Actual Fuel Expenditure
		Sulphur Oxide (SO _x)	Respirable suspended Particle	
	litre	kilogramme (kg) (approximate)	kg (approximate)	\$ million
2009-10	2 284 563	194	4 533	10.10
2010-11	2 176 949	185	4 328	12.72
2011-12	2 267 929	193	4 507	15.17
2012-13	2 325 032	198	4 619	14.97
2013-14	2 156 974	183	4 286	15.03

The handling of exhaust emissions is carried out as part of the vessels' periodic routine overhaul, and there is no separate breakdown for the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)268

(Question Serial No. 6185)

Head: (100) Marine Department
Subhead (No. & title): (-) Not specified
Programme: (-) Not specified
Controlling Officer: Director of Marine (Michael WL WONG)
Director of Bureau: Secretary for Transport and Housing

Question:

In view of the vessel collision incident near Lamma Island on 1 October 2012, the Marine Department (MD) has been said to be ineffective in supervision, and having heavy workload but insufficient survey staff. Please advise on the changes in the number of survey staff, the expenditure involved on survey work and the average time required for the whole inspection procedure since the vessel collision incident in 2012.

Asked by: Hon KWOK Ka-ki (Member Question No. 289)

Reply:

The Local Vessels Safety Section (LVSS) of the MD is responsible for local vessel surveys. In 2013-14, the LVSS had a total of 16 professional staff, including one temporarily on loan from another section. The additional inspections by the LVSS in response to the "Report of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012" recommendations in 2013-14 were carried out by existing resources, and there was no additional manpower and expenditure involved.

To further enhance the work of the MD with regard to vessel survey, four Ship Inspector and one Assistant Ship Inspector posts were created in 2014-15, bringing the total number of LVSS staff to 20. The staff cost in 2014-15 for these five posts was \$2.6 million in terms of notional annual mid-point salary value. In 2015-16, the number of professional staff in the LVSS to carry out survey work remains the same as in 2014-15.

In the past five years, the average inspection time spent on board a local vessel was around two to six hours. The average inspection time in 2015-16 is estimated to be around three to seven hours.

The inspection fees are paid by the owners / owners' representatives in accordance with the Merchant Shipping (Local Vessels) (Fees) Regulation (Cap 548J) on a cost-recovery basis.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)269

(Question Serial No. 6517)

Head: (100) Marine Department
Subhead (No. & title): (-) Not Specified
Programme: (2) Port Services
Controlling Officer: Director of Marine (Michael WL WONG)
Director of Bureau: Secretary for Transport and Housing

Question:

In the past three years, what is the monthly average number of ocean-going vessels (OGVs) berthing in Hong Kong?

Asked by: Hon KWOK Ka-ki (Member Question No. 328)

Reply:

The monthly average number of OGVs berthing at Hong Kong in the past three years is set out below:

2012 : 2 560
2013 : 2 490
2014 : 2 510

- End -

CONTROLLING OFFICER'S REPLY

THB(T)270

(Question Serial No. 4574)

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

Question:

Regarding the engagement of “outsourced workers”, please provide the following information:

	2014-15 (the latest position)
Number of outsourced service contracts	()
Total payments to outsourced service providers	()
Duration of service of each outsourced service provider	()
Number of outsourced workers engaged through outsourced service providers	()
Details of the positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology)	
Monthly salary range of outsourced workers	
- \$30,001 or above	()
- \$16,001 to \$30,000	()
- \$8,001 to \$16,000	()
- \$6,501 to \$8,000	()
- \$6,240 to \$6,500	()
- under \$6,240	()
Length of service of outsourced workers	
- over 15 years	()
- 10 to 15 years	()
- 5 to 10 years	()
- 3 to 5 years	()
- 1 to 3 years	()
- under 1 year	()

	2014-15 (the latest position)
Percentage of outsourced workers against the total number of staff in the Department	()
Percentage of payments to outsourced service providers against the total staff costs of the Department	()
Number of workers who received severance payment / long service payment / contract gratuity	()
Amount of severance payment / long service payment / contract gratuity paid	()
Number of workers with severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to Mandatory Provident Fund (MPF)	()
Amount of severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	()
Number of workers with paid meal break	()
Number of workers without paid meal break	()
Number of workers working five days per week	()
Number of workers working six days per week	()

() Change in percentage as compared with 2013-14

Asked by: Hon WONG Kwok-hing (Member Question No.84)

Reply:

The information requested is set out below:

	2014-15 (as at 28.2.2015)
Number of outsourced service contracts	4 817 (+44%)
Total payments to outsourced service provider (\$ million)	187.390 (-11%)
Duration of service of each outsourced service provider	1 day to 60 months
Number of outsourced workers engaged through outsourced service providers ^{Note 1}	257 (+12%)
Details of the positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology)	Security, cleaning, ferry terminal-related services, land transport, vessel maintenance, launch service, anti-rodent service

	2014-15 (as at 28.2.2015)
Monthly salary range of outsourced workers ^{Note 2} - \$30,001 or above - \$16,001 to \$30,000 - \$8,001 to \$16,000 - \$6,501 to \$8,000 - \$6,240 to \$6,500 - under \$6,240	0 (-) 0 (-) 172 (+105%) 76 (-46%) 0 (-) 6 ^{Note 3} (+20%)
Length of service of outsourced workers - over 15 years - 10 to 15 years - 5 to 10 years - 3 to 5 years - 1 to 3 years - under 1 year	The Marine Department (MD) does not keep information on the length of employment of outsourced workers.
Percentage of outsourced workers against the total number of staff in the Department	There is no specification of the number of workers required under some of the outsourced service contracts. Hence, the information requested is unavailable.
Percentage of payments to outsourced service providers against the total staff costs of the Department	Since the payments to outsourced service providers in some cases cover the non-staff costs such as charges for hiring coaches / launches, buying materials, etc., it is not directly comparable to the total staff costs of the MD.
Number of workers who received severance payment / long service payment / contract gratuity Amount of severance payment / long service payment / contract gratuity paid Number of workers with severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to Mandatory Provident Fund (MPF) Amount of severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF Number of workers with paid meal break Number of workers without paid meal break Number of workers working five days per week Number of workers working six days per week	As workers are employees of outsourced service providers, the MD does not have the requested information.

() Change in percentage as compared with 2013-14

Notes

1. We have not specified the number of workers required under some of the outsourcing service contracts. Hence, the number of workers employed under these outsourcing service contracts has not been included.
2. The contractors are required to provide us with the monthly wages of non-skilled workers to ensure their compliance with the minimum wage. Hence, only the monthly wages of non-skilled workers have been included.
3. The salaries of these outsourced workers are not below the statutory minimum wage.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)271****(Question Serial No. 4575)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Michael WL WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the engagement of "agency workers", please provide the following information:

	2014-15 (the latest position)
Number of contracts with employment agencies (EAs)	()
Contract sum paid to each EA	()
Duration of service of each EA	()
Number of agency workers	()
Details of the positions held by agency workers	
Monthly salary range of agency workers	
• \$30,001 or above	()
• \$16,001 to \$30,000	()
• \$8,001 to \$16,000	()
• \$6,501 to \$8,000	()
• \$6,240 to \$6,500	()
• under \$6,240	()
Length of service of agency workers	
• over 15 years	()
• 10 to 15 years	()
• 5 to 10 years	()
• 3 to 5 years	()
• 1 to 3 years	()
• under 1 year	()
Percentage of agency workers against the total number of staff in the Department	()
Percentage of payments to EAs against total staff costs of the Department	()

	2014-15 (the latest position)
Number of workers who received severance payment / long service payment / contract gratuity	()
Amount of severance payment / long service payment / contract gratuity paid	()
Number of workers with severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to Mandatory Provident Fund (MPF)	()
Amount of severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	()
Number of workers with paid meal break	()
Number of workers without paid meal break	()
Number of workers working five days per week	()
Number of workers working six days per week	()

() Changes in percentage as compared with 2013-14

Asked by: Hon WONG Kwok-hing (Member Question No. 85)

Reply:

The information requested is set out below:

	Type of Contract	2014-15 (as at 28 February 2015)
Number of contracts with EAs	Others	17 (-10.53%)
	T-contract ^{Note 1}	17 (-50%)
Contract sum paid to each EA (in \$ million)	Others	0.012 to 0.263 (N.A.)
	T-contract	0.308 to 2.37 (N.A.)
Duration of service for each EA	Others	6 months to 18 months ^{Note 2} (N.A.)
	T-contract	19 months to 33 months (N.A.)
Number of agency workers	Others	39 (-7.14%)
	T-contract	17 (-15%)

	Type of Contract	2014-15 (as at 28 February 2015)
Details of the positions held by agency workers	As the manpower supplied by the EAs is used for meeting urgent and short-term service needs, agency workers are generally referred to as temporary workers and are not assigned with any specific post titles. Hence, the information requested is unavailable.	
Monthly salary range of agency workers <ul style="list-style-type: none"> • \$30,001 or above • \$16,001 to \$30,000 • \$8,001 to \$16,000 • \$6,501 to \$8,000 • \$6,240 to \$6,500 • under \$6,240 	Others	- 0 (-100%) 39 (-4.88%) ^{Note 3} - - -
	T-contract	T-contract is centrally administered by the Office of the Government Chief Information Officer (OGCIO). The contracts the OGCIO entered into with the EAs specify the service fee charged by the latter in providing agency workers but do not specify the wages of agency workers. Hence, the information requested is unavailable.
Length of service of agency workers <ul style="list-style-type: none"> • over 15 years • 10 to 15 years • 5 to 10 years • 3 to 5 years • 1 to 3 years • under 1 year 	According to the contracts that the MD entered into with EAs, EAs may arrange any of their employees to work in the MD or arrange replacement agency workers during the contract period for different reasons. Hence, the MD does not keep information on the years of service of agency workers.	
Percentage of agency workers against the total number of staff in the Department (%)	Others	2.76 (-8.61%)
	T-contract	1.2 (-16.67%)
Percentage of payments to EAs against total staff costs of the Department (%)	Others	0.46 (-13.21%)
	T-contract	1.39 (-4.14%)

	Type of Contract	2014-15 (as at 28 February 2015)
Number of workers who received severance payment / long service payment / contract gratuity	Agency workers did not have any employment relationship with the Government. As the contractual relationship of the agency workers is with their respective EAs instead of the Government, the information requested is unavailable.	
Amount of severance payment/long service payment / contract gratuity paid		
Number of workers with severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF		
Amount of severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF		
Number of workers with paid meal breaks Number of workers without paid meal breaks	The contracts that the MD entered into with EAs do not specify whether the agencies have to pay for the meal breaks of agency workers. As agency workers are employees of EAs, whether the meal breaks is paid or not is determined by the EAs and their employees when signing the contracts. Hence, the information requested is unavailable.	
Number of workers working five days per week	Others	35 (-7.89%)
	T-contract	17 (-15%)
Number of workers working six days per work week	Others	0 (N.A.)
	T-contract	0 (N.A.)
Number of workers working on shift pattern	Others	4 (±0%)
	T-contract	0 (N.A.)

() Changes in percentage as compared with 2013-14

Notes:

1. T-contract refers to term contract centrally administered by the OGCIO.
2. One of the contracts was engaged to meet service needs which entailed irregular work pattern.
3. The monthly salaries of the agency workers are not below the monthly wage rate of the Statutory Minimum Wage plus paid rest days.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)272****(Question Serial No. 4576)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Michael WL WONG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the employment of “non-civil service contract (NCSC) staff”, please provide the following information:

	2014-15 (latest position)
Number of NCSC staff	()
Details of the positions held by NCSC staff	
Payroll costs of NCSC staff	()
Monthly salary range of NCSC staff	
· \$30,001 or above	()
· \$16,001 to \$30,000	()
· \$8,001 to \$16,000	()
· \$6,501 to \$8,000	()
· \$6,240 to \$6,500	()
· Below \$6,240	()
Length of service of NCSC staff	
· over 15 years	()
· 10 to 15 years	()
· 5 to 10 years	()
· 3 to 5 years	()
· 1 to 3 years	()
· under 1 year	()
Number of NCSC staff successfully appointed as civil servants	()
Percentage of NCSC staff against the total number of staff in the Department	()
Percentage of staff costs for NCSC staff against the total staff costs of the Department	()
Number of NCSC staff who received severance payment / long service payment / contract gratuity	()

	2014-15 (latest position)
Amount of severance payment/long service payment / contract gratuity paid	()
Number of NCSC staff with severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to Mandatory Provident Fund (MPF)	()
Amount of severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	()
Number of NCSC staff with paid meal break	()
Number of NCSC staff without paid meal break	()
Number of NCSC staff working five days per week	()
Number of NCSC staff working six days per week	()

() Change in percentage as compared with 2013-14

Asked by: Hon WONG Kwok-hing (Member Question No. 86)

Reply:

The information requested is set out below:

	2014-15 (as at 28 February 2015)
Number of NCSC staff	19 (+73%)
Details of the positions held by NCSC staff	2 Contract Marine Controllers 5 Contract Marine Officers 6 Contract Surveyors of Ships (Engineer and Ship) / (Ship) 1 Engineering Officer (Training) 1 Nautical Officer (Training) 3 Office Executives 1 Project Coordinator (Local Vessels)
Payroll costs of NCSC staff	\$9.60 million (+104%)
Monthly salary range of NCSC staff	
· \$30,001 or above	16 (+100%)
· \$16,001 to \$30,000	3 (0%)
· \$8,001 to \$16,000	0 (N/A)
· \$6,501 to \$8,000	0 (N/A)
· \$6,240 to \$6,500	0 (N/A)
· Below \$6,240	0 (N/A)
Length of service of NCSC staff	
· over 15 years	0 (N/A)
· 10 to 15 years	0 (N/A)
· 5 to 10 years	2 (N/A)
· 3 to 5 years	1 (-50%)
· 1 to 3 years	6 (+20%)
· under 1 year	10 (+150%)

	2014-15 (as at 28 February 2015)
Number of NCSC staff successfully appointed as civil servants	0 (N/A)
Percentage of NCSC staff against the total number of staff in the Department	1.3 (+63%)
Percentage of staff costs for NCSC staff against the total staff costs of the Department	1.8 (+80%)
Number of NCSC staff who received severance payment / long service payment / contract gratuity	11 (+175%)
Amount of severance payment/long service payment / contract gratuity paid	\$0.992 million (+575%)
Number of NCSC staff with severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to Mandatory Provident Fund (MPF)	1 (N/A)
Amount of severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	\$2,000 (N/A)
Number of NCSC staff with paid meal break	19 (+73%)
Number of NCSC staff without paid meal break	0 (N/A)
Number of NCSC staff working five days per week	19 (+73%)
Number of NCSC staff working six days per week	0 (N/A)

() Change in percentage as compared with 2013-14

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4810)

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

Question:

Regarding the item "to enhance the safety of local passenger carrying vessels and take appropriate follow-up actions" under Matters Requiring Special Attention, please advise this Committee on the measures to be taken and the expenditure involved.

Asked by: Hon WU Chi-wai (Member Question No. 116)

Reply:

In 2014-15, five improvement measures as identified in the first phase to enhance marine safety were implemented, i.e. enhancing look-out by crew, provision of a muster list, review of minimum safe manning scale, improving signage and directives relating to lifejackets, and the requirement of fitting watertight-door alarms in wheelhouse.

The Government is working to implement the second phase of work which mainly relates to the installation of three kinds of navigational and communication equipment on passenger vessels, namely the Automatic Identification System (AIS), radar and Very High Frequency radiotelephone. The Government will consult the Legislative Council on the legislative amendment proposals in 2015-16.

After finalising the second-phase improvement measures, the Marine Department (MD) will focus on the third-phase improvement measures relating to the training and physical fitness of coxswains, etc.

To encourage the trade to take early action on installing the AIS on their vessels, the MD launched an incentive scheme in November 2014 to fully subsidise the installation of the AIS on local passenger vessels. The expenditure involved in 2015-16 is estimated to be \$2.2 million. The MD has also commissioned a feasibility study on developing a lifejacket suitable for use by both adult and child, which is expected to be completed by end 2015. The expenditure involved in 2015-16 is \$1.8 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)274

(Question Serial No. 4856)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, what are the estimated provisions for the salaries and allowances for the Secretary for Transport and Housing (STH), the Under Secretary for Transport and Housing (USTH) and the Political Assistant (PA) to STH?

Asked by: Hon CHAN Chi-chuen (Member Question No. 108)

Reply:

For budgetary purpose, the salary provisions in respect of the positions of the STH, the USTH and the PA to STH in 2015-16 are \$3.58 million, \$2.5 million and \$1.25 million respectively.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4864)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Under this Programme, the Transport and Housing Bureau (Transport Branch) is responsible for overseeing the implementation of the "Universal Accessibility (UA)" policy for the retrofitting of barrier-free access (BFA) facilities at public footbridges, elevated walkways and subways. In this connection, will the Government set out in table form the works items related to the UA over the past three years and the works items expected to be carried out in the coming year? What are the expenditure, the manpower and the locations involved?

Asked by: Hon CHAN Chi-chuen (Member Question No. 116)

Reply:

The Government has been installing the BFA facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) for years (the "Original Programme") on the recommendation of the Equal Opportunities Commission. The implementation of the remaining 154 items under the "Original Programme" continues. Most of the items are anticipated for progressive completion until 2018 as scheduled. As at 28 February 2015, ten items have been completed, 74 items are under construction and 35 items are anticipated to commence in 2015-16. The construction works for the remaining 35 items will commence as soon as possible upon completion of design and obtaining of support from the District Councils (DCs).

In August 2012, the Government launched the new UA Programme to further enhance the BFA facilities for existing public walkways maintained by the HyD. Installation of lifts at about 250 public walkways was proposed by the public. In the first half of 2013, we

invited all the 18 DCs to prioritise the new items in their districts proposed by the public. Each DC selected three public walkways for priority implementation (the “Expanded Programme”). We have largely completed the technical feasibility studies and investigation works for these public walkways selected by the DCs. We reported the study findings and preliminary proposals to the DCs in the first quarter of 2014. The detailed design works for those items confirmed to be technically feasible and supported by the DCs have commenced. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 28 February 2015, one priority item is under construction and 46 priority items are anticipated to commence construction in 2015-16. The construction works for the remaining ten priority items will commence as soon as possible upon completion of their investigation and design works, and obtaining of support from the DCs.

The expenditure on the UA Programme in 2012-13, 2013-14 and 2014-15 was \$28.5 million, \$232.2 million and \$558.4 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2015-16 is \$840 million.

The list of projects under the UA Programme is as follows –

Original Programme:

Highways Department Structure No.	Location
Central and Western District	
HS3	Across Cotton Tree Drive near Murray Building
HF37	Along Connaught Road Central near Exchange Square
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building
HF119	Across Connaught Road Central near Waterfront Police Station
HF152	Across Harcourt Road near Citic Tower
HF93	At Man Po Street near Pier Road
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market
HF137	Across Connaught Road Central near Pottinger Street
HF81	Across Pok Fu Lam Road near The University of Hong Kong
HF100	Across Lambeth Walk connected to Bank of America Tower
HF40	Across Cotton Tree Drive near Lippo Centre
Eastern District	
HS17	Across Island Eastern Corridor near Hong Kong Film Archive
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout

Highways Department Structure No.	Location
H162	King's Road Flyover across Kornhill Road
HF90	Across King's Road and Tin Chiu Street
HF90A	Across King's Road and Tin Chiu Street
Southern District	
HS16	Across Aberdeen Praya Road near Old Main Street
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road
HS7	Across Shek Pai Wan Road near Wah Fu Estate
HF59	Along Island Road at Deep Water Bay
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel
H116	Wong Chuk Hang Road near Nam Fung Road
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau
Wan Chai District	
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF35	Across Harbour Road near Harbour Drive
HF57	Across Fleming Road near Harbour Road
HF65	Across Gloucester Road near Central Plaza
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station
HF160	Across Gloucester Road near Central Plaza
HF2	Across Gloucester Road near Luk Kwok Hotel
HF2A	Across Gloucester Road near Luk Kwok Hotel
HS10	Across Wong Nai Chung Road and Queen's Road East
HF144	Across Gloucester Road and Tonnochy Road
HF106	Across Harbour Road and Convention Avenue near Arts Centre
HF145	Across Gloucester Road and Fenwick Street
HF43	Across Gloucester Road and Wan Shing Street near Canal Road
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover
HF116	Across Gloucester Road near Stewart Road
Kowloon City District	
KF25	Across Waterloo Road near Suffolk Road
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South
KS9	Across Prince Edward Road West at Kowloon City Interchange
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road
KF29	Across Kowloon City Road and San Shan Road
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City

Highways Department Structure No.	Location
	Interchange
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road
KS41	Across Chatham Road North near Winslow Street
Kwun Tong District	
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden
KF44	Across Hip Wo Street near Cheung Wo Court
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate
KF39	Across Wai Yip Street near Sheung Yee Road
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road
KF83	Across Lin Tak Road near Hing Tin Street
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road
Sham Shui Po District	
KS47	Across Tai Po Road near Pei Ho Street
KF10	Across Lai Chi Kok Road near Cheung Shun Street
KF43	Across Nam Cheong Street near Chak On Estate
KF32	Across Cheung Sha Wan Road near Fat Tseung Street
KS25	Across Cheung Sha Wan Road near Kweilin Street
KF13	Across Lung Cheung Road near Beacon Heights
Wong Tai Sin District	
KF57	Across Lung Cheung Road near Tin Ma Court
KS7	Across Lung Cheung Road near Choi Hung MTR Station
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road
KS35	Across Prince Edward Road East near San Po Kong Interchange
KF60	Across Ma Chai Hang Road near Lung Cheung Government Secondary School
KS12	Across Choi Hung Road at Lok Sin Road
K36	At Po Kong Village Road over Lung Cheung Road
K8	Along Fung Mo Street over Lung Cheung Road
Yau Tsim Mong District	
KS40	Across Nathan Road near Bute Street
KS2	Across Chatham Road South near Gun Club Hill Barracks
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters
KS30	Across Hong Cheong Road near Chatham Road Interchange
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange

Highways Department Structure No.	Location
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road
KS49	Across Jordan Road near Canton Road and Ferry Street
KF54	Across Luen Wan Street near Waterworks Depot
Kwai Tsing District	
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building
NS19	Across Ching Hong Road near Mayfair Gardens
NS89	Across Tsing Yi Road near Cheung Ching Estate
NS126	Across Kwai Fuk Road near Shing Fuk Street
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange
NF1	Across Kwai Chung Road near Kwai Fong Estate
NS1	Across Kwai Chung Road near Princess Margaret Hospital
NS1A	Across Kwai Chung Road near Princess Margaret Hospital
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road
NS10	Across Tsuen Wan Road near Lai King Estate
N546	Tsing Tsuen Bridge
North District	
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout
NF296	Across Lung Sum Avenue near San Fat Street
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF212	Across Wo Hing Road near Wah Ming Road
NF247	Across Pak Wo Road near Wai Ming Street
NF76	Across Jockey Club Road near Tin Ping Estate
NF104	Across Fanling Highway and San Wan Road
NS106	Across Fanling Highway near Tai Tau Leng

Highways Department Structure No.	Location
Sai Kung District	
NS98	Across Clear Water Bay Road near Tseng Lan Shue
Sha Tin District	
NS38	Across Tai Po Road near Fo Tan Road
NS28A	Across Fo Tan Road near Yuen Wo Road
NF40	Across Tai Po Road – Sha Tin near Wo Che Street
NF71	At Tai Po Road – Sha Tin over Sha Tin MTR Station near Tin Liu
NF74	Across Lion Rock Tunnel Road near Fung Shing Court
NF89	Across Sha Tin Wai Road near Sha Kok Street
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sun Cheung Street
Tai Po District	
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive
NS69	Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NS70	Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre
NF266	Across Ting Kok Road near Tung Leung Lane
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang
NF81	Across East Rail Line Track near Kiu Tau
NF444	Across Nam Wan Road near Wan Tau Tong Estate
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden
NS77	Across Tai Po Tai Wo Road near Nam Wan Road
NF80	Across East Rail Line Track near Yuen Leng
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street
NS145	Across Fanling Highway near Tai Po Road – Tai Wo
Tuen Mun District	
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station
NS99	Across Tsing Wun Road near Yip Wong Road
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square

Highways Department Structure No.	Location
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street
NF101	Across Wu Shan Road near Wu King Road
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station
Tsuen Wan District	
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre
NF109	Across Castle Peak Road near Fou Wah Centre
NF108	Across Castle Peak Road – Tsuen Wan near Nan Fung Centre
NF167	Across Tai Chung Road near Sha Tsui Road
NF311	Across Castle Peak Road – Tsuen Wan near Tsuen Wan Town Square
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan
NF234	Across Yeung Uk Road and Texaco Road
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building
Yuen Long District	
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate
NF245	Across Fuk Hi Street near Wang Lok Street
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station

Expanded Programme:

Highways Department Structure No.	Location
Central and Western District	
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park
HF46	Across Possession Street near Lower Lascar Row
HF135	Along Cochrane Street near Tun Wo Lane
Eastern District	
HF63	Across Chai Wan Road near Shan Tsui Court
HF163	Across Siu Sai Wan Road near Harmony Road
HF92 & HF92A	Across Island Eastern Corridor near Quarry Bay Park
Southern District	
HF104	Across Aberdeen Praya Road near Nam Ning Street
HF105	Across Aberdeen Praya Road near Ocean Court
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road

Highways Department Structure No.	Location
Wan Chai District	
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street
HF154	Across Gloucester Road and Percival Street near Sino Plaza
HS9	Across Canal Road East near Sports Road
Kowloon City District	
K14	Pui Ching Road Flyover across Princess Margaret Road
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street
KF106	Across Hung Hom South Road near Hung Hom Road
Kwun Tong District	
KS56	Across Kwun Tong Road near Ting On Street
KF90	Across Lei Yue Mun Road near Tsui Ping Road
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park
Sham Shui Po District	
KF69	Across Lai Chi Kok Road and Tonkin Street
KS52	Across Tat Chee Avenue near To Yuen Street
KF97	Across Tai Po Road near Tai Woh Ping Road
Wong Tai Sin District	
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II
KF58	Across Lung Cheung Road near Ma Chai Hang Road
KF76	Across Fung Tak Road and Lung Poon Street
Yau Tsim Mong District	
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway
KF89	Across Ferry Street at Junction of Dundas Street
KF94	Across Cherry Street, Ferry Street and Tong Mei Road
Islands District	
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei
NF328	Across Yu Tung Road and Chung Yan Road
NS230	Across Shun Tung Road near Lantau North Police Station
Kwai Tsing District	
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road
NF72A	Across Kwai Foo Road near Kwai Yi Road
NF229	Across Junction of Castle Peak Road – Kwai Chung , Kwai Chung Road and Lei Muk Road

Highways Department Structure No.	Location
North District	
NF134	Across Fanling Highway near Fanling MTR Station
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane
NF295	Across San Wan Road near Landmark North
Sai Kung District	
NF193	Across Po Lam Road North near Lam Shing Road
NF309	Across Po Ning Road near Po Shun Road
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre
Sha Tin District	
NF73	Connecting Pai Tau Street and Sha Tin MTR Station
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road
Tai Po District	
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden
NF156	Across Tai Po Road – Yuen Chau Tsai near Kwong Fuk Estate
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate
Tuen Mun District	
NS42	Across Tuen Hing Road near Tuen Mun Road
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane
NF315	Across Lung Mun Road near Lung Mun Light Rail Station
Tsuen Wan District	
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station
NF186	Across Tai Chung Road near Heung Che Street
NF251	Across Yeung Uk Road and Ma Tau Pa Road
Yuen Long District	
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station

- End -

CONTROLLING OFFICER'S REPLY

THB(T)276

(Question Serial No. 4865)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Under this Programme, the Transport and Housing Bureau (Transport Branch) jointly administered with the relevant Guangdong authorities the regulatory regime for cross-boundary vehicles. In this connection, will the Government advise this Committee on:

- (a) the current number of Hong Kong vehicles holding Mainland and Hong Kong cross-boundary vehicle licences;
- (b) the number of cross-boundary vehicles, in table form, crossing the boundary via various boundary control points (BCPs), including Shenzhen Bay, Lok Ma Chau, Man Kam To and Sha Tau Kok, over the past three years; and
- (c) the number of trips to Hong Kong made by Mainland cross-boundary vehicles under the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars and the provinces and areas where they come from?

Asked by: Hon CHAN Chi-chuen (Member Question No. 117)

Reply:

- (a) At present, cross boundary vehicles are regulated under a quota system jointly administered by the Hong Kong Special Administrative Region Government and the Guangdong Provincial Government. These vehicles must have the Approval Notice issued by the Guangdong Provincial Public Security Department and closed road permit issued by the Transport Department, and have completed the formalities

required by other Mainland authorities, before they could travel between Hong Kong and Guangdong. As at 28 February 2015, the number of Hong Kong cross-boundary vehicles with valid closed road permits is 41 488.

- (b) The numbers of vehicles crossing the respective BCPs in the past three years are set out in the table below:

Year	BCPs			
	Shenzhen Bay Port	Lok Ma Chau	Man Kam To	Sha Tau Kok
2012	3 620 964	9 470 784	1 529 203	911 852
2013	3 665 512	9 320 776	1 593 910	964 293
2014	3 639 109	9 034 561	1 738 309	799 418

Source : Immigration Department and Customs and Excise Department

- (c) At present, there is no Mainland private car entering Hong Kong under ad hoc quota. The first phase of the ad hoc quota trial scheme for cross-boundary private cars launched in March 2012 is for qualified owners of Hong Kong private cars entering Guangdong only.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)277

(Question Serial No. 4866)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Under this Programme, the Transport and Housing Bureau (Transport Branch) concluded the review and update of the Railway Development Strategy 2000 (RDS-2000), and announced the Railway Development Strategy 2014 (RDS-2014). Will the Government advise this Committee on the manpower and expenditure involved in the work for RDS-2014 in the past? What is the name of the consultant, the consultancy fee and expenditure for report production?

Asked by: Hon CHAN Chi-chuen (Member Question No. 118)

Reply:

The manpower and expenditure involved in the review and update of the RDS-2000 and the formulation of the RDS-2014 are absorbed by in-house resources of the Transport Branch of the Bureau. The total expenditure for the consultancy study is \$43 million covering the consultancy fee and the production of reports. The consultant engaged was AECOM Asia Company Ltd.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4867)

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:

Under this Programme, the Transport Branch (TB) of the Transport and Housing Bureau is responsible for the conduct of the consultancy study on the feasibility of establishing a civil aviation training institute and overseeing the conclusion of the preliminary feasibility study for Container Terminal 10 at Southwest Tsing Yi and the Study on the Strategic Development Plan for Hong Kong Port 2030. In this connection, will the Government advise on the manpower and expenditure involved in the relevant work? What are the institutions commissioned for the consultancy studies and the cost? What are the findings regarding the stance on the establishment of a civil aviation training institute, the development of Container Terminal 10 and the future development of Hong Kong Port?

Also, what is the progress of the Government's following up on the range of issues arising from the collision of vessels near Lamma Island on 1 October 2012?

Asked by: Hon CHAN Chi-chuen (Member Question No. 119)

Reply:

The Civil Aviation Department (CAD) has engaged a consultant, namely the Chinese University of Hong Kong, to carry out a feasibility study on establishing a civil aviation training institute. The consultancy fee is about \$1.4 million. The consultancy study is expected to be completed in 2015. The Government will examine the detailed arrangements for establishing the civil aviation training institute once the results of the feasibility study are available. The overseeing of the conduct of the consultancy study is conducted by existing staff as part of their normal duties, with no additional expenses involved.

The Preliminary Feasibility Study for Container Terminal 10 at Southwest Tsing Yi (PFS CT10) and the Study on the Strategic Development Plan for Hong Kong Port 2030 (HKP2030 Study) were completed in 2014. AECOM Asia Co. Ltd. was the consultant of PFS CT10, and BMT Asia Pacific Limited was the consultant of HKP2030 Study. An expenditure of about \$860,000 was incurred in 2014-15. Existing manpower in the TB were deployed to oversee these two studies as part of their normal duties with no additional expenditure involved. The preliminary findings of the PFS CT10 show that the development of CT10 at Southwest Tsing Yi is technically feasible. However, the outcome of the analysis of the HKP2030 Study shows that the project is not financially or economically viable, largely because the latest forecast of throughput growth of Hong Kong Port is at a slower rate than what was previously forecast. The HKP2030 Study findings project that container throughput in Hong Kong will continue to see an annual growth of 1.5% up to 2030. In order to cope with the projected increase in throughput in the coming years, it is necessary to enhance the handling capacity of the existing container terminals and related infrastructure facilities. The HKP2030 Study proposes a series of enhancement measures, which include, among others, upgrading the Stonecutters Island Public Cargo Working Area to a modern terminal facility, enabling the River Trade Terminal to become a terminal for both ocean-going and river trade vessels, making better use of the land around the Kwai Tsing Container Terminals and providing more barge berths to enhance the terminals' operational efficiency and accommodate future growth in transshipment. The HKP2030 Study anticipates that with the above measures in place, planning for the CT10 before 2030 is not recommended.

The Government is working with the trade to follow up on the various enhancement measures in a pragmatic and progressive manner, with a view to supporting the efficient operation of the container terminals and the port as a whole. We are reviewing the allocation and management of port backup land in Kwai Tsing and examining the feasibility of a multi-storey facility for container and heavy goods vehicles parking to free up more land for support port operations. The relevant studies are in their final stages, and will be released for industry consultation in the next few months.

To follow up on the "Report of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012" (CoI Report), the Secretary for Transport and Housing (STH) set up the Steering Committee on Systemic Reform of the Marine Department (MD) (Steering Committee) in May 2013 to steer the MD to undertake a comprehensive systemic review and reform, oversee improvement measures taken by the MD to enhance marine safety, review and improve the MD's business processes and operational procedures, and map its manpower strategy and training matters. The Steering Committee has held 15 meetings so far.

In 2014-15, five improvement measures as identified in the first phase to enhance marine safety were implemented, i.e. enhancing look-out by crew, provision of a muster list, review of minimum safe manning scale, improving signage and directives relating to lifejackets, and the requirement of fitting watertight-door alarms in wheelhouse. The Government is working to implement the second phase of work, which mainly relates to the installation of three kinds of navigational and communication equipment on passenger vessels, namely the Automatic Identification System, radar and Very High Frequency radiotelephone. As implementation for these installations will require legislative amendments, the Government

will consult the Legislative Council on the legislative amendment proposals in 2015-16. Besides, the MD has commissioned a feasibility study on developing a lifejacket suitable for use by both adult and child, which is expected to be completed by end 2015. After finalising the second-phase improvement measures, MD will focus on the third-phase improvement measures relating to the training and physical fitness of coxswains, etc.

Furthermore, the MD completed the first and second phases of organisational review on improving the business processes and operational procedures of the Department in 2014 and early 2015 respectively, and follow-up actions are being taken to implement the recommendations. Meanwhile, the Department is taking forward improvement measures to overcome difficulties in recruiting professional staff with a view to addressing its manpower shortage problem.

An Investigation Team was set up in June 2013 in the TB to conduct an internal investigation into possible mal-administration and negligence of duty by MD officers. The Investigation Team submitted a report to the STH on 31 March 2014. The report had been forwarded to the Civil Service Bureau for appropriate follow up.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)279

(Question Serial No. 4868)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Under this Programme, the Transport and Housing Bureau (Transport Branch) will continue to oversee the pursuit of bus service rationalisation, continue to review the fare adjustment arrangement for franchised bus service and work jointly with franchised bus companies on the deployment of environmental-friendly buses along busy corridors. In this connection, will the Government set out in table form:

- (a) the companies and routes involved in franchised bus service rationalisation over the past year and the areas affected, and the respective numbers of routes and vehicles expected to be subject to bus service rationalisation in the coming year;
- (b) the companies and routes involved in fare adjustment over the past year and the areas affected, and the respective numbers of routes and vehicles expected to be subject to fare adjustment in the coming year;
- (c) the bus routes, number of vehicles and busy corridors expected to be included for the deployment of environmental-friendly buses; and
- (d) the locations of new bus interchange stations and the bus routes involved, and the manpower and expenditure involved in providing the interchange stations over the past three years; the locations of new bus interchange stations to be provided, the bus routes and the manpower and expenditure involved in the coming year?

Asked by: Hon CHAN Chi-chuen (Member Question No. 120)

Reply:

- (a) As an annual exercise, the Transport Department (TD) assesses bus route rationalisation proposals in the context of the bus route planning programmes (RPP) submitted by the franchised bus companies. The RPP would include proposals to introduce new services, improve frequency and extend operating hours, as well as to reduce frequency, truncate routes and cancel or amalgamate routes. The District Councils concerned would be consulted on the proposals. In 2014, the RPP involved rationalisation of 115 routes. The areas served by these routes cover Hong Kong Island, Kowloon and the New Territories. The bus companies concerned, as well as routes and areas involved in bus service rationalisation in 2014, are as follows:

Bus companies	Number of routes involved	Service Areas
KMB	72	Hong Kong Island, Kowloon and New Territories
NWFB	11	Hong Kong Island and Kowloon
Citybus (Franchise 1)	22	Hong Kong Island and New Territories
Citybus (Franchise 2)	1	Kowloon and New Territories
LW	1	New Territories
Joint Operation by two bus companies	8	Hong Kong Island, Kowloon and New Territories
Total:	115	

Legend:

KMB	– Kowloon Motors Bus Company (1933) Limited
NWFB	– New World First Bus Services Limited
Citybus (Franchise 1)	– Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)
Citybus (Franchise 2)	– Citybus Limited (Franchise for the Airport and North Lantau Bus Network)
LW	– Long Win Bus Company Limited

The bus companies concerned, as well as routes and areas involved in the proposed bus service rationalisation in 2015, are appended below:

Bus companies	Number of routes proposed to be rationalised in 2015	Number of vehicles providing services on these routes
KMB	70	470
NWFB	14	127
Citybus (Franchise 1)	15	123
Citybus (Franchise 2)	1	14
Joint Operation by two bus companies	8	196
Total:	108	930

The consultation on the rationalisation proposals for 2015 is underway, and is expected to be completed in around mid-2015. The number of buses to be rationalised would be decided having regard to the outcome of the consultation.

- (b) In 2014, only the KMB increased its fares. The increase, at a weighted average of 3.9%, covered 318 routes. The new fares took effect on 6 July 2014. The distribution of the 318 bus routes by areas involved is tabulated below:

Areas involved	Number of routes
Kowloon	69
New Territories	43
Kowloon and New Territories	196
Kowloon and Hong Kong Island	2
New Territories and Hong Kong Island	8
Total:	318

As of mid-March 2015, the TD has not received any fare adjustment application submitted by the franchised bus operators.

- (c) The Government has been working with the franchised bus companies to promote the deployment of more environment-friendly buses (buses with Euro II or above emission standards) along busy corridors. Details of such deployment as at 31 December 2014 are set out below:

Busy corridors	Number of franchised bus routes concerned ^{Note}	Number of franchised buses deployed	Percentage of franchised buses deployed that are of Euro II or above emission standards (%)
Yee Wo Street	55	526	100
Hennessy Road	97	930	100
Queensway	106	925	100
Des Voeux Road Central	72	682	100
Nathan Road	89	1 220	99.8

Note: Excluding overnight franchised bus routes

In the past three years, two new bus-bus interchanges (BBIs) were commissioned. One is on Tuen Mun Road (i.e. TM Road BBIs) and another one is at Tsing Sha Highway (i.e. TS Highway BBIs). As at February 2015, there were a total of 25 and six regular bus routes respectively stopping en-route both bounds of the TM Road BBIs and TS Highway BBIs.

The total expenditure for the construction of the TM Road BBIs is about \$78 million. Design and supervision of the works were carried out by consultants engaged by the Highways Department (HyD). The HyD deploys existing staff to oversee implementation of the project. The TS Highway BBIs was provided at the existing bus stops at the Tsing Sha Toll Plaza, and the cost for the provision of the passenger facilities were met by the KMB.

The TD will continue to explore with franchised bus companies the provision of enhanced interchange facilities at other suitable locations. However, owing to the high pedestrian and vehicular flows in urban areas and the relatively narrower pavements and carriageways, setting up large-scale BBIs in the urban areas is subject to certain geographical and technical constraints.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4929)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will launch the following short-term measures: waive the fees for vehicle examination once for the renewal of vehicle licences of taxis, light buses, franchised and non-franchised buses, goods vehicles, trailers and special purpose vehicles within a year. What is the estimated expenditure involved? It is understood that the Tramways Limited was affected by the Occupy Movement. Has the Government provided anything to assist it? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Chi-chuen (Member Question No. 181)

Reply:

It is estimated that about \$120 million of vehicle examination fees will be waived for implementation of the short-term waiver. As vehicle examination of the vehicles concerned will be carried out by the existing staff as part as their normal duties, there will be no additional staff costs incurred for the implementation of the waiver. For notifying the vehicle owners concerned, it is estimated that some \$100,000 would be spent on publicity.

Since the Hong Kong Tramways Limited does not need to pay vehicle examination fees, the measure to waive vehicle examination fees for the transport sector which was affected by the Occupy Movement is not applicable to it. Nonetheless, the Government has been using tramcar bodies and tram shelters to publicise Government messages. As a positive gesture, we have made arrangements to make more use of this publicity channel. This should give the operator some financial help.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)281

(Question Serial No. 4947)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Under this Programme, the Office of the Secretary for Transport and Housing (STH) is responsible for providing support to the STH in undertaking political work. This includes the support provided by the Under Secretary and the Political Assistant. The work includes the planning, co-ordination and implementation of all arrangements for the STH's public, media and community functions. Will the Bureau set out in table form the time and places of the public and community functions attended by the STH, the number of his entourage, the expenditure and details of the functions?

Asked by: Hon CHAN Chi-chuen (Member Question No. 75)

Reply:

The STH will attend public, media and community functions on the basis of operational need. We do not keep a separate account on the related expenses and details of the functions attended.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)282

(Question Serial No. 4948)

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Under this Programme, the Transport Branch (TB) of the Transport and Housing Bureau estimated that the 156 non-directorate posts as at 31 March 2015 will rise by ten posts to 166 as at 31 March 2016. What are the category and nature of work of these new posts? Meanwhile, the Bureau's 23 directorate posts will rise to 25 posts as at 31 March 2016. Will the Government advise this Committee on the category, salaries, allowances and nature of work of the 25 directorate posts as well as the category, numbers, salaries, allowances and nature of work of the 166 non-directorate posts?

Asked by: Hon CHAN Chi-chuen (Member Question No. 76)

Reply:

Of the net increase of ten non-directorate posts in 2015-16, three are time-limited posts of the Administrative Officer grade. The post-holders will be respectively required to assist in in-depth studies on the respective roles and functions of various public transport modes and strengthening the monitoring of the implementation of railway projects. The other posts are of the Executive Officer and Clerical and Secretarial grades, comprising four time-limited and four permanent posts (one of the permanent posts will be offset by the deletion of another post). They will be required to enhance the administrative and logistic support in the TB.

A summary of the 25 directorate and 166 non-directorate posts in the TB is provided below. In 2015-16, the total estimated expenditure on salaries, allowances and personnel-related expenses of all directorate and non-directorate officers in the TB is around \$154.5 million.

Category	Number of Posts in 2015-16	Nature of Work
Directorate Posts by Rank (Total: 25)		
Administrative Officer Staff Grade A1	1	Overseeing the operation of the TB and the respective divisions/office/sections
Administrative Officer Staff Grade B1 and B / Principal Government Engineer	6	
Administrative Officer Staff Grade C / Government Engineer	14	
Chief Engineer / Chief Treasury Accountant / Principal Executive Officer / Principal Marine Officer	4	
Non-directorate Posts by Grade (Total: 166)		
Administrative Officer / Economist / Engineer / Marine Officer / Statistician / Town Planner / Transport Officer / Treasury Accountant	41	Providing policy and professional inputs on transport-related matters
Accounting Officer ; Analyst/Programmer ; Executive Officer ; Information Officer ; Official Languages Officer ; Statistical Officer ; Supplies Supervisor ; Clerical and Secretarial Staff ; Chauffeur ; Workman	125	Providing administrative and logistic support in the TB

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4964)

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Bureau set out in the table below the details and budgets of the studies conducted by consultants or survey institutions commissioned by the Transport and Housing (Transport) over the past three years?

Time of Study	Subject of Study	Aim of Study	Area Involved	Institution	Manpower	Expenditure

Asked by: Hon CHAN Chi-chuen (Member Question No. 92)

Reply:

Details of studies over the past three years are as follows -

Time of Study	Subject of Study	Aim of Study	Area Involved	Institution	Manpower	Expenditure (\$ million)
Apr 2009 to Mar 2013	Consultancy study on potential reprovisioning sites for oil depots affected by the proposed port development at Southwest Tsing Yi	To identify potential reprovisioning 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.	Port Development	AECOM Asia Company Limited	A consultant team consisted of various disciplines and internal staff for overseeing the project.	0.18
Apr 2011 to Nov 2014	Feasibility Study for Cross Border Supply Chain Visibility of Goods Movements and Information Flow	To explore the feasibility and effectiveness of establishing an information platform for tracing real-time movement of goods across border and enhancing transparency of cargo information to relevant stakeholders along the supply chain.	Supply chain management and e-logistics	GS1 Hong Kong and Li & Fung Institute of Supply Chain Management & Logistics of the Chinese University of Hong Kong (CUHK)	A project team consisted of five consultants monitored by a Project Coordination Committee.	0.34
Jul 2011 to Dec 2014	Consultancy Study on the Strategic Development Plan for Hong Kong Port 2030	To review relevant factors so as to update the port cargo forecasts and recommend how to make more efficient use of the existing port facilities and review the future development plan.	Port sector	BMT Asia Pacific Limited	About 26 members in the consulting team.	1.90
Nov 2011 to Apr 2014	Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre	To map out strategies for enhancing Hong Kong's position as an international maritime centre taking into account prevailing opportunities and challenges.	Development of Hong Kong as an international maritime centre	BMT Asia Pacific Limited	Four consultants on full-time basis and 20 consultants on part-time basis.	2.50
Dec 2011 to Mar 2013	Consultancy for the Study of Fare Adjustment Mechanism (FAM) of the MTR Corporation Limited (MTRCL)	To study and analyse potential components for the FAM of the MTRCL	The FAM of the MTRCL	ICF International Ltd.	The consulting team comprises one Project Director, one Project Manager, two Expert Advisors and two Technical Support staff.	1.34
Oct 2012 to Feb 2014	Ecological Assessment for Logistics Development in	To ascertain the acceptability of the proposed logistics development from	Logistics Development	AECOM Asia Company Limited	A consultant team and internal staff for overseeing	0.26

Time of Study	Subject of Study	Aim of Study	Area Involved	Institution	Manpower	Expenditure (\$ million)
	Tuen Mun Area 49	ecological perspective; and to identify and develop practicable improvement measures to address the ecological impacts in the Study Area.			the project.	
End 2012 to mid 2015	Engineering design and environmental studies relating to the Three-Runway System (3RS) project	Monitoring, verification and review of scheme designs and environmental studies relating to the 3RS project conducted by the Airport Authority Hong Kong (AA).	Engineering and Environmental Issues	Jacobs China Limited, Parsons Brinckerhoff (Asia) Ltd., AECOM Asia Company Limited	Three consulting teams consisted of various disciplines and internal staff.	15.70
Mar 2013 to Aug 2013	Appointment of Financial Consultant for the Review of the FAM of the MTRCL	To provide professional and expert advice on the financial matter in relation to the Review of the FAM of the MTRCL	The FAM of the MTRCL	Deloitte & Touche Financial Advisory Services Ltd.	The consulting team comprises two Partners, one Associate Director and two Managers.	1.04
Apr 2013 to Dec 2014	Consultancy on the implementation of a Marine Traffic Accident Victims Assistance Scheme	To assess the feasibility of setting up an independent assistance scheme for victims of marine traffic accidents.	Marine safety	Milliman Ltd.	Eight consultants on part-time basis.	0.75
Sept 2013 to Present	Consultancy for the Review on the Fare Adjustment Arrangement (FAA) for Franchised Buses	To advise the Government on matters relating to the review on the FAA for Franchised Buses	The FAA for Franchised Buses	ICF International Ltd.	A consultant team and internal staff for overseeing the project	1.42
Nov 2013 to Mar 2014	Strengthen Cooperation with the Mainland to Enhance Hong Kong's Status as an International Shipping Centre	To explore possible co-operation in the area of maritime services between Hong Kong and the Mainland for discussion with the Mainland Authorities in the context of preparing for the "13th Five Year Plan".	Maritime services	PolyU Technology and Consultancy Co. Limited	Five members in the consultant team	0.57
Dec 2013 to Mar 2015	Transport and Traffic Impact Assessment - under Technical Feasibility Study For Proposed Land Uses in Tuen Mun Areas 38 and 49	To assess the traffic impacts of the proposed logistics developments and to recommend improvement measures required to effectively mitigate the impacts.	Logistics Development	AECOM Asia Company Limited	A consultant team and internal staff for overseeing the project.	1.69

Time of Study	Subject of Study	Aim of Study	Area Involved	Institution	Manpower	Expenditure (\$ million)
Jan 2014 to Present	Study on the Impact of New Entrants to Hong Kong's aviation market	To study the different business models in the international aviation arena and to advise the Government on strategies to further develop Hong Kong as an aviation hub	International aviation market and Hong Kong's aviation market	The CUHK	The Consulting Team comprises eight local and international researchers, and is led by the Department of Decision Sciences and Managerial Economics of the CUHK.	0.50
Jan 2014 to Present	Study on the Operation of Airlines and Airline Groups	To study the latest developments in the international airline industry from both economic and technical perspectives	Business models of airlines and airline groups operating international services	The CUHK	The Consulting Team comprises eight local and international researchers, and is led by the Department of Decision Sciences and Managerial Economics of the CUHK.	0.32
May 2014 - mid 2015	Consultancy for the Financial Arrangement of the 3RS	To review the financial proposal submitted by the AA on the 3RS project	Financial assessment	Asia Consulting Group Limited	A consulting team comprises three consultants	2.30
Jun 2014 to Q2/Q3 2015	Preliminary Study on Multi-storey Container Tractor/Trailer and Heavy Goods Vehicle Carpark in Kwai Chung Area	To assess the current and future parking demand and supply of different vehicles in the Kwai Tsing District, and to prepare a conceptual design of a multi-storey car park to accommodate mainly container vehicles and medium/heavy goods vehicles.	Port and Logistics Sectors	AECOM Asia Company Limited	A consultant team and internal staff for overseeing the project.	1.28
Jul 2014 to Q2 2015	Business case study for establishing a new statutory maritime body	To examine the business case of setting up a new statutory maritime body in terms of its operational and financial sustainability, and define scope of work and structure for the new body.	Development of Hong Kong as an international maritime centre	Tricor Consulting Limited	Four consultants on full-time basis and two consultants on contract basis.	0.30

- End -

CONTROLLING OFFICER'S REPLY

THB(T)284

(Question Serial No. 5727)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the development of the Three-Runway System (3RS), please advise on:

- (a) the latest estimated cost of the 3RS project;
- (b) the details (such as venue, date and time, number of participants and government representatives) of the consultations (such as public consultation meetings and meetings with the industry or various organisations) conducted for the Hong Kong International Airport Master Plan 2030 over the past three years, the expenditure and manpower resources involved and the consultations' effectiveness, with all information set out by year and by consultation;
- (c) the respective figures on annual runway capacity, flight movements and utilisation rate of the airport at Chek Lap Kok over the past five years;
- (d) any plans to introduce the Social Return on Investment (SROI) assessment for the 3RS project to assess the costs of all affected factors, including noise, carbon emission, air pollution and ecological impacts; if yes, the details, timetable, expenditure and manpower resources involved; if no, the reasons for that; and
- (e) the details, effectiveness, expenditure and manpower resources involved for the initiatives on enhancing the capacity of the existing runways and other airport facilities over the past five years, and whether any assessments have been conducted on the extent and level to which the capacity of the existing runways and other airport facilities should be enhanced to remove the need to commence the 3RS project.

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 167)

Reply:

- (a) The cost of the 3RS project is estimated to be around \$141.5 billion in money-of-the-day prices, according to the latest estimate prepared by the Airport Authority Hong Kong (AA) in January 2015.
- (b) During the planning of the 3RS, the AA has reached out to promote the project and conducted regular briefings as well as airport visits for business and aviation sectors, community leaders, resident groups, professional and industry organisations, Members of the Legislative and District Councils, green groups, the media, and school and academic sector. The AA has established five Community Liaison Groups with members comprising District Councillors and community/resident leaders of the five districts more concerned with airport operations (i.e. Islands, Tuen Mun, Tsuen Wan, Kwai Tsing and Shatin), as well as four Technical Briefing Groups comprising members of relevant professionals, experts and academia. Besides, the AA also organised two public forums, with over 700 participants each, in August 2013 and June 2014 to exchange views on the 3RS project.

The above activities were conducted using the AA's internal resources, and were held in various venues including the airport, the Hong Kong Convention and Exhibition Centre, etc. Through the series of public engagement activities, the AA was able to gauge the views of various stakeholders as well as enhance their understanding of the 3RS project. The number of engagement activities over the past three years is summarised below –

Year	Number of Activities
2012	207
2013	319
2014	278

- (c) According to a study conducted in 2008 by the AA's aviation consultant, National Air Traffic Services, the practical maximum capacity of the existing Two-Runway System (2RS) at the Hong Kong International Airport (HKIA) is some 420 000 air traffic movements (ATMs) per year. This study has taken into account the latest development/advances in aircraft technology and type, terrain constraint surrounding the HKIA, development of air networks, travel trends, historical growth of traffic at the HKIA etc.

The annual runway capacity, the ATMs and utilisation rate of the HKIA over the past five years are provided below. Figures are rounded up to the nearest thousands.

Year	Runway capacity	Total air traffic movements^(Note)	Utilisation rate
2010	420 000	307 000	73%
2011	420 000	334 000	80%
2012	420 000	352 000	84%
2013	420 000	372 000	89%
2014	420 000	391 000	93%

Note:

The ATMs include civil international passenger, cargo and non-revenue flights. Military and local flights are excluded.

In the light of the current projection and growth of traffic, the existing 2RS is expected to reach full capacity very soon, and a 3RS is urgently needed to satisfy the long-term demand of the HKIA. The Civil Aviation Department 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.

- (d) The SROI was primarily developed to evaluate smaller scale community or charitable projects rather than mega infrastructure projects. In addition, there is no commonly adopted and recognised standard/ approach for conducting SROI studies. In view of the above, the AA considers the SROI has limitations on its application, and does not consider it suitable for the 3RS project.
- (e) To cope with medium-term demand, the AA is investing over \$12 billion to construct new facilities. The AA has completed its west apron expansion project which provides 28 aircraft parking stands, a cross-runway vehicular tunnel and other related supporting facilities. The AA has also been implementing midfield development project at the HKIA. A passenger concourse is under construction to provide 20 additional aircraft parking stands. Works on the project started in late 2011 and are expected to be completed by the end of 2015. Upon completion of the midfield development project, the HKIA will be able to handle ten million more passengers annually.

Notwithstanding the above expansion projects which could incrementally and temporarily provide more capacity to the HKIA, the HKIA is expected to reach its maximum practical capacity of 68 ATMs per hour (as confirmed by the British aviation expert National Air Traffic Services) very soon. It is essential to take forward the implementation of the 3RS project as soon as possible, in order to cater for the long-term air traffic demand and maintain Hong Kong's competitiveness amidst increasing competition from neighbouring airports.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)285

(Question Serial No. 6462)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

During 2015-16, will the Government conduct studies and public consultation on the measures listed below to contain the growth of private cars or road traffic congestion in commercial areas? If yes, what are the work plan and timetable for each measure? The measures include:

- (a) imposing a cap on the number of licences for private cars;
- (b) increasing the first registration tax and licence fee for private cars; and
- (c) implementing electronic road pricing (ERP).

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 272)

Reply:

Increasing the first registration tax and annual licence fee for private cars, as well as the planning of an ERP scheme, are amongst the recommendations put forward by the Transport Advisory Committee (TAC) in its "Report on Study of Road Traffic Congestion in Hong Kong", which was submitted to the Secretary for Transport and Housing (STH) in December last year after a study conducted upon the invitation of the STH. The Government is considering the TAC's recommendations and will respond to them once it is in a position to do so.

As regards the setting of a ceiling for the number of licensed private cars, any vehicle quota system is contentious. The Government must carefully study and assess the pros and cons of the policy and its impact on the public. If the Government is to consider implementing a vehicle quota system in future, it will fully consult various stakeholders and the community.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6463)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the follow-ups on the range of issues arising from the collision of vessels near Lamma Island on 1 October 2012, will the Government advise this Committee on:

- (a) the details of the work done by the Transport and Housing Bureau (THB) in 2014-15 to follow up on the range of issues arising from the incident; and
- (b) whether the THB will draw up work plans in 2015-16 to continue with the follow-ups, including formulating new measures for maritime safety and ship inspection, and arranging for the release of the THB's investigation report in full; if yes, the respective work plans and timetables; if no, the reasons for that?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 273)

Reply:

To follow up on the "Report of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012", the Secretary for Transport and Housing (STH) set up the Steering Committee on Systemic Reform of the Marine Department (the Steering Committee) in May 2013 to steer the Marine Department (MD) to undertake a comprehensive systemic review and reform, to oversee improvement measures taken by the MD to enhance marine safety, reviewing and improving the MD's business processes and operational procedures, and mapping its manpower strategy and training matters. The Steering Committee has held 15 meetings so far.

In 2014-15, five improvement measures as identified in the first phase to enhance marine safety were implemented, i.e. enhancing look-out by crew, provision of a muster list, review

of the minimum safe manning scale, improving signage and directives relating to lifejackets, and the requirement of fitting watertight-door alarms in wheelhouse. The Government is working to implement the second phase of work, which mainly relates to the installation of three kinds of navigational and communication equipment on passenger vessels, namely Automatic Identification System, radar and Very High Frequency radiotelephone. As implementation for these installations will require legislative amendments, the Government will consult the Legislative Council on the legislative amendment proposals in 2015-16. Besides, the MD has commissioned a feasibility study on developing a lifejacket suitable for use by both adult and child, which is expected to be completed by end 2015. After finalising the second-phase improvement measures, the MD will focus on the third-phase improvement measures relating to the training and physical fitness of coxswains, etc.

Furthermore, the MD completed the first and second phases of organisational review on improving the business processes and operational procedures of the MD in 2014 and early 2015 respectively, and follow-up actions are being taken to implement the recommendations. Meanwhile, the Department is taking forward improvement measures to overcome difficulties in recruiting professional staff, with a view to addressing its manpower shortage problem.

An Investigation Team was set up in June 2013 in the TB of the Transport and Housing Bureau to conduct an internal investigation into possible mal-administration and negligence of duty by the MD officers. The Investigation Team submitted a report to the STH on 31 March 2014. The report had been forwarded to the Civil Service Bureau for appropriate follow up. As earlier explained by the TB and the Department of Justice (DoJ), the internal investigation report would not be disclosed in full at this stage. In considering the timing and extent of disclosure, the Government has to take into account (i) the possible adverse impact on criminal investigation and any possible subsequent criminal proceedings; (ii) the risk of prejudicing the fair conduct of the disciplinary proceedings / actions to be taken against the officers concerned; and (iii) the mandatory requirements under the Personal Data (Privacy) Ordinance and such other legal requirements as may be necessary, such as the duty of confidentiality. The DoJ will review the matter from time to time, and consideration will be given to disclosing the investigation report as much as permissible under the law but without prejudicing any legal or disciplinary proceedings.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6473)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work plans under this Programme during 2015-16, will the Government review the mechanisms for imposing punishment on the MTR Corporation Limited (MTRCL) and franchised bus companies for disruptions and incidents related to their services and consult the public on the establishment or revision of such mechanisms? If yes, what are the specific work plans and timetables? If no, what are the reasons for that?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 274)

Reply:

Under the service performance arrangement introduced after the review on the Fare Adjustment Mechanism (FAM) of the MTRCL in early 2013, a fine ranging from \$1 million to \$15 million would be imposed on the MTRCL for service disruptions of 31 minutes or above (except those disruptions caused by factors outside the MTRCL's control such as passengers' behaviours and bad weather). Since January 2012 and up to end December 2014, there were a total of 25 such disruptions, resulting in a total fine of \$60.5 million imposed on the MTRCL. Proceeds are credited to a fare concession account and returned to the passengers through the "10% Same Day Second Trip Discount" scheme.

The next review on the FAM, including the service performance arrangement, will be due in 2018. Details of the review will be considered nearer the time.

For franchised buses, there have all along been transparent statutory and administrative arrangements in place for the close monitoring of franchised bus service. As far as the statutory mechanism under the Public Bus Services Ordinance (PBSO) is concerned, if a franchised bus company fails to comply with the PBSO or franchised requirements, or fails to provide a proper and efficient service, the Chief Executive-in-Council (CE-in-Council) may impose financial penalty on the company concerned. The CE-in-Council may also revoke the company's right to operate any specified routes or the entire franchise. As for the administrative arrangements, the Transport Department (TD) will normally follow up on a bus company's non-compliance regarding service delivery by setting out clearly what improvements the bus company is required to make in writing. If the company fails to provide a reasonable explanation or make improvement, the TD will issue reminder letter to the company and require it to implement improvement measures within a specified period of time. Depending on the severity of each case, the TD may issue warning letters to the company. If the warning is not heeded, the TD may consider triggering the above-mentioned statutory mechanism by making a submission to the CE-in-Council. The circumstances warranting the issue and the number of such warning letters will be taken into consideration when franchise is due for renewal. Past experience suggests that the arrangements have been working well. However, in response to the Ombudsman's report on its investigation on the TD's mechanism of monitoring the frequency of franchised bus services published in January 2014, the TD has reviewed the sanction regime in respect of lost trips. To ensure that the franchised bus companies are taking mitigation measures and improving services more promptly, a written notice will be served to its board of directors when the TD issues a warning letter to a franchised bus company. Moreover, the Government will take into account whether any warning letters have been issued, as well as the number of such letters issued, when processing a fare increase application submitted by a bus company.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)288

(Question Serial No. 6474)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the operation of Terminal 2 (T2) of the Hong Kong International Airport (HKIA), will the Government advise this Committee on:

- (a) the respective operational figures on the annual passenger throughput, the utilisation rate of the commercial floor area and the utilisation rate of check-in counters of T2 of the HKIA over the past three years (please list the breakdown by year and by item); and
- (b) whether the Transport and Housing Bureau is aware of the news that the Airport Authority Hong Kong (AA) is planning to re-develop T2; if yes, whether the THB has formulated corresponding work plans for follow-up in 2015-16; if yes, what are the specific details of such work plans and their timetables; if no, the reasons for that?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 275)

Reply:

- (a) The T2 of the HKIA is currently serving as a departures terminal, coach station and retail hub. According to the AA, the passenger traffic at the T2 in the past three years was as follows:

Calendar Year	Passenger traffic at T2 Trips (in million)
2012	2.5
2013	2.9
2014	3.2

The average occupancy rate of the retail area in the T2 was 96% in the past three years. Currently, there are 56 check-in counters at the T2. The number of counters and the time to be open for passenger check-in services are determined mainly by airlines' flight schedule and the passenger volume.

- (b) The Three-Runway System (3RS) project includes, amongst others, the expansion of the T2 into a full processing terminal serving departure, arrival and transfer operations. Following the Executive Council's affirmation on 17 March 2015 on the need for the 3RS, the AA is actively exploring ways, in consultation with the Government, to facilitate early implementation of the project, with a target commissioning date of 2023.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6475)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government advise this Committee whether the design capacity of the Hong Kong International Airport (HKIA) can be fully utilised, and whether the Mainland authorities will open up more airspace for use by flights from Hong Kong? During 2015-16, will the work under this Programme include conducting discussions and relevant studies with the Civil Aviation Administration of China (CAAC) over the opening-up of airspace? If yes, what are the specific work plans? If no, what are the reasons for that?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 276)

Reply:

According to a study conducted in 2008 by the aviation consultant of the Airport Authority Hong Kong (AA)'s, the National Air Traffic Services, the practical maximum capacity of the existing Two-Runway System (2RS) at the HKIA is some 420 000 air traffic movements (ATM) per year. This study has taken into account the latest development/advances in aircraft technology and type, the terrain constraint surrounding the HKIA, the development of air networks, travel trends, and the historical growth of traffic at the HKIA etc.

There was robust growth in the ATMs at the HKIA in the past few years, with an average growth rate of about 5% per year. The ATMs at the HKIA reached 391 008 in 2014. In the light of the current projection and growth of traffic, the existing 2RS is expected to reach full capacity very soon, and a Three-Runway System is urgently needed to satisfy the long-term demand of the HKIA. The Civil Aviation Department (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.

In 2004, the CAAC, the CAD of Hong Kong and the Civil Aviation Authority of Macao (CAAM) set up a Tripartite Working Group (TWG) to formulate measures to improve the airspace structure and air traffic management in the Pearl River Delta (PRD) region to optimise the use of airspace. In 2007, the TWG drew up the “PRD Region Air Traffic Management Planning and Implementations Plan (Version 2.0)” (the Plan), which stipulated the short, medium and long-term optimisation targets and measures to be achieved and implemented before 2020. The ultimate target of the Plan is to achieve joint airspace planning, use of common standards and harmonised flight procedure design for the air traffic in the region, thereby ensuring safe and efficient use of the airspace.

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 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 contribute to in the discussions of the TWG and strive to facilitate progress in the work 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.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3660)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government advise this Committee on the operational expenses, staffing establishment and estimated annual emoluments of the Airport Expansion Project Co-ordination Office (AEPCO) under the Transport Branch (TB) of the Transport and Housing Bureau in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 69)

Reply:

A dedicated AEPCO has been set up in the TB since 2012 to closely monitor the Airport Authority Hong Kong in carrying out the planning work for the Three-Runway System project. The office comprises three directorate officers and eight non-directorate officers in the disciplines of Administrative Officer, Engineer, Executive Officer as well as clerical and secretarial staff. The notional annual mid-point salary value of all the posts in the AEPCO is estimated to be \$10,800,960 in 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4730)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will plan for the immigration facilities required at the West Kowloon Terminus (WKT) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB). Will the Government advise this Committee on the operational expenses, staff establishment and estimated annual emoluments involved in 2015-16 for the planning of such facilities?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 130)

Reply:

For the XRL, it is planned to implement co-location arrangements for the boundary control facilities at the WKT. As for the HKBCF of the HZMB, it will be operated under the mode of separate locations for boundary crossing facilities for the three sides.

Under Head 158, in 2015-16, the Transport Branch of the Transport and Housing Bureau will deploy the staff resources to oversee the planning of the boundary control facilities of the XRL and HKBCF as part of their normal duties. There is no separate breakdown on the operating expenses, staff establishment and estimated annual emoluments for this purpose.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)292

(Question Serial No. 4749)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

As regards waiving the fees for vehicle examination once for the renewal of vehicle licences of taxis, light buses, franchised and non-franchised buses, goods vehicles, trailers and special purpose vehicles within a year, will the Government advise this Committee on the operational expenses, staffing establishment and estimated annual emoluments involved for the work concerned?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 149)

Reply:

Vehicle examination of the vehicles concerned will be carried out by the existing staff as part of their normal duties. No additional staff costs would be incurred for the implementation of the one-off waiver of vehicle examination fees. For notifying the vehicle owners concerned, it is estimated that some \$100,000 would be spent on publicity.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)293

(Question Serial No. 6293)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

In the reply to a question raised in examining the Estimates of Expenditure 2014-15, officers of the Development Bureau pointed out that the Transport and Housing Bureau (THB) would conduct a feasibility study on the provision of multi-storey car park for container and goods vehicles in Kwai Tsing in the second quarter of 2014 for completion in ten months. Please advise this Committee on the details of the study.

Asked by: Hon CHEUNG Chiu-hung, Fernando (Member Question No. 656)

Reply:

In June 2014, the Transport Department commissioned a consultancy study on a site in Kwai Chung, currently used for port backup purposes, to explore the feasibility of developing a multi-storey car park principally for use by container trucks and medium/heavy goods vehicles in order to meet the parking demand and free up some of the existing open air parking sites for other port back-up uses. An assessment of the demand for the multi-storey car park as well as the examination of its conceptual design, operation mode, business model and traffic impacts are being carried out as part of the study. The study is expected to be completed by around mid-2015.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)294****(Question Serial No. 3380)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the various railway projects such as the South Island Line (East) [SIL(E)], the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL), will the Government advise this Committee on the latest progress of each project and its comparison with the originally planned progress, the original and latest cost estimates of each project, and the expected dates of completion and commissioning of each project?

Asked by: Hon FUNG Kin-kee, Frederick (Member Question No. 57)

Reply:

According to the MTR Corporation Limited (MTRCL), as at the end of 2014, the progress of construction works and the target dates of commissioning for the SIL(E), the KTE and the SCL are tabulated below:

Project	Originally Planned Progress of Construction Works ^{Note} (% completed)	Actual Progress of Construction Works ^{Note} (% completed)	Target Commissioning date
SIL(E)	90	80	End 2016
KTE	95	77	Mid-2016
SCL	34	23	Tai Wai to Hung Hom section: 2019 Hung Hom to Admiralty section: 2021

Note: The progress of the railway projects is expressed in terms of percentage share (%) of the estimated expenditure on the projects.

As reported to the Subcommittee on Matters Relating to Railways of the Legislative Council (LegCo) Panel on Transport in March 2015, the latest cost estimate for the SIL(E) had increased from \$12.4 billion (in December 2009 prices) to \$15.2 billion (in money-of-the-day (MOD) prices), whereas the latest cost estimate for the KTE remained at the original \$5.3 billion (in December 2009 prices).

As the SIL(E) and the KTE are ownership projects, the MTRCL will bear the additional expenditure arising from the delay of the railway works.

The Approved Project Estimate for the entire SCL project is \$79.8 billion (in MOD prices). For the Tai Wai to Hung Hom section of the SCL, the MTRCL estimated that there would be a minimum delay of 11 months, and an additional cost of at least \$4.1 billion arising from the archaeological and conservation works at the To Kwa Wan Station. The current target is to commission the Tai Wai to Hung Hom section of the SCL in 2019.

For the Hung Hom to Admiralty section of the SCL, the commissioning date will very likely be deferred to 2021 to allow flexibility for the topside development of the convention centre at the Exhibition Station, and to cater for the reclamation works under the Wan Chai Development Phase II as well as the tunnel works of the Central-Wan Chai Bypass.

The MTRCL is conducting a cost review for the entire SCL for submission to the Highways Department for scrutiny. As the current contingency of the SCL will not be sufficient to meet the additional expenditure arising from the archaeological and conservation works, we will seek additional funding from the Finance Committee in due course.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)295

(Question Serial No. 3381)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Hong Kong-Zhuhai-Macao Bridge (HZMB) project, will the Government advise this Committee on the latest progress of the works for the HZMB Main Bridge? It is understood that the works for the HZMB Main Bridge undertaken by the Mainland side have encountered major technical difficulties which might lead to delay in the works. What is the specific situation? What is the expected time of completion and commissioning of the entire HZMB according to the latest projection?

Asked by: Hon FUNG Kin-kee, Frederick (Member Question No. 58)

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. Besides, Mr LI Chunhong, the Director of the Guangdong Development and Reform Commission, advised at the press conference of the third session of the 12th Guangdong Provincial People's Congress held on 10 February this year that as the HZMB project encountered many unforeseen difficulties and technical problems, it appeared to be very difficult to commission the HZMB by end 2016.

As for the local projects in Hong Kong, according to the current progress, the Hong Kong Boundary Crossing Facilities and the Hong Kong Link Road projects may not be completed in time by end 2016. The Highways Department is reviewing the anticipated completion dates.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)296

(Question Serial No. 3385)

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Airport Authority Hong Kong (AA) has recently recommended the Three-Runway System (3RS) as an expansion option. According to a paper submitted to the Public Works Subcommittee under this Committee for discussion some years ago, the Architectural Services Department was responsible for the fitting-out works for customs, immigration and quarantine (CIQ) facilities at the SkyPlaza of the Hong Kong International Airport (HKIA). Will the Government advise this Committee on:

- (a) the arrangements for demolition of the CIQ facilities at the SkyPlaza of the HKIA upon the Executive Council's approval of the AA's 3RS option; and
- (b) whether application will be made for separate funding for a study on the provision of the new CIQ facilities at the Terminal 2 and Terminal 3 or for relevant preliminary consultancy studies?

Asked by: Hon FUNG Kin-kee, Frederick (Member Question No. 62)

Reply:

On 17 March 2015, the Executive Council affirmed the need for the 3RS project. The AA is actively exploring ways, in consultation with the Government, to facilitate early implementation of the project, with a target commissioning date of 2023. The AA will also liaise with relevant government departments with regard to the provision and demolition, if necessary, of the CIQ facilities. As work in this respect is still ongoing, we are unable to provide the requested information.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3471)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Over the years, the works for the MTR railway projects have encountered delays and additional construction costs arising from the ground conditions or even the discoveries of relics. Will the Government put in place any measures for future projects to avoid delays of similar nature and hence additional costs?

Asked by: Hon HO Sau-lan, Cyd (Member Question No. 33)

Reply:

Railway projects involving the construction of major underground infrastructure may encounter complex ground conditions and/or uncharted objects underground from time to time. Hence, site investigation, including a number of drill holes and trial trenches, is carried out at design stage and before the commencement of construction in site areas where appropriate and feasible, with a view to identifying the underground conditions as far as practicable. However, the number of drill holes and trial trenches cannot be unlimited for revealing the exact underground conditions at the site areas. The actual underground conditions on site may turn out to be different from those anticipated at some locations. Under such circumstances, the contractor will have to adjust the construction method or sequence, and deploy suitable machinery to deal with the construction difficulties arising from the unexpected underground conditions. Additional manpower and machinery will need to be deployed as necessary to mitigate the associated delay as far as practicable.

The Highways Department (HyD) will closely monitor the progress of works and the funding situation of the railway projects.

For future railway projects, the railway company will be required to critically review, with the assistance of consultants where necessary, the extent of site investigation that can be practicably conducted, in particular at the areas of potential complex underground conditions, and to assess the programme and cost risks to the project with due consideration of the unforeseen underground conditions. The HyD will critically scrutinise the review, and the assessment on the programme and cost of the project submitted by the railway company to ensure that the assessments are robust and realistic to minimise unforeseen circumstances as far as possible.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)298

(Question Serial No. 3472)

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

Subhead (No. & title): (700) General non-recurrent

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

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the specific work for Item 023 "Promotion of Hong Kong's logistics advantages under the Mainland/Hong Kong Closer Economic Partnership Arrangement" and the manpower involved.

Asked by: Hon HO Sau-lan, Cyd (Member Question No. 34)

Reply:

Item 023 "Promotion of Hong Kong's logistics advantages under the Mainland/Hong Kong Closer Economic Partnership Arrangement" provides funding for the production of publicity materials to promote Hong Kong's logistics capabilities and advantages to our trading partners. In 2015-16, we plan to engage external services to publish 3 000 copies of brochure for distribution in different promotional events at an estimated cost of around \$170,000. The work does not involve additional manpower in the Transport Branch of the Transport and Housing Bureau.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3473)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the work undertaken by the Government last year in respect of the “co-location” arrangements for the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), please advise this Committee on:

- (a) the number of meetings held between the Government and the relevant Mainland departments, the progress of the work and the manpower and expenditure involved; and
- (b) the corresponding measures to be taken by the Government in the event that the specific implementation details of the arrangement are not yet in place when the XRL project is completed.

Asked by: Hon HO Sau-lan, Cyd (Member Question No. 35)

Reply:

The concept of co-location arrangements for the boundary control facilities (“co-location” arrangements) at the West Kowloon Terminus (WKT) of the XRL is to enable Mainland officers to enforce the Mainland’s immigration and clearance procedures and the related Mainland laws at the station. Led by the Secretary for Justice, the Transport and Housing Bureau and the relevant policy bureaux and departments are actively studying these and other issues, and discussing them with the relevant Mainland authorities. As the work is complex, it takes time to deliberate and examine the issues. The relevant work is still continuing. Our goal is to strive to implement the “co-location” arrangements at the WKT when the Hong Kong section of the XRL is commissioned by the end of 2017.

The manpower and expenditure in taking forward the customs, immigration and quarantine arrangements for the XRL are absorbed by existing resources.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)300

(Question Serial No. 4639)

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the records management work of the Bureau and its departments last year:

- (a) Please provide information on the number and rank of officers designated to perform such work. If no officer is designated for such work, please provide information on the number of officers and the hours of work involved in records management duties, and the other duties they have to undertake in addition to records management.
- (b) Please list in the table below information on programme and administrative records which have been closed pending transfer to the Government Records Service (GRS) for appraisal:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents	Reasons for not having been transferred

- (c) Please list in the table below information on programme and administrative records which have been transferred to the GRS for retention:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

(d) Please list in the table below information on records which have been approved for destruction by the GRS:

Category of records	Name of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

Asked by: Hon HO Sau-lan, Cyd (Member Question No. 135)

Reply:

The information requested regarding the records management work in 2014-15 of the Transport Branch (TB) of the Transport and Housing Bureau and its housekeeping departments, namely the Civil Aviation Department (CAD), the Highways Department (HyD), the Marine Department (MD) and the Transport Department (TD), is provided below:

- (a) According to the guidelines issued by the GRS, the TB and its housekeeping departments have each designated an officer as the Departmental Records Manager (DRM) to oversee records management practices and procedures in the branch/departments. The DRMs are assisted by the Assistant DRMs (ADRM)s, the Records Managers and/or the Records Management Officers. They take up these roles in addition to their other duties including, e.g., personnel management, general administration, accounting, transport management, public works, and/or surveying. Routine records management work, e.g., filing and registry work, is undertaken by support staff on either a part-time or full-time basis. Officers with designated roles in records management, and staff who perform records management duties on a full-time basis are tabulated below:

Bureau/ department	Officers with designated roles	Full-time staff
TB	A Principal Executive Officer to oversee records management in the TB; a Senior Executive Officer (SEO) as the DRM; Heads of Sections/Units to monitor records management matters in their respective sections/units; and 19 executive and accounting grades officers in divisions/sections/units as ADRMs and Records Managers	One Confidential Assistant (ConA), one Assistant Clerical Officer (ACO) and two Clerical Assistants (CAs)
CAD	A Chief Executive Officer (CEO) as the DRM; an SEO as the ADRM; seven officers not below the rank of EO II or equivalent as Records Managers in different divisions.	Two ConAs, three ACOs and three CAs

Bureau/ department	Officers with designated roles	Full-time staff
HyD	A CEO as the DRM; 42 officers to assist the DRM, namely officers not below the rank of SEO or equivalent as Records Managers, and officers mainly in the rank of EO II or CO as ADRMs	Two ConAs, 13 ACOs and 32 CAs
MD	An SEO as the DRM; five EOs in various divisions/sections as ADRMs; officers not below the rank of SEO or equivalent in each section and office as Records Managers	One ConA
TD	A CEO as the DRM; an SEO as the ADRM; 36 officers not below the rank of Transport Officer II or equivalent as Records Management Officers	Two ConAs

(b) Records with approved retention periods which have been closed pending transfer to the GRS for appraisal are listed below:

Bureau/ department	Category	Years covered	Number and linear metres (lm)	Retention period approved by the GRS	Are they confidential documents?	Reasons for not having been transferred
TB	Administrative records	2010 to 2015	15 files in 0.81 lm	Three to five years	No	Within the approved retention period or under processing
		1997 to 2012	4 files in 0.24 lm	Four to five years	No	
CAD	Administrative records	1965 to 1997	18 files in 0.98 lm	Two to four years	No	Pending advice/evaluation by the GRS
	Programme records	1963 to 1983	100 files in 6.14 lm	25 years	No	
		1962 to 2014	67 files in 2.68 lm	25 years	No	
		1965 to 1985	68 files in 4.78 lm	25 years	No	
HyD	Administrative records	1980 to 2014	536 files in 30 lm	Two to seven years	No	Under processing or pending

Bureau/ department	Category	Years covered	Number and linear metres (lm)	Retention period approved by the GRS	Are they confidential documents?	Reasons for not having been transferred
		1973 to 2015	464 files in 20 lm	Five to ten years	Yes	advice/ evaluation by the GRS
	Programme records	2000 to 2005	122 307 records (files and forms) in 220 lm	Ten to 13 years	No	
		1992 to 2000	73 files in 3 lm	Three to 13 years	Yes	
MD	Administrative records	1947 to 2015	16 files in 0.38 lm	Two to five years	No	Within the approved retention period
	Programme records	1992 to 2014	17 files in 0.7 lm	Ten years	No	
TD	Administrative records	1970 to 2015	16 files in 0.8 lm	One to five years	No	Within the approved retention period or under processing
		2013 to 2015	4 files in 0.3 lm	Five years	Yes	
	Programme records	1982 to 2015	1 763 files in 96.72 lm	Ten to 15 years	No	
		1984 to 2015	224 files in 13.65 lm	Ten to 25 years	Yes	

(c) Records which have been transferred to the GRS for retention are listed below:

Bureau/ department	Category	Years covered	Number and lm	Year of transfer to the GRS	Retention period approved by the GRS	Are they confidential documents?
TB	-	-	-	-	-	-
CAD	Administrative records	1967 to 2005	96 files in 3.84 lm	2015	Two to five years	No
HyD	Programme records	1969 to 2011	1 817 files in 76 lm	2014	Ten to 13 years	No

Bureau/ department	Category	Years covered	Number and lm	Year of transfer to the GRS	Retention period approved by the GRS	Are they confidential documents?
MD	Programme records	1957 to 2012	554 records (ship plans) in 68 lm	2014	Seven years	No
TD	Programme records	1969 to 1980	11 files in 0.5 lm	2015	Permanent	No
		1984 to 1992	3 files in 0.2 lm	2014	Permanent	Yes

(d) Records which have been approved for destruction by the GRS are as follows:

Bureau/ department	Category	Name	Years covered	Number and lm	Year of approval by the GRS	Retention period approved by the GRS	Are they confidential documents?
TB	Administrative records	See Annex A	1984 to 2011	352 files in 14.07 lm	2014	Two to five years	No
			2004 to 2010	16 files in 1.24 lm	2014	Until superseded or obsolete	No
			1968 to 2008	36 files in 1.02 lm	2014	One year after officer has left the service and completion of Record of Service (GF 115)	No
CAD	-	-	-	-	-	-	-
HyD	Administrative records	See Annex B	1976 to 2012	26 086 files in 60 lm	2014	Two to five years	No
	Programme records	See Annex C	1966 to 2007	117 757 records (files and forms) in 612 lm	2014	Five to 13 years	No

Bureau/ department	Category	Name	Years covered	Number and lm	Year of approval by the GRS	Retention period approved by the GRS	Are they confidential documents?
MD	Administrative records	See Annex D	1966 to 2011	366 files and 2 127 635 records (books, forms, reports and counterfoils of receipt) in 722.56 lm	2014	Two to seven years / Until superseded or obsolete (for one of the records)	No
	Programme records	See Annex E	1960 to 2012	8 347 files and 4 404 records (microfilms) in 83.33 lm	2014	One to ten years	No
TD	Administrative records	See Annex F	1981 to 2011	980 files in 46.06 lm	2014 to 2015	Two to seven years	No
			1963 to 2006	32 files in 1.26 lm	2014 to 2015	One to 13 years	Yes
	Programme records	See Annex G	1962 to 2012	4 886 files in 427.23 lm	2014 to 2015	18 months to ten years	No
			1984 to 2004	20 files in 1.3 lm	2014	13 to 20 years	Yes

**Name of administrative records
approved for destruction by the GRS in 2014-15 (TB)**

Accommodation - Acquisition and Disposal (Routine)
Allowances (Routine)
Appointments and Posting (Routine)
Awards and Honors (Routine)
Budgets (Routine)
Circulars and Directives (Others)
Committees, Councils and Commissions (Routine)
Establishment (Routine)
Establishment (Policy)
Expenditure Control (Routine)
Health and Safety (Routine)
Performance and Appraisal (Routine)
Performance and Appraisal (Others)
Salaries (Routine)
Recruitment (Others)
Training and Development (Routine)
Visits and Tours (Routine)

**Name of administrative records
approved for destruction by the GRS in 2014-15 (HyD)**

Appreciation and Condolences (Routine)
Accommodation - Building Management (Routine)
Accommodation - Acquisition and Disposal (Routine)
Accommodation - Fitting Out and Repairs (Routine)
Accommodation - Security (Routine)
Accommodation (Routine)
Accounts and Accounting (Routine)
Allowance (Routine)
Appointments and Posting (Routine)
Badges, Emblems and Flags (Routine)
Budgets (Routine)
Cafeterias and Eating Facilities (Routine)
Canteen and Pantry Equipment and Supplies (Routine)
Ceremonies and Celebrations (Routine)
Charity (Routine)
Circulars and Directives (Routine)
Committees, Councils and Commissions (Routine)
Communication Systems - Installation and Disposal (Routine)
Communication Systems - Maintenance and Repairs (Routine)
Communication Systems (Routine)
Community Health and Safety (Routine)
Community Services (Routine)
Complaints (Routine)
Computer Equipment and Supplies (Policy)
Computer Equipment and Supplies (Routine)
Conferences and Seminars (Routine)
Environmental Management (Routine)
Equipment, Supplies and Services (Routine)
Establishment (Routine)
Expenditure (Routine)
Furniture and Furnishings (Routine)
Gifts and Donations (Routine)
Grants and Funds (Routine)
Hours of Work and Overtime (Policy)
Hours of Work and Overtime (Routine)
Information Management and Records Management (Routine)
Information Services - Audiovisual Aids (Routine)
Information Services - Books and Publications (Routine)
Information Services - Press Clippings (Routine)
Information Services (Routine)
Information Technology and Computer Systems (Routine)
Leave and Authorised Absence (Routine)

Library Services (Routine)
Management Services (Routine)
Office Machines and Equipment (Policy)
Office Services (Policy)
Office Services (Routine)
Official Languages (Routine)
Organisation (Routine)
Performance and Appraisal (Routine)
Promotions and Examinations (Routine)
Recreation and Welfare (Policy)
Recreation and Welfare (Routine)
Recruitment (Routine)
Reports and Statistics - Annual (Routine)
Reports and Statistics - Quarterly (Routine)
Reports and Statistics (Routine)
Returns and Statements (Routine)
Security Equipment and Supplies (Routine)
Staff Relations - Union (Routine)
Staff Relations (Routine)
Stationery (Routine)
Training and Development (Routine)
Utilities and Building Services Facilities - Maintenance and Repairs (Routine)
Utilities and Building Services Facilities (Routine)
Visits and Tours (Routine)

**Name of programme records
approved for destruction by the GRS in 2014-15 (HyD)**

Accounting Documents on Contracts
Bills and Payment Forms
Case Files relating to Contravention of Excavation Permit Conditions
Case Files Relating to Recovery of Repair Cost
Contract Documents Relating To HY/91/19
Correspondence Files Relating to Improvement to Tuen Mun Road
Files Relating to Construction of Kwun Tong bypass Phase 1
Files Relating to Public Development Works and Capital Works Services
Printouts and Forms
Site Correspondences Relating to HY/91/19
Works Order Relating to Road Maintenance Works

**Name of administrative records
approved for destruction by the GRS in 2014-15 (MD)**

Accommodation – Acquisition and Disposal (Routine)
Accommodation – Building Management (Routine)
Accommodation – Fitting Out and Repairs (Routine)
Accounts and Accounting (Routine)
Allowances (Others/Routine)
Ceremonies and Celebrations (Routine)
Circulars and Directives (Routine)
Committees, Councils, Commissions (Routine)
Complaints (Routine)
Computer Equipment and Supplies (Routine)
Emergency Planning (Others)
Equipment, Supplies and Services (Others)
Equipment, Supplies and Services (Routine)
Expenditure (Others)
Expenditure Control (Routine)
Fees and Charges (Routine)
Finance and Accounting (Routine)
Furniture and Furnishings (Routine)
Grants and Funds (Routine)
Hours of Work and Overtime (Routine)
Information Services – Books and Publications (Policy/Routine)
Information Services – Exhibition (Policy)
Information Technology and Computer Systems (Others)
Information Technology and Computer Systems (Policy)
Office Machines and Equipment (Others)
Office Services (Policy)
Recreation and Welfare (Routine)
Reports and Statistics – Daily (Routine)
Reports and Statistics (Routine)
Returns and Statements (Routine)
Revenue (Others)
Staff Relations (Routine)
Stationery (Routine)
Technical Equipment and Supplies (Others)
Technical Equipment and Supplies (Routine)
Training and Development (Policy/Routine)
Transportation (Routine)
Vehicles (Others)

**Name of programme records
approved for destruction by the GRS in 2014-15 (MD)**

Application for Port Formalities Permit
Marine infrastructure planning
Marine refuse matters
Prosecution Case File
Case Files and Ship Plans Relating to Local Vessel

**Name of administrative records
approved for destruction by the GRS in 2014-15 (TD)**

Access (Policy)
Access (Routine)
Accidents and Injuries (Routine)
Accommodation – Building Management (Routine)
Accommodation – Fitting Out and Repairs (Routine)
Accommodation – Security (Routine)
Accommodation (Others)
Accommodation (Routine)
Accounts and Accounting (Routine)
Advances (Routine)
Allowances (Others)
Allowances (Routine)
Appointments and Posting (Routine)
Associations and Clubs (Routine)
Audiovisual and Photographic Equipment and Supplies (Routine)
Awards and Honours (Routine)
Budgets (Routine)
Campaigns and Canvassing (Routine)
Catalogues, Manuals and Price Lists (Routine)
Ceremonies and Celebrations (Routine)
Charity (Routine)
Circulars and Directive (Routine)
Circulars and Directives (Others)
Clothing (Routine)
Committees, Councils and Commissions (Policy)
Committees, Councils and Commissions (Routine)
Communication Systems – Installation and Disposal (Routine)
Communication Systems – Maintenance and Repairs (Routine)
Communication Systems (Routine)
Community Health and Safety (Routine)
Complaints (Routine)
Computer Equipment and Supplies (Routine)
Conduct and Discipline (Routine)
Conferences and Seminars (Routine)

Elections (Routine)
Emergency Planning (Others)
Emergency Planning (Routine)
Environmental Management (Routine)
Equipment, Supplies and Services (Policy)
Equipment, Supplies and Services (Routine)
Establishment (Policy)
Establishment (Routine)
Expenditure (Routine)
Expenditure Control (Routine)
Fees and Charges (Routine)
Finance and Accounting (Routine)
Furniture and Furnishings (Routine)
Grants and Funds (Routine)
Health and Safety (Routine)
Human Resources Planning (Routine)
Information Management and Record Management (Policy)
Information Management and Records Management (Routine)
Information Services – Book and Publications (Routine)
Information Services – Press Conferences and Releases (Routine)
Information Services (Others)
Information Services (Routine)
Information Technology and Computer Systems (Routine)
Leave and Authorised Absence (Routine)
Leave and Authorised Absence (Others)
Management Services (Routine)
Office Machines and Equipment (Routine)
Office Services (Routine)
Official Languages (Routine)
Organisation (Routine)
Pension (Routine)
Performance and Appraisal (Routine)
Printing (Routine)
Promotions and Examinations (Routine)
Recreation and Welfare (Routine)
Recruitment (Routine)
Reports and Statistics – Annual (Others)
Reports and Statistics – Monthly (Routine)

Reports and Statistics – Quarterly (Routine)
Reports and Statistics (Routine)
Returns and Statements (Routine)
Revenue (Routine)
Salaries (Routine)
Staff Relations – Appeal and Grievances (Routine)
Staff Relations – Union (Routine)
Staff Relations (Routine)
Staff Security / Integrity Check (Policy)
Stationery (Routine)
Technical Equipment and Supplies (Routine)
Termination of Service (Routine)
Training and Development (Routine)
Training and Development (Policy)
Transportation (Routine)
Utilities and Building Services Facilities – Maintenance and Repairs (Routine)
Visits and Tours (Routine)

**Name of programme records
approved for destruction by the GRS in 2014-15 (TD)**

Application for Driving Licenses

Application for Road Permits

Area Traffic Control/Closed Circuit Television Systems

Driving Test

Licensing Transactions

Matters of Highway/Street

Strategic Roads Division Programme Projects

Traffic Engineering and Management, Transport Operation Matters

Vehicle Licensing

- End -

CONTROLLING OFFICER'S REPLY

THB(T)301

(Question Serial No. 4640)

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

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

Programme: (-) Not specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) Regarding the expenses on entertainment and gifts of the Bureau and its departments over the past two years, i.e. 2013-14 and 2014-15, please provide details using the table below:

Bureau/ branch/ department and year	Estimated expenses on entertainment and gifts for the year	Actual expenses on entertainment and gifts for the year	Cap on entertainment expenses (including beverages) per head for the year	Cap on gift expenses per guest for the year	Number of receptions held and total number of guests entertained for the year

- (b) Regarding the expenses on entertainment and gifts of the Bureau and its departments in 2014-15, please provide details using the table below:

Bureau/branch/ department	Date of reception (day/month/year)	Departments/ organisations and titles of the guests entertained (grouped by department/ organisation and indicating the number of guests)	Food expenses incurred in the reception	Beverage expenses incurred in the reception	Gift expenses incurred in the reception	Venue of the reception (departmental office/ restaurant in government facilities/ private restaurant/ others (please specify))

- (c) Please provide the estimated expenses on entertainment and gifts for 2015-16 using the table below:

Bureau/ branch/ department	Estimated provision for expenses on entertainment and gifts	Cap on entertainment expenses per guest	Cap on gift expenses per guest

Asked by: Hon HO Sau-lan, Cyd (Member Question No. 136)

Reply:

As a general rule, all politically appointed officials and civil servants should observe the same principles and act in accordance with the relevant regulations and administrative guidelines when providing official entertainment in the form of meals. Government officers are required to exercise prudent judgement and economy when entertaining guest(s) for official purposes in order to avoid any public perception of extravagance. According to the existing general guidelines, the expenditure limits on official meals should not exceed \$450 per person for lunch or \$600 per person for dinner, inclusive of all expenses incurred on food and beverages consumed on the occasion, service charges and tips.

In 2013-14 and 2014-15 (as at 28 February 2015), the actual expenses on official entertainment by the Transport Branch (TB) and its departments are as follows:

	2013-14 (\$ million)	2014-15 (as at 28/2/2015) (\$ million)	2015-16 (Estimate) (\$ million)
TB	0.23	0.79 (Note 1)	(Note 3)
Civil Aviation Department (CAD)	0.10	0.56 (Note 2)	
Highways Department (HyD)	0.04	0.02	
Marine Department (MD)	0.20	0.17	
Transport Department (TD)	0.12	0.09	

- Note 1: The increase was mainly due to expenses incurred during the 40th Asia-Pacific Economic Cooperation (APEC) Transport Working Group Meeting, hosted by the Transport and Housing Bureau in Hong Kong from 18 to 22 August 2014, and attended by more than 230 delegates from 19 APEC economies and organisations.
- Note 2: The increase was mainly due to expenses incurred during the 51st Conference of Directors General of Civil Aviation, Asia and Pacific Region, hosted by the CAD in Hong Kong from 24 to 27 November 2014. More than 270 delegates from over 40 states/administrations and international organisations attended the conference.
- Note 3: Related expenses will be charged under Departmental Expenses, and there is no separate breakdown of provision for this item in the 2015-16 Estimates.

In line with the Government's green policy, public officers should as far as possible refrain from bestowing gifts/souvenirs to others during the conduct of official activities. According to the existing guidelines, where bestowal of gifts/souvenirs is necessary or unavoidable due to operational, protocol or other reasons, the gift/souvenir items should not be lavish or extravagant and the number should be kept to a minimum. Also, the exchange of gifts/souvenirs should only be made from organisation to organisation.

In 2013-14 and 2014-15 (as at 28 February 2015), the expenses on purchase of gifts and souvenirs by the TB and its departments are as follows:

	2013-14 (\$ million)	2014-15 (as at 28/2/2015) (\$ million)	2015-16 (Estimate) (\$ million)
TB	0.02	0.03	(Note)
CAD	0.09	0.08	
HyD	0	0	
MD	0.002	0	
TD	0.14	0.08	

Note: Related expenses will be charged under Departmental Expenses, and there is no separate breakdown of provision for this item in the 2015-16 Estimates.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)302

(Question Serial No. 4641)

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

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

Programme: (-) Not specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding studies (if any) commissioned by the Bureau and its 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 in the past two financial years (2013-14 and 2014-15):

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 Government 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 internal studies in this financial year (2015-16)? If yes, please provide the following information:

Title, content and objectives of project	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the Government on the study reports and their progress (if any)	For the projects that are expected to be completed in this financial year, is there any plan to make them public? If yes, through what channels? If no, why?

- (c) Are there any projects for which funds have been reserved for conducting consultancy studies in this financial year (2015-16)? 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)	Follow-ups taken by the Government on the study reports and their progress (if any)	For the projects that are expected to be completed in this financial year, is there any plan to make them public? If yes, through what channels? If no, why?

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

Asked by: Hon HO Sau-lan, Cyd (Member Question No. 137)

Reply:

(a) and (c)

Details of the policy studies commissioned with funds allocated in 2013-14 and 2014-15, and for which funds have been reserved in 2015-16, are provided in the table below:

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

AECOM Asia Company Limited	Tender	Traffic Study for Pok Fu Lam Area <i>To review the existing traffic conditions and assess the traffic impacts due to the proposed lifting of the Pok Fu Lam Moratorium.</i>	0.243 (2013-14)	Dec 2010	Completed	The Transport Department (TD) followed up on the results of the consultancy study and completed an in-house preliminary traffic impact assessment in late 2013 for the proposed public housing developments / redevelopments of six sites in the southern part of the Pok Fu Lam area. The assessment showed that the additional traffic impact to be generated by the proposed developments / redevelopments would not be substantial.	As the study involves sensitive land development information, the Government has no plan to release the study report.
AECOM Asia Company Limited	Tender	Consultancy Study on Review and Update of the Railway Development Strategy (RDS) 2000 <i>To review and update the RDS 2000 for Hong Kong to meet the needs of domestic and cross-boundary railway transport by 2031.</i>	13.132 (2013-14) 1.566 (2014-15) 1.0 (2015-16)	Mar 2011	Completed	In the light of the findings of the consultancy study, the Government formulated the RDS 2014, recommending that seven recommended railway projects be completed in the planning horizon up to 2031 having regard to transport demand, cost-effectiveness and the development needs of New Development Areas and other new developments.	The Executive Summary of the Study is available for public viewing in the websites of Transport and Housing Bureau and Highways Department.
Wilbur Smith Associates Limited	Written quotations	Detailed Traffic Assessment of Toll Arrangements for Road Harbour Crossings (RHCs) <i>To update the transport model to reflect the latest traffic demand and</i>	0.694 (2013-14)	May 2011	Completed	Taking into account views received during the public consultation conducted in 2011, the Government modified some of the toll adjustment options recommended by the consultants to address the requests from the	Details of the three toll adjustment options formulated on the basis of the findings of the consultancy study were set out in the public consultation paper issued in Feb 2013.

		<p><i>conditions;</i></p> <p><i>To examine the feasibility and traffic impact of toll-related suggestions received during the public consultation; and</i></p> <p><i>To carry out detailed traffic assessment and formulate toll scenarios for the three RHCs with a view to achieving a better distribution of traffic.</i></p>				<p>public and the trade. The Government put forward three toll adjustment options as proposed measures to improve the traffic distribution among the RHCs on 8 Feb 2013 for a further three-month public consultation.</p>	
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 how to make more efficient use of the existing port facilities and review the future development plan.</i></p>	<p>0.831 (2013-14)</p> <p>0.856 (2014-15)</p> <p>0.208 (2015-16)</p>	Jul 2011	Completed	<p>The Government will collaborate with relevant stakeholders to implement feasible measures to improve the operational efficiency of Hong Kong Port.</p>	<p>The Executive Summary was uploaded on the websites of the Hong Kong Port Development Council and Hong Kong Maritime Industry Council (MIC) in Dec 2014.</p>
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>	<p>1.387 (2013-14)</p> <p>0.555 (2014-15)</p>	Nov 2011	Completed	<p>The Government is following up on the consultant's recommendation of setting up a new maritime body in Hong Kong by working out its scope of work and organisation with a view to ascertaining its financial and business sustainability.</p>	<p>The final report and the executive summary are available for public viewing in the website of the MIC.</p>

AECOM Asia Company Limited	Tender	<p>Ecological Assessment for Logistics Development in Tuen Mun Area 49</p> <p><i>To ascertain the acceptability of the proposed logistics development from ecological perspective; and to identify and develop practicable improvement measures to address the ecological impacts in the Study Area.</i></p>	0.051 (2013-14)	Oct 2012	Completed	The findings will be submitted to the Town Planning Board for consideration in the second half of 2015 in relation to the planning application for the proposed logistics development in Tuen Mun Area 49.	The Executive Summary was uploaded on the website of the Hong Kong Logistics Development Council.
AECOM Asia Company Limited	Tender	<p>Traffic Study for Causeway Bay West - Feasibility Study</p> <p><i>To conduct a traffic impact assessment (TIA) to identify the traffic problems within the study area and to develop improvement schemes to resolve the traffic problems.</i></p>	0.54 (2013-14)	Dec 2012	Completed	The TD is studying the improvement schemes recommended under the study.	The Executive Summary has been uploaded to the TD's homepage.
Deloitte & Touche Financial Advisory Services Ltd	Written quotations	<p>Appointment of Financial Consultant for the Review of the Fare Adjustment Mechanism (FAM) of the MTR Corporation Limited (MTRCL)</p>	1.04	Mar 2013	Completed	<p>Deliverables of the consultancy served as reference in the review on the FAM of the MTRCL by the Government.</p> <p>The review outcome was announced in Apr 2013. Details of the FAM review were set out in the Legislative Council (LegCo) Brief issued to Members on 17 Apr 2013.</p>	See the last column
Milliman Limited	Tender	<p>Consultancy on the implementation of a Marine Traffic Accident Victims Assistance Scheme</p>	0.750 (2014-15)	Apr 2013	Completed	To report the findings to the LegCo Panel on Economic Development (ED Panel) within 2015.	Main findings of the study will be set out in the ED Panel paper.

		<i>To assess the feasibility of setting up an independent assistance scheme for victims of marine traffic accidents.</i>					
ICF International Ltd.	Written quotation	Consultancy for the Review on the Fare Adjustment Arrangement (FAA) for Franchised Buses	1.418	Sep 2013	In progress	Recommendations made in the report will serve as reference in the review of the FAA for Franchised Buses by the Government. The outcome of the review will be made public.	N/A
AECOM Asia Company Limited	Tender	TIA – under Technical Feasibility Study For Proposed Land Uses in Tuen Mun Areas 38 & 49 <i>To assess the traffic impacts of the proposed logistics developments and to recommend improvement measures required to effectively mitigate the impacts.</i>	0.228 (2013-14) 1.466 (2014-15)	Dec 2013	Completed	The findings were presented to the Tuen Mun District Council (TMDC) on 3 March 2015 in relation to the proposed logistics development in Tuen Mun Areas 38 & 49.	The findings were presented to the TMDC on 3 Mar 2015.
The Chinese University of Hong Kong	Tender	Study on the impact of new entrants to Hong Kong's aviation market <i>To study the different business models in the international aviation arena and to advise the Government on strategies to further develop Hong Kong as an aviation hub.</i>	0.5	Jan 2014	Being Finalised	N/A	N/A
The Chinese University of Hong Kong	Tender	Study on the Operation of Airlines and Airline Groups <i>To study the latest</i>	0.322	Jan 2014	Being Finalised	N/A	N/A

		<i>developments in the international airline industry from both economic and technical perspectives.</i>					
MVA Hong Kong Limited	Tender	TIA for the Proposed Development at Murray Road Multi-storey Car Park <i>To carry out a TIA of the proposed commercial development for Murray Road Multi-storey Car Park.</i>	0.32 (2014-15) 0.5 (2015-16) (This study is funded by Development Bureau (DEVB))	Apr 2014	In progress	N/A	N/A
Policy 21 Ltd	Tender	Provision of Services for Conducting the Stocktaking and Identification Study on Berthing Arrangements for Local Vessels <i>To survey supply and demand of berthing and sheltered space of Local Vessels; to analyse and predict future demand; and to collect feedback from stakeholders to understand their views and expectations.</i>	0.741 (2014-15) 0.742 (2015-16)	May 2014	In progress	The Marine Department (MD) closely monitors the progress of the study through regular meetings with the consultant and relevant departments.	N/A
The Chinese University of Hong Kong	Tender	Consultancy Study on Establishing a Civil Aviation Training Institute in Hong Kong <i>To assess the current and future manpower situation and explore the feasibility of establishing a civil aviation</i>	0.56 (2014-15) 0.84 (2015-16)	Jun 2014	In Progress	N/A	N/A

		<i>training institute in Hong Kong.</i>					
AECOM Asia Company Limited	Tender	<p>Preliminary Study on Multi-storey Container Tractor/Trailer and Heavy Goods Vehicle Carpark in Kwai Chung Area</p> <p><i>To assess the current and future parking demand and supply of different vehicles in the Kwai Tsing District, and to prepare a conceptual design of a multi-storey car park to accommodate mainly container vehicles and medium/heavy goods vehicles.</i></p>	1.284	Jun 2014	In progress	N/A	N/A
Tricor Consulting Limited	Written quotation	<p>Business Case Study for Establishing a New Statutory Maritime Body</p> <p><i>To examine the business case of setting up a new statutory maritime body in terms of its operational and financial sustainability, and define scope of work and structure for the new body.</i></p>	0.300 (2014-15) 0.450 (2015-16)	Jul 2014	In progress	N/A	The findings will be announced after completion of the study.
H4 Maritime Limited	Tender	<p>Consultancy to Provide Expert Advice on the Work of the MD with Reference to Maritime Authorities Adopting Regulatory Regimes Similar to Hong Kong's</p> <p><i>To advise on the</i></p>	1.221 (2014-15) 0.815 (2015-16)	Sep 2014	In progress	N/A	N/A

		<p><i>work of the MD with reference to the work of maritime authorities of jurisdictions that adopt regulatory regimes similar to Hong Kong's including at least the UK, in the area of port control, vessel survey and inspection, vessel equipment and installations, entry qualifications and training and collaboration with other industry bodies.</i></p> <p><i>The objective of the consultancy is to provide the MD with advice on its work with regard to various regulatory, management and administrative issues by drawing upon the experiences of overseas maritime authorities, which adopt regulatory regimes similar to Hong Kong's.</i></p>					
BMT Asia Pacific Limited	Tender	<p>Risk Assessment on "Fast Speed" Locally-Licensed Passenger-Carrying Vessels (LLPCVs)</p> <p><i>To review the current traffic condition of Hong Kong waters and assess the associated risks; to conduct risk assessment with respect to safe operations of LLPCVs; to</i></p>	<p>0.349 (2014-15)</p> <p>0.524 (2015-16)</p>	Nov 2014	In progress	N/A	N/A

		<p><i>conduct literature review of regulation of LLPCVs by other reputable overseas maritime authorities; to recommend a definition for the term “fast speed” for LLPCVs in Hong Kong, as well as safety measures; and to conduct workshops, questionnaire survey and interviews with stakeholders.</i></p> <p><i>The prescribe a definition of the term “fast speed” with respect to LLPCVs, and to identify measures to enhance the safety and control of such vessels on the basis of a risk assessment.</i></p>					
MVA Hong Kong Limited	Tender	<p>TIA for the Proposed Development near junction of Lung Cheung Road and Lion Rock Tunnel Road</p> <p><i>To carry out a TIA of the proposed housing site near junction of Lung Cheung Road and Lion Rock Tunnel Road.</i></p>	<p>0.14 (2014-15)</p> <p>0.52 (2015-16)</p> <p>(This study is funded by DEVB)</p>	Dec 2014	In progress	N/A	N/A
AECOM Asia Company Ltd	Tender	<p>TIA for the Proposed Developments in Stanley and Tai Tam</p> <p><i>To carry out a TIA of the proposed housing site in Stanley and Tai Tam.</i></p>	<p>0.11 (2014-15)</p> <p>0.68 (2015-16)</p> <p>(This study is funded by DEVB)</p>	Jan 2015	In progress	N/A	N/A

PolyU Technology and Consultancy Co. Ltd	Tender	<p>Consultancy on Developing a Lifejacket Suitable for Use by Both Adults and Children on Local Vessels in the Waters of Hong Kong</p> <p><i>To explore the feasibility of developing a lifejacket suitable for use by both adults and children which complies with the relevant international safety standards for use on local vessels in Hong Kong.</i></p>	0.204 (2014-15) 1.836 (2015-16)	Feb 2015	In progress	N/A	N/A
Not yet available	Tender	<p>TIA for the Proposed Development at Nam Fung Road</p> <p><i>To carry out a TIA of the proposed housing sites at Nam Fung Road.</i></p>	1.40 (estimate) (This study is funded by DEVB)	Mar 2015 (tentative)	Under planning	NA	N/A
Not yet available	Tender	<p>TIA for the Proposed Development In Tai Po Kau and Ma Wo</p> <p><i>To carry out a TIA of the proposed housing sites in Tai Po Kau and Ma Wo.</i></p>	1.40 (estimate) (This study is funded by DEVB)	June 2015 (tentative)	Under planning	N/A	N/A
Not yet available	Tender	<p>Roles and Positioning Review of the Public Transport Strategy Study</p> <p><i>To examine the roles and positioning of various public transport services, including franchised buses, public light buses, taxis, non-franchised</i></p>	Not yet available	Late 2015/ Early 2016	Under Planning	N/A	N/A

		<i>buses, Light Rail, trams and ferries.</i>					
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(b) We will continue with the following study internally in 2015-16:

Title, content and objectives of project	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the Government on the study reports and their progress (if any)	For the projects that are expected to be completed in this financial year, is there any plan to make them public? If yes, through what channels? If no, why?
<p>Study on the economic contribution of maritime services</p> <p><i>To assess the value added and employment generated by the maritime industry.</i></p>	Dec 2014	In progress at the initial stage	N/A	The findings will be reported to the MIC after completion of the study.

(d) The criteria for the award of consultancy projects 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 consultancy fees.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4642)

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

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

Programme: (-) Not specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

With regard to the 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 Bureau and its departments are or have been involved.

(a) For Hong Kong/Mainland cross-boundary projects or programmes from 2013-14 to 2014-15, please provide information in the following format:

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation or the National 13th Five-Year Plan	Expenditure involved	Name of Mainland official and department/ organisation involved	Any related agreements signed? Are such agreements made public? If no, what are the reasons?	Progress (percentage completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Has the public been consulted on the cross-boundary project or programme?	Details of the legislative or policy changes related to the programme

- (b) Have any funds been reserved for conducting Hong Kong/Mainland cross-boundary projects or programmes in this financial year (2015-16)? If yes, please set out the details of the Hong Kong/Mainland cross-boundary projects or programmes in 2015-16 in the following format:

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation or the National 13th Five-Year Plan	Expenditure involved	Name of Mainland official and department/ organisation involved	Any related agreements signed? Are such agreements made public? If no, what are the reasons?	Progress (percentage completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Has the public been consulted on the cross-boundary project or programme?	Details of the legislative or policy changes related to the programme

- (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 three financial years, and how much financial and manpower resources are earmarked in the 2015-16 Estimates?

Asked by: Hon HO Sau-lan, Cyd (Member Question No. 138)

Reply:

(a)&(b) Details of cross-boundary projects/programmes from 2013-14 to 2015-16 are as follows -

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation or the National 13th Five-Year Plan	Expenditure involved	Name of Mainland official/ department/ organisation involved	Any related agreements signed? Are such agreements made public? If no, what are the reasons?	Progress (% completed, start date, anticipated completion date	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Has the public been consulted on the cross-boundary project or programme?	Details of the legislative or policy changes related to the programme
Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme)	<p>To develop and implement an ad hoc quota trial scheme to enhance cross-boundary travel between Hong Kong and Guangdong.</p> <p>The Scheme is included in the Framework Agreement.</p>	<p>The actual / estimated expenditure for developing computer systems by the Transport Department (TD) and related maintenance and administrative costs, etc. is listed below -</p> <p>2013-14: \$3.13 million</p> <p>2014-15: \$3.13 million</p> <p>2015-16 (estimate): \$3.26 million</p>	The Guangdong Provincial Government	No	<p>The first phase of the Scheme was rolled out on 30 March 2012. There is no concrete timetable for the second phase at present.</p>	<p>The basic implementation plan for ad hoc quota was reported to the Panel on Transport of the Legislative Council (LegCo) in January 2009. The Government 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 the Scheme were presented to the Panel on Transport of the LegCo 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 the TD.</p> <p>The progress of implementation of the first phase of the Scheme was reported to the Panel on Transport of the LegCo in December 2012.</p> <p>Manpower and expenditure involved are covered through the deployment of internal resources.</p>	Yes	The first phase of the Scheme does not require amendment to any legislation.

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation or the National 13th Five-Year Plan	Expenditure involved	Name of Mainland official/ department/ organisation involved	Any related agreements signed? Are such agreements made public? If no, what are the reasons?	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Has the public been consulted on the cross-boundary project or programme?	Details of the legislative or policy changes related to the programme
						There is no separate breakdown for this particular task.		
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 billion. 2013-14: \$12,186.9 million 2014-15 (revised estimate): \$6,400.4 million 2015-16 (estimate): \$5,674.2 million	The Ministry of Transport - National Railway Administration / China Railway Corporation (the former Ministry of Railways)	No	Commenced in January 2010. In May 2014, the MTR Corporation Limited (MTRCL) stated that the new target for the commissioning would be the end of 2017. The MTRCL also announced in August 2014 that the Cost to Complete (CTC) of the XRL would be \$71.52 billion (additional insurance costs and Project Management Cost included). The MTRCL indicated that the Programme to Complete and the CTC of the Hong Kong section of the XRL are under review, which are expected to be completed in Q2 2015.	The relevant information has been released to the public through various channels, including websites, publications, submissions to District Councils and the LegCo etc. The Highways Department (HyD) deploys in-house resources (with a delegated team of one Chief Engineer (CE/RD2-3), five Senior Engineers, eight Engineers and one Assistant Engineer) to monitor the implementation of the XRL project. Under Head 158, the existing staff of the Transport Branch (TB) of the Transport and Housing Bureau (THB) monitor the construction of the XRL project as part of their normal duties. There is no separate breakdown of expenditure and manpower for this particular task.	Reports on the progress and financial situation of the project have been regularly provided to the LegCo since July 2010.	The project is implemented under the current legal and policy framework.
Hong Kong-Shenzhen Western Express Line (WEL)	To provide a multi-functional cross-boundary railway to facilitate the co-operation 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.	Not applicable	The Railway Development Office of the Shenzhen Municipal Government	No	The Government announced the Railway Development Strategy 2014 (RDS-2014) in September 2014, recommending that seven new railway projects be completed in the planning horizon up to 2031 having regard to transport demand, cost-effectiveness and the development needs of the New Development Areas and other new developments. Given that the overall financial viability of the WEL is in doubt,	The RDS-2014 has been released to the public and is available for public viewing on the websites of the THB and the HyD. Manpower and expenditure involved are covered through the deployment of internal resources. There is no separate breakdown for this particular task.	The conceptual idea of WEL was included into the first stage of public engagement exercise conducted in April to July 2012 under the Study on the Review and Update of the Railway Development Strategy 2000.	Not applicable

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation or the National 13th Five-Year Plan	Expenditure involved	Name of Mainland official/ department/ organisation involved	Any related agreements signed? Are such agreements made public? If no, what are the reasons?	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Has the public been consulted on the cross-boundary project or programme?	Details of the legislative or policy changes related to the programme
					the proposed railway is not included in the Strategy.			
Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge	To provide a much needed land transport link between the Hong Kong SAR and the Western Pearl River Delta. The HZMB Main Bridge is a 29.6 kilometres dual three-lane carriageway in the form of bridge-cum-tunnel structure. It runs from the artificial island off Gongbei of Zhuhai to the eastern artificial island for the tunnel section just west of the Hong Kong SAR boundary. The project is included in the Framework Agreement.	The approved estimate for the Main Bridge Project to be shared by the Hong Kong SAR is \$9,280 million. 2013-14: \$1,918.64 million 2014-15 (revised estimate): \$979.4 million 2015-16 (estimate): \$407.6 million	The Development and Reform Commission of the Guangdong Province	An inter-governmental agreement was signed on the construction, operation, maintenance and management of the Main Bridge. It has been disclosed to the LegCo.	Design work commenced in April 2009. Construction works commenced in December 2009. Target completion date is under review.	The relevant information has been included in the funding applications for Hong Kong's contribution to the preliminary design and site investigation; and detailed design and construction of the Main Bridge Project submitted to the LegCo in January and May 2009 respectively. Manpower and expenditure involved are covered through the deployment of internal resources. There is no separate breakdown for this particular task. Under Head 158, the TB of the THB has been deploying existing staff resources to oversee the works for the HZMB Main Bridge as part of their normal duties.	Yes	The project is implemented under the current policy and legal framework.

(c) Apart from the projects or programmes listed above, and other than day-to-day co-operation in operating and maintaining the cross-boundary crossings, there is no other mode of cross-boundary co-operation handled by the TB and its executive departments.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)304

(Question Serial No. 4643)

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the details of the duty visits made by the Secretary and the Under Secretary in each of the past five years. In respect of each visit, please list by date the (a) purpose and destination, (b) post titles of the local officials met, (c) number and post titles of the Hong Kong officials in the entourage, (d) duration, (e) total expenditure incurred and the respective expenses on (i) transportation (list out both the expenses on air tickets and local transportation), (ii) accommodation, (iii) meals, (iv) receptions or entertainment and (v) gifts.

Date	(a)	(b)	(c)	(d)	(e)	(i)	(ii)	(iii)	(iv)	(v)

Asked by: Hon HO Sau-lan, Cyd (Member Question No. 139)

Reply:

Relevant information concerning Programme (1) on duty visits by the Secretary for Transport and Housing (STH) and the Under Secretary for Transport and Housing (USTH) in the past five financial years is as follows:

STH

Date of Visit (Number of visits)	Place of Visit	Size of Entourage [^]	Purpose of Visit	Hotel Accommodation Expenses (A)	Air Ticket Expenses (B)	Other and Reimbursable Expenses [#] (C)	Total Expenditure (A)+(B)+(C)
2010-11 (16 times)	Beijing, Dongguan, Guangzhou, Macao, Shanghai, Shenzhen, Zhuhai, Brussels, Kuala Lumpur, London, Melbourne, Singapore	The Administrative Assistant to the STH and/or the Press Secretary to the STH would accompany the STH during duty visits having regard to the operational needs.	To exchange, lead delegation to visit, meet relevant Government officials and representatives of local organisations, and attend events (e.g. to attend “Green Transport in Hong Kong” exhibition and seminar at Shanghai ExPo)	About \$54,000	About \$457,000	About \$87,500	About \$598,500
2011-12 (6 times)	Beijing, Chongqing, Shenzhen, Zhuhai, Los Angeles, San Francisco, Seoul		To exchange, lead delegation to visit, meet relevant Government officials and representatives of local organisations, and attend events (e.g. to lead the delegation of Hong Kong Housing Authority to Chongqing to exchange experience in public housing with officials of the municipality)	About \$68,300	About \$348,400	About \$68,800	About \$485,500
2012-13 (5 times)	Beijing, Dalian, Guangzhou, Zhuhai		To exchange, lead delegation to visit, meet relevant Government officials and representatives of local organisations, and attend events (e.g. to lead the delegation of Hong Kong Maritime Industry Council (MIC) and Hong Kong Port Development Council (PDC) to Dalian to promote the maritime services offered by Hong Kong)	About \$13,800	About \$38,800	About \$10,300	About \$62,900

2013-14 (11 times)	Beijing, Guangzhou, Shanghai, Shenzhen, Zhuhai, Taipei, Brussels, Frankfurt, Florence, Milan, Singapore, Tokyo		To exchange, lead delegation to visit, meet relevant Government officials and representatives of local organisations, and attend events (e.g to lead a delegation of Hong Kong Logistics Development Council (LOGSCOUNCIL) to Brussels, Frankfurt, Florence and Milan to promote Hong Kong logistics industry; and attend the 8 th Asia-Pacific Economic Co-operation Transportation Ministerial Meeting)	About \$89,900	About \$308,600	About \$63,500	About \$462,000
2014-15* (13 times)	Beijing, Guangzhou, Macao, Shenzhen, Zhuhai, Athens, Amsterdam, Rotterdam, Kuala Lumpur, London		To exchange, lead delegation to visit, meet relevant Government officials and representatives of local organisations, and attend events (e.g. to lead a delegation of the MIC to Athens to attend Posidonia 2014, a large-scale international maritime exhibition; and lead a delegation of the LOGSCOUNCIL and the PDC to Malaysia to promote Hong Kong as a regional logistics hub)	About \$50,800	About \$585,800	About \$76,500	About \$713,100

USTH

Date of Visit (Number of visits)	Place of Visit	Size of Entourage [^]	Purpose of Visit	Hotel Accommodation Expenses (A)	Air Ticket Expenses (B)	Other and Reimbursable Expenses [#] (C)	Total Expenditure (A)+(B)+(C)
2010-11 (7 times)	Beijing, Guangzhou, Shanghai, Zhuhai, Milan	0	To, exchange, visit meet relevant Government officials and representatives of local organisations, and attend events (e.g. to attend Hong Kong-Zhuhai Macao Bridge related meeting)	About \$6,800	About \$46,500	About \$9,300	About \$62,600
2011-12	No duty visit was made by USTH in 2011-12						
2012-13 (3 times)	Guangzhou, Shenzhen, Zhuhai	0	To meet relevant Government officials (e.g. to attend Hong Kong/Shenzhen Cooperation meeting)	0	0	About \$800	About \$800
2013-14 (1 time)	Wuhan	0	To visit, meet relevant Government officials and representatives of local organisations, and understand the latest development in Mainland	About \$1,200	About \$5,400	About \$900	About \$7,500
2014-15* (3 times)	Guangzhou, London	0	To exchange, lead delegation to visit, meet relevant Government officials and representatives of local organisations, and attend events (e.g. to lead the delegation of the MIC to promote the maritime services offered by Hong Kong)	About \$7,200	About \$61,400	About \$14,600	About \$83,200

The above duty visits lasted for one to ten days per trip.

* Included duty visits made between 1 April 2014 and 20 March 2015

[^] Number of entourage of the Director of Bureau's Office

[#] The expenditure includes meals and other reimbursable expenses in accordance with the relevant Civil Service Regulations.

As a general rule, all politically appointed officials and civil servants should observe the same principles and act in accordance with the relevant regulations and administrative guidelines when providing official entertainment in the form of meals. Government officers are required to exercise prudent judgement and economy when entertaining guest(s) for official purposes in order to avoid any public perception of extravagance. According to the existing general guidelines, the expenditure limits on official meals should not exceed \$450 per person for lunch or \$600 per person for dinner, inclusive of all expenses incurred on food and beverages consumed on the occasion, service charges and tips.

In line with the Government's green policy, public officers should as far as possible refrain from bestowing gifts/souvenirs to others during the conduct of official activities. According to the existing guidelines, where bestowal of gifts/souvenirs is necessary or unavoidable due to operational, protocol or other reasons, the gift/souvenir items should not be lavish or extravagant and the number should be kept to a minimum. Also, the exchange of gifts/souvenirs should only be made from organisation to organisation. As we do not maintain separate accounts for the expenses on the procurement of gifts and souvenirs for duty visits, we do not have the relevant statistics.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)305

(Question Serial No. 4644)

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

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

Programme: (2) Land and Waterborne Transport; and
(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:

Please provide the details of the meetings, visits or exchanges held between the departments under the Bureau and the relevant Mainland authorities in the past five years. In respect of each trip, please list by date the following:

- (a) the purpose and destination;
- (b) the post titles of the Mainland officials met;
- (c) the number and post titles of the Hong Kong officials in the entourage;
- (d) the duration;
- (e) the total expenditure incurred;
- (f) whether the trip was promulgated before departure; if no, the reasons for the confidentiality;
- (g) whether minutes of the meeting were filed; if no, the reasons for that;
- (h) whether any agreement was reached; if yes, the details and the progress of implementation;
- (i) the expenses on transportation (list out both the expenses on air tickets and local transportation);
- (ii) the expenses on accommodation;
- (iii) the expenses on meals;
- (iv) the expenses on receptions or entertainment; and
- (v) the expenses on gifts.

Date	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(ii)	(iii)	(iv)	(v)

Asked by: Hon HO Sau-lan, Cyd (Member Question No. 140)

Reply:

Relevant information on official duty visits to the Mainland undertaken by officers of the Transport Branch (TB) of the Transport and Housing Bureau (THB) and its departments in 2010-11 to 2014-15 is provided at **Annexes A to E**. For completeness, information relating to visits to Macao and Taiwan (if any) is also provided.

The TB and its departments conduct exchanges and discussions with the relevant authorities on issues of mutual concern from time to time as and when necessary. The duty visits lasted for one to nine days per trip, joined by officers of different grades and ranks and led by an officer of the appropriate seniority. Generally speaking, the meetings are recorded as appropriate, having regard to the different circumstances and factors, such as nature of the meeting and subject matter, consensus reached by both sides, development of the subject matter, etc. We will consider if and how the trips and the agreements concluded should be made public in the light of the circumstances and needs.

As a general rule, all politically appointed officials and civil servants should observe the same principles and act in accordance with the relevant regulations and administrative guidelines when providing official entertainment in the form of meals. Government officers are required to exercise prudent judgment and economy when entertaining guest(s) for official purposes in order to avoid any public perception of extravagance. According to the existing general guidelines, the expenditure limits on official meals should not exceed \$450 per person for lunch or \$600 per person for dinner, inclusive of all expenses incurred on food and beverages consumed on the occasion, service charges and tips.

In line with the Government's green policy, public officers should as far as possible refrain from bestowing gifts/souvenirs to others during the conduct of official activities. According to the existing guidelines, where bestowal of gifts/souvenirs is necessary or unavoidable due to operational, protocol or other reasons, the gift/souvenir items should not be lavish or extravagant and the number should be kept to a minimum. Also, the exchange of gifts/souvenirs should only be made from organisation to organisation. As we do not maintain separate accounts for the expenses on the procurement of gifts and souvenirs for duty visits, we do not have the relevant statistics.

The TB of the THB

Year (Number of visits) ¹	Objective and places of visits	Size of entourage per visit ²	Total Expenditure ³ (\$'000)
2010-11 (44)	<ul style="list-style-type: none"> - Attended events, discussed and conducted exchanges on issues relating to Mainland-Hong Kong co-operation; land transport infrastructure projects (e.g. Hong Kong-Zhuhai-Macao Bridge (HZMB) and Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL)); cross-boundary ferry services, vehicle and passenger arrangements; air services; the Three-Runway System; promotion and co-operation on logistics, maritime and port industries; Mainland and Hong Kong Closer Economic Partnership Arrangement; and avoidance of double taxation covering shipping income. - Places of visits included Beijing, Chengdu, Chongqing, Dalian, Dongguan, Guangzhou, Hangzhou, Harbin, Macao, Mohe, Nanhai, Nanjing, Ningbo, Qianhai, Shanghai, Shenzhen, Taiwan, Tianjin, Xiamen, Xian, Wuhan and Zhuhai. 	1-10	519
2011-12 (33)		1-5	254
2012-13 (18)		1-6	256
2013-14 (26)		1-7	333
2014-15 ⁴ (26)		1-5	225

¹ Including joint visits with other bureaux/departments.

² Including officers of the TB and the Director of Bureau's Office.

³ Including expenditure on hotel accommodation, flight tickets and other related expenses, but excluding sponsorship by the hosting organisations. Hotel accommodation and air passages etc were provided to the officers concerned in accordance with the relevant Civil Service Regulations and guidelines.

⁴ Up to 28 February 2015.

The Civil Aviation Department (CAD)

Year (Number of visits) ¹	Objective and places of visits	Size of entourage per visit ²	Total Expenditure ³ (\$'000)
2010-11 (53)	<ul style="list-style-type: none"> - Attended meetings with relevant aeronautical authorities to discuss areas of co-operation on air traffic management, as well as workshops and seminars on aviation to keep abreast of the latest regulatory, technical and operational development of the aviation industry. - Conducted technical visits to promote co-operation and enhance exchange of experience on regulatory, technical and operational issues related to the aviation industry. - Places of visits included Beijing, Beihai, Changsha, Chengdu, Chongqing, Dunhuang, Guangzhou, Guilin, Haikou, Hangzhou, Huaihua, Macao, Nanjing, Sanya, Shanghai, Shekou, Shenzhen, Taiwan, Tengchong, Tianjin, Urumqi, Xiamen, Zhengzhou and Zhuhai. 	1-33 ⁴	1,173
2011-12 (52)		1-6	809
2012-13 (44)		1-7	593
2013-14 (42)		1-5	552
2014-15 ⁵ (35)		1-5	428

¹ Including joint visits with other bureaux/departments.

² Including officers of the CAD.

³ Including expenditure on hotel accommodation, flight tickets and other related expenses, but excluding sponsorship by the hosting organisations. Hotel accommodation and air passages etc were provided to the officers concerned in accordance with the relevant Civil Service Regulations and guidelines.

⁴ 33 officers attended different sessions of the 47th Conference of Directors General of Civil Aviation, Asia and Pacific Region held in Macao.

⁵ Up to 28 February 2015.

The Highways Department (HyD)

Year (Number of visits)¹	Objective and places of visits	Size of entourage per visit²	Total Expenditure³ (\$'000)
2010-11 (149)	<ul style="list-style-type: none"> - Attended meetings, duty visits and technical forums with corresponding management offices of the Mainland regarding (i) the operation and maintenance of Shenzhen Western Corridor and Lok Ma Chau boundary bridge; (ii) the development, construction and implementation of the XRL and the HZMB. - Participated in annual Mainland and Hong Kong Construction Industry Forum. - Attended experience sharing on the practice of road opening control, pavement maintenance, utility record systems and asset management, etc. with the Mainland officials in various highways, planning and transport bureaux. - Places of visits included Beijing, Guangzhou, Guizhou, Haikou, Luoyang, Macao, Nanjing, Nanning, Nansha, Ningbo, Shanghai, Shenzhen, Wuhan and Zhuhai. 	1-8	604
2011-12 (142)		1-16	677
2012-13 (139)		1-8	450
2013-14 (130)		1-7	306
2014-15 ⁴ (134)		1-7	308

¹ Including joint visits with other bureaux/departments.

² Including officers of the HyD.

³ Including expenditure on hotel accommodation, flight tickets and other related expenses, but excluding sponsorship by the hosting organisations. Hotel accommodation and air passages etc were provided to the officers concerned in accordance with the relevant Civil Service Regulations and guidelines.

⁴ Up to 28 February 2015.

The Marine Department (MD)

Year (Number of visits) ¹	Objective and places of visits	Size of entourage per visit ²	Total Expenditure ³ (\$'000)
2010-11 (43)	- Conducted duty visits relating to marine industrial safety, pollution control, port and vessel traffic management, promotion of the Hong Kong Shipping Registry, hydrographic issues, local vessel inspection, acquisition of knowledge in marine technology and equipment. - Places of visits included Beijing, Baoshan, Chengdu, Chongqing, Dalian, Dongguan, Dunhuang, Guangzhou, Guilin, Haikou, Hangzhou, Heihe, Hulunbuir, Huizhou, Jiangmen, Jieyang, Lijiang, Macao, Nanjing, Nanning, Ningbo, Qinhuangdao, Sanya, Shanghai, Shantou, Shanwei, Shenzhen, Taiwan, Weihai, Wuhu, Wuyishan, Xiamen, Xian, Xining, Yinchuan, Zhanjiang, Zhaoqing, Zhongshan and Zhuhai.	1-6	413
2011-12 (53)		1-7	821
2012-13 (58)		1-5	461
2013-14 (41)		1-7	453
2014-15 ⁴ (43)		1-6	340

¹ Including joint visits with other bureaux/departments.

² Including officers of the MD.

³ Including expenditure on hotel accommodation, flight tickets and other related expenses, but excluding sponsorship by the hosting organisations. Hotel accommodation and air passages etc were provided to the officers concerned in accordance with the relevant Civil Service Regulations and guidelines.

⁴ Up to 28 February 2015.

The Transport Department (TD)

Year (Number of visits)¹	Objective and places of visits	Size of entourage per visit²	Total Expenditure³ (\$'000)
2010-11 (29)	- Attended meetings on cross-boundary transport arrangements and other transport-related issues.	1-9	164
2011-12 (29)		1-10	288
2012-13 (29)	- Attended forums to exchange views on transport-related subjects with professionals and related parties.	1-14	124
2013-14 (18)	- Visited counterparts / companies on transport-related subjects.	1-12	40
2014-15 ⁴ (13)	- Places of visits included Beijing, Changchun, Changsha, Chengdu, Chongqing, Guangdong, Guangzhou, Hangzhou, Kunming, Linyi, Luoyang, Macao, Ningbo, Qingdao, Shanghai, Shenyang, Shenzhen, Taiwan, Wuhan, Zhengzhou, Zhongshan and Zhuhai.	1-24	92

¹ Including joint visits with other bureaux/departments.

² Including officers of the TD.

³ Including expenditure on hotel accommodation, flight tickets and other related expenses, but excluding sponsorship by the hosting organisations. Hotel accommodation and air passages etc were provided to the officers concerned in accordance with the relevant Civil Service Regulations and guidelines.

⁴ Up to 28 February 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)306

(Question Serial No. 3580)

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:

During this financial year, the Transport Branch (TB) will continue to work towards the setting up of a new maritime body to drive maritime development in Hong Kong and support the Hong Kong Maritime Industry Council (MIC) in promoting Hong Kong as an international maritime centre. In this connection, will the Government advise this Committee on:

- (a) the specific plan on the setting up of the new maritime body and its progress;
- (b) how the TB will allocate additional resources to support the work of the MIC and the financial commitment involved; and
- (c) the current progress of the consultancy study on the feasibility of establishing a civil aviation training institute and the financial commitment involved.

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. 43)

Reply:

- (a) In July 2014, the TB commissioned an expert study to look into the scope of work and organisation of the proposed new maritime body with a view to ascertaining its financial and business sustainability. The expert study is in the final stages and recommendations are expected to be available in next few months. Thereafter, the Government will consult the Legislative Council and engage the industry, and start the relevant preparatory work as appropriate. A detailed plan will be drawn up when the proposal is finalised.

- (b) In 2015-16, the TB plans to create four new supernumerary posts at an estimated expenditure of \$4 million to strengthen the support to maritime development in Hong Kong. Additional funding of \$2 million will also be allocated to support the MIC to step up promotion in overseas and the Mainland markets with joint effort from the Hong Kong Trade Development Council and Invest Hong Kong, and to conduct industry-related policy research. The total estimated funding required is \$6 million.

- (c) The Civil Aviation Department has engaged a consultant to carry out a feasibility study on establishing a civil aviation training institute. The consultancy fee is about \$1.4 million. The scope of the study includes an assessment on the current and future manpower resources and training needs of the Hong Kong and overseas aviation industry, and the feasibility of establishing a civil aviation training institute, etc. The consultancy study is expected to be completed in 2015. The Government will examine the detailed arrangements for establishing the civil aviation training institute once the results of the feasibility study are available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5299)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise if the Transport and Housing Bureau (THB) has made any compensation and provided building repair services or other remedial measures to residents of Ngau Tam Mei affected by the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) construction works in 2014, and the estimated expenditure and number of officers involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 128)

Reply:

The Government has entrusted the design and construction of the Hong Kong section of the XRL to the MTR Corporation Limited (MTRCL). Detailed surveys and reviews of the environment, hydrology, geology, underground utilities and buildings along the railway alignment were conducted by the MTRCL during the design stage, to ensure that the XRL would be designed and constructed in a manner bringing minimum impact to the environment and the community. An Environmental Impact Assessment (EIA) was also carried out by the MTRCL in accordance with the EIA Ordinance.

Regarding the construction works in the Ngau Tam Mei area and the associated cases of alleged building damage being followed up by the MTRCL, if site inspection suggests that certain damage may be caused by the construction works, the MTRCL will follow up with the property owner concerned. If there is no sign to indicate that the building damage is caused by the works but the property owner disagrees with this view, an independent Loss Adjuster will be invited, subject to the agreement of the property owner, to investigate into the cause. The assessment results will be reported to both the property owner and the MTRCL for appropriate follow-up actions.

Up to February 2015, a total of 156 damage reports in the Ngau Tam Mei area, including alleged damage to nearby buildings and other losses, have been received. The majority of these cases have been reviewed by an independent Loss Adjuster and found to be not related to the XRL project. While 15 cases have been settled with the owners concerned, the remaining ones are being reviewed. For any damage considered to be caused by the construction works, the associated payment will be settled by the insurance coverage under the respective contracts.

The manpower requirement for overseeing the XRL project is met through deployment of internal resources, with a dedicated team of one Chief Engineer (CE/RD2-3), five Senior Engineers, eight Engineers and one Assistant Engineer.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5300)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the expenditure and number of officers to be involved in the works for the traffic improvements to the Tuen Mun Road Town Centre Section, and the reconstruction and improvement of Tuen Mun Road in 2015-16. Please advise on the number of bus routes and public light bus routes to be affected by the works. Please advise on the impact of the works on journey time.

Asked by: Hon KWOK Ka-ki (Member Question No. 129)

Reply:

The "Traffic Improvements to Tuen Mun Road Town Centre Section" project and the "Reconstruction and Improvement of Tuen Mun Road" project were substantially completed in February 2014 and December 2014 respectively. The estimated expenditure on the two projects in 2015-16 is about \$40 million and about \$187 million respectively, mainly for the settlement of project accounts and for the carrying out of outstanding works. The design and supervision of works are carried out by consultants engaged by the Highways Department.

In 2015-16, it is not expected that bus routes, public light bus routes and journey time for vehicles travelling along Tuen Mun Road will be affected by the two projects as the works were substantially completed in 2014.

The Transport Branch of the Transport and Housing Bureau deploys existing staff resources to monitor the progress of the two projects.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5302)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the expenditure and number of officers involved for the planning and design work for the Tuen Mun Western Bypass (TMWB), the Central Kowloon Route (CKR), the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2 (Tolo Stage 2), the Cross Bay Link (CBL), as well as the Tseung Kwan O-Lam Tin Tunnel (TKO-LTT) projects. Please advise on the details of the public consultation exercises conducted for the above projects under planning by the Transport and Housing Bureau (THB) over the past five years. Please advise on the number of public consultation exercises to be conducted by the THB, the estimated expenditure and number of officers involved in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 131)

Reply:

For the TMWB project, the Highways Department (HyD) has maintained liaison with the relevant stakeholders including the Tuen Mun District Council (TMDC) and Heung Yee Kuk since 2008. The HyD presented a revised alignment of the TMWB connecting Tuen Mun Area 40 with Tsing Tin Road to the TMDC on 3 March 2015. The HyD will further review the TMWB project taking TMDC's views into consideration. The review will be met by internal resources of the HyD.

For the CKR project, the HyD conducted phase 2 public engagement exercise from December 2012 to March 2013 to collect public views on the detailed design and construction arrangement. A Community Liaison Centre in Yau Ma Tei started operation in April 2013 to enhance communication with the public. In 2015-16, the HyD will

continue to liaise with the relevant District Councils (DCs) and the public as appropriate by deploying existing staff resources.

For the Tolo Stage 2 project, the HyD consulted the relevant DCs and stakeholders on the proposed road widening works from 2008 to 2009. The HyD has been reporting the progress of the project to the DCs concerned. Construction works for the project started in mid-2013. In 2015-16, the HyD will continue to liaise with the relevant DCs and the public as appropriate by deploying existing staff resources.

The preliminary designs for the CBL and the TKO-LTT projects have been developed after an extensive three-stage public engagement exercise conducted from 2009 to 2012. The detailed designs for the two projects are in progress. The Civil Engineering and Development Department (CEDD) will continue to liaise with the relevant DCs and stakeholders during the detailed design stage by deploying existing staff resources.

The Transport Branch of the THB has been deploying existing staff resources to oversee the implementation of various road projects. As explained above, public consultation relating to these projects is carried out, as the case may be, by the HyD and the CEDD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5303)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the respective completion dates of the works for the Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB) and the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 1 projects, and the expenditure and number of officers involved. Please advise on the respective numbers of bus routes and public light bus routes affected. Please advise on the impact of the above works on their respective journey time. Please advise on the estimated expenditure and number of officers involved for the above projects in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 132)

Reply:

As regards the widening of Tolo Highway between Island House Interchange and Tai Hang project, the Approved Project Estimate (APE) is \$4,486.9 million. The design and supervision of works are carried out by a consultant engaged by the Highways Department (HyD). The HyD deploys existing staff resources to oversee the implementation of the project. The widening works were substantially completed in March 2014. The estimated expenditure in 2015-16 is \$41.035 million, mainly for the settlement of project accounts and for the carrying out of outstanding works.

As regards the CWB project, the APE is \$36,038.9 million. The design and supervision of works are carried out by a consultant engaged by the HyD. The HyD deploys existing staff resources to oversee the implementation of the project. The construction works of the CWB project commenced in end-2009. The overall completion is about 50% as at end-February 2015. The estimated expenditure in 2015-16 is \$3,566.564 million.

In the coming few years, a large amount of complicated marine and road works will be carried out under the project. There remain a lot of challenges and unforeseeable situations ahead, especially for the works at the Island Eastern Corridor (IEC) Link. The works involve complicated reconstruction and improvement works for the existing bridge structures of the North Point section of the IEC, while maintaining the operation of the roads at all times.

The unforeseen situations that had been encountered in the past under this project, such as worse-than-expected inclement weather and deeper-than-expected diaphragm walls, may arise in the remaining reclamation works. There are other risks as some works will have to be carried out adjacent to high speed roads and in close proximity to residential areas in future. These risks include longer-than-expected preparatory works for implementing major temporary traffic arrangements on the IEC, and more complicated working procedures to address increasing public concern about construction nuisance. Should the risks materialise, they may affect the programme of the CWB construction works.

In view of the many challenges and uncertainties ahead which may lead to works delay, the HyD will continue to work with its consulting engineers and resident site staff in closely monitoring the works progress, and strive to adopt appropriate measures to expedite the works, such as enhancing construction methods and sequences, with a view to commissioning the CWB project as early as possible.

To facilitate the carrying out of the construction works, the contractors will implement temporary traffic arrangements as necessary. The existing number of traffic lanes will be maintained during peak hours to minimise traffic disruption. Therefore, it would not be necessary to introduce major changes to bus routes and public light bus routes due to the above works, and the impact on journey time should be minimal.

The Transport Branch of the Transport and Housing Bureau deploys existing staff resources to monitor the progress of the two projects.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5304)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the details of overseeing the proposed pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay by the Transport and Housing Bureau (THB). Please advise on the number of public engagement exercises to be conducted by the THB, the estimated expenditure and number of officers involved for the improvement schemes in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 133)

Reply:

The details of the three proposed pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay are set out below –

Yuen Long Town Pedestrian Environment Improvement Scheme

A number of pedestrian environment improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment in Yuen Long Town.

There are a total of nine minor improvement schemes, which comprise widening of footpaths and pedestrian crossings at road junctions, minor junction improvement works, implementation of no-stopping restrictions and addition of a staircase. So far, seven minor improvement schemes have been completed at a total cost of about \$1.8 million. The remaining two schemes involve widening of the pedestrian crossing at Castle Peak Road – Yuen Long near Tai Tong Road and addition of a staircase for Fung Cheung Road Footbridge. They are anticipated to be completed within this year.

There are a total of three major improvement schemes, namely streetscape improvement at Fung Yau Street North and Fung Cheung Road, improvement of the junction of Castle Peak Road and Kuk Ting Street, and construction of a footbridge system along Yuen Long Nullah. For the first two schemes, the Highways Department (HyD) deploys existing staff resources to carry out detailed design which is in active progress. For the footbridge system, the HyD commissioned a consultant in December 2014 to carry out further investigation and detailed design, which will take about two years to complete. In 2015-16, the estimated expenditure for the related consultancy and site investigation is about \$6 million.

The above-mentioned minor and major pedestrian environment improvement schemes were formulated taking into account the views gathered from the public engagement exercise conducted from 2009 to 2010. In May 2013, the HyD completed another public engagement exercise to collect public views on the preliminary proposals of the major improvement schemes. In 2015-16, the HyD plans to consult the Yuen Long District Council and relevant stakeholders on the design of the proposed footbridge system along Yuen Long Nullah by deploying existing staff resources.

Mong Kok Footbridge System

The HyD commissioned a consultant in October 2013 to conduct further investigation studies to assess the anticipated usage of the proposed footbridge system, as well as the impact on traffic, environment and underground utilities during its construction and operation stages, etc. The works are anticipated to complete in about two years' time. In 2015-16, the estimated expenditure for the related consultancy and site investigation is about \$3.5 million. The HyD will consult the public in the course of the further studies by deploying existing staff resources.

Causeway Bay Pedestrian Subway System

The HyD completed the feasibility study for the proposed subway system in July 2014, and had conducted two rounds of public engagement as part of the study.

As the proposed subway system is geographically covered in a pilot study on the development of underground space in selected strategic urban areas (including Causeway Bay and Happy Valley) under the purview of the Development Bureau, the Government will review the need for the proposed subway system as well as its implementation plan and timetable after taking into account the results of the pilot study on development of underground space. The study is planned to commence this year, subject to funding approval of the Finance Committee. The Transport Department (TD) and the HyD reported the relevant progress to the Development, Planning and Transport Committee of the Wan Chai District Council in June 2014. Meanwhile, the TD and the HyD are taking forward short-term measures to improve the at-grade pedestrian environment (such as widening of pedestrian crossings) along the alignment of the proposed subway. The relevant works are anticipated to be completed within this year.

The Transport Branch of the THB deploys existing staff resources to monitor the progress of the schemes, as part of their normal duties. There is no separate breakdown of manpower and staff cost for this particular task.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5305)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the criteria adopted by the Transport and Housing Bureau (THB) in ranking the proposals on the provision of hillside escalator Links and elevator systems. Please advise on the number of public engagement exercises to be conducted by the THB, the estimated expenditure and number of officers involved for the proposals in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 134)

Reply:

The Government established in 2009 a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (hereafter referred to as "hillside escalator links") to determine the priority for conducting preliminary technical feasibility studies for the 20 works proposals received at that time. On this, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the results were reported to the LegCo Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

Subsequently, upon reviewing the manpower resources, the Highways Department (HyD) has commenced the preliminary technical feasibility studies for the proposals ranked eleventh and twelfth. These two studies were completed in the second and third quarters of 2014 respectively. The current progress of the 18 ranked proposals is at Annex. The number of public engagement events to be held in 2015-16 will depend on the potential

impact, complexity and controversial nature of individual proposals. The Transport Branch of the THB, the Transport Department and the HyD will deploy existing staff resources to oversee public engagement events.

As mentioned above, the Government briefed the LegCo Panel on Transport in 2009 and 2010 on the scoring system, including the evaluation criteria as set out in the table below.

(a) Circumstantial factors	(Total score : 40)
(i) existing population/employment within catchment	(6)
(ii) existing population of 65 year-old or above within catchment	(5)
(iii) topographical conditions, i.e. steep gradient/level difference	(11)
(iv) connectivity with other existing/committed pedestrian facilities	(4)
(v) connectivity with existing/committed mass public transport facilities within catchment	(4)
(vi) connectivity with existing/committed centres of activity within catchment	(4)
(vii) steadiness of existing pedestrian flow	(6)
(b) Beneficial factors	(Total score : 35)
(viii) revitalisation of/benefits to local community	(6)
(ix) journey time/cost saving	(8)
(x) improvement to existing traffic conditions	(6)
(xi) improvement to existing pedestrian conditions	(6)
(xii) road safety	(6)
(xiii) tourism promotion	(3)
(c) Implementation factors	(Total score : 25)
(xiv) land requirement	(6)
(xv) technical/environmental constraints	(6)
(xvi) cost effectiveness	(13)

Current progress of the 18 ranked proposals of the hillside escalator links

Rank	Proposal	Progress of the project
1	Pedestrian Link at Tsz Wan Shan	This link is implemented under the Shatin to Central Link project.
2	Braemar Hill Pedestrian Link	The preliminary technical feasibility study has been completed. The HyD is preparing to engage consultants for the investigation and preliminary design with respect to the selected alignment.
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The preliminary technical feasibility study, investigation and preliminary design have been completed. The HyD has also commenced the detailed design.
4	Escalator Link and Pedestrian Walkway System at Pound Lane	The preliminary technical feasibility study has been completed. The HyD launched a public consultation in 2013 to gauge public views on the implementation of the project including the alignment. After considering public views and reviewing the original scheme, the HyD consulted the Central and Western District Council on the preliminary refined scheme on 8 January 2015. As the next step, the HyD will further consult the public on the preliminary refined scheme.
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.

7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
9	Lift and Pedestrian Walkway System at Waterloo Hill	The preliminary technical feasibility study has been completed. The project was gazetted and authorised. The HyD is carrying out the detailed design of the proposal.
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It is revealed in the preliminary technical feasibility study that the project involves two dangerous private slopes. The HyD will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD is preparing to engage consultants for the investigation and preliminary design.
12	Lift and Pedestrian Walkway at Luen On Street	The preliminary technical feasibility study has been completed. The HyD is preparing to engage consultants for the investigation and preliminary design.
13	Yuet Wah Street Pedestrian Linkage	This project is being implemented by the Civil Engineering and Development Department under the Kwun Tong Town Centre Redevelopment.
14	Escalator Link System between Hong Sing Garden and Po Hong Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.

14	Lift System between Lai King Hill Road and Princess Margaret Hospital	The ground investigation for construction of lift tower at Princess Margaret Hospital undertaken by the Hospital Authority (HA) has been completed. Pending the investigation results which are being compiled, relevant information will be used for the detailed design of the lift system, which will be undertaken by the HA.
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5307)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the implementation of the new policy on Universal Accessibility (UA) to expand the existing programme of retrofitting of barrier-free access facilities (BFA) at public footbridges, elevated walkways and subways by the Transport and Housing Bureau (THB), please advise on the details and locations. Please advise on the number of public consultation exercises to be conducted by the THB, the estimated expenditure and number of officers involved for the above policy in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 136)

Reply:

The Government has been installing the BFA at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) for years (the "Original Programme") on the recommendation of the Equal Opportunities Commission. The implementation of the remaining 154 items under the "Original Programme" continues. Most of the items are anticipated for progressive completion until 2018 as scheduled. As at 28 February 2015, ten items have been completed, 74 items are under construction and 35 items are anticipated to commence in 2015-16. The construction works for the remaining 35 items will commence as soon as possible upon completion of design and obtaining of support from the District Councils (DCs).

In August 2012, the Government launched the new UA Programme to further enhance the BFA facilities for existing public walkways maintained by the HyD. Installation of lifts at about 250 public walkways was proposed by the public. In the first half of 2013, we invited all the 18 DCs to prioritise the new items in their districts proposed by the public. Each DC selected three public walkways for priority implementation (the "Expanded

Programme’). We have largely completed the technical feasibility studies and investigation works for these public walkways selected by the DCs. We reported the study findings and preliminary proposals to the DCs in the first quarter of 2014. The detailed design works for those items confirmed to be technically feasible and supported by the DCs have commenced. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 28 February 2015, one priority item is under construction and 46 priority items are anticipated to commence construction in 2015-16. The construction works for the remaining ten priority items will commence as soon as possible upon completion of their investigation and design works, and obtaining of support from the DCs.

In 2015-16, the Government will continue to consult the relevant DCs on the design and construction arrangements for the various items under the UA Programme as appropriate. The Government deploys existing staff resources to conduct public consultation.

The list of projects under the UA Programme is as follows –

Original Programme:

Highways Department Structure No.	Location
Central and Western District	
HS3	Across Cotton Tree Drive near Murray Building
HF37	Along Connaught Road Central near Exchange Square
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building
HF119	Across Connaught Road Central near Waterfront Police Station
HF152	Across Harcourt Road near Citic Tower
HF93	At Man Po Street near Pier Road
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market
HF137	Across Connaught Road Central near Pottinger Street
HF81	Across Pok Fu Lam Road near The University of Hong Kong
HF100	Across Lambeth Walk connected to Bank of America Tower
HF40	Across Cotton Tree Drive near Lippo Centre
Eastern District	
HS17	Across Island Eastern Corridor near Hong Kong Film Archive
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout
H162	King's Road Flyover across Kornhill Road
HF90	Across King's Road and Tin Chiu Street
HF90A	Across King's Road and Tin Chiu Street
Southern District	
HS16	Across Aberdeen Praya Road near Old Main Street

Highways Department Structure No.	Location
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road
HS7	Across Shek Pai Wan Road near Wah Fu Estate
HF59	Along Island Road at Deep Water Bay
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel
H116	Wong Chuk Hang Road near Nam Fung Road
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau
Wan Chai District	
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF35	Across Harbour Road near Harbour Drive
HF57	Across Fleming Road near Harbour Road
HF65	Across Gloucester Road near Central Plaza
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station
HF160	Across Gloucester Road near Central Plaza
HF2	Across Gloucester Road near Luk Kwok Hotel
HF2A	Across Gloucester Road near Luk Kwok Hotel
HS10	Across Wong Nai Chung Road and Queen's Road East
HF144	Across Gloucester Road and Tonnochy Road
HF106	Across Harbour Road and Convention Avenue near Arts Centre
HF145	Across Gloucester Road and Fenwick Street
HF43	Across Gloucester Road and Wan Shing Street near Canal Road
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover
HF116	Across Gloucester Road near Stewart Road
Kowloon City District	
KF25	Across Waterloo Road near Suffolk Road
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South
KS9	Across Prince Edward Road West at Kowloon City Interchange
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road
KF29	Across Kowloon City Road and San Shan Road
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road
KS41	Across Chatham Road North near Winslow Street

Highways Department Structure No.	Location
Kwun Tong District	
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden
KF44	Across Hip Wo Street near Cheung Wo Court
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate
KF39	Across Wai Yip Street near Sheung Yee Road
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road
KF83	Across Lin Tak Road near Hing Tin Street
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road
Sham Shui Po District	
KS47	Across Tai Po Road near Pei Ho Street
KF10	Across Lai Chi Kok Road near Cheung Shun Street
KF43	Across Nam Cheong Street near Chak On Estate
KF32	Across Cheung Sha Wan Road near Fat Tseung Street
KS25	Across Cheung Sha Wan Road near Kweilin Street
KF13	Across Lung Cheung Road near Beacon Heights
Wong Tai Sin District	
KF57	Across Lung Cheung Road near Tin Ma Court
KS7	Across Lung Cheung Road near Choi Hung MTR Station
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road
KS35	Across Prince Edward Road East near San Po Kong Interchange
KF60	Across Ma Chai Hang Road near Lung Cheung Government Secondary School
KS12	Across Choi Hung Road at Lok Sin Road
K36	At Po Kong Village Road over Lung Cheung Road
K8	Along Fung Mo Street over Lung Cheung Road
Yau Tsim Mong District	
KS40	Across Nathan Road near Bute Street
KS2	Across Chatham Road South near Gun Club Hill Barracks
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters
KS30	Across Hong Cheong Road near Chatham Road Interchange
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street

Highways Department Structure No.	Location
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road
KS49	Across Jordan Road near Canton Road and Ferry Street
KF54	Across Luen Wan Street near Waterworks Depot
Kwai Tsing District	
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building
NS19	Across Ching Hong Road near Mayfair Gardens
NS89	Across Tsing Yi Road near Cheung Ching Estate
NS126	Across Kwai Fuk Road near Shing Fuk Street
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange
NF1	Across Kwai Chung Road near Kwai Fong Estate
NS1	Across Kwai Chung Road near Princess Margaret Hospital
NS1A	Across Kwai Chung Road near Princess Margaret Hospital
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road
NS10	Across Tsuen Wan Road near Lai King Estate
N546	Tsing Tsuen Bridge
North District	
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout
NF296	Across Lung Sum Avenue near San Fat Street
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF212	Across Wo Hing Road near Wah Ming Road
NF247	Across Pak Wo Road near Wai Ming Street
NF76	Across Jockey Club Road near Tin Ping Estate
NF104	Across Fanling Highway and San Wan Road
NS106	Across Fanling Highway near Tai Tau Leng
Sai Kung District	
NS98	Across Clear Water Bay Road near Tseng Lan Shue
Sha Tin District	
NS38	Across Tai Po Road near Fo Tan Road
NS28A	Across Fo Tan Road near Yuen Wo Road

Highways Department Structure No.	Location
NF40	Across Tai Po Road – Sha Tin near Wo Che Street
NF71	At Tai Po Road – Sha Tin over Sha Tin MTR Station near Tin Liu
NF74	Across Lion Rock Tunnel Road near Fung Shing Court
NF89	Across Sha Tin Wai Road near Sha Kok Street
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street
Tai Po District	
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive
NS69	Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NS70	Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre
NF266	Across Ting Kok Road near Tung Leung Lane
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang
NF81	Across East Rail Line Track near Kiu Tau
NF444	Across Nam Wan Road near Wan Tau Tong Estate
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden
NS77	Across Tai Po Tai Wo Road near Nam Wan Road
NF80	Across East Rail Line Track near Yuen Leng
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street
NS145	Across Fanling Highway near Tai Po Road – Tai Wo
Tuen Mun District	
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station
NS99	Across Tsing Wun Road near Yip Wong Road
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street
NF101	Across Wu Shan Road near Wu King Road

Highways Department Structure No.	Location
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station
Tsuen Wan District	
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre
NF109	Across Castle Peak Road near Fou Wah Centre
NF108	Across Castle Peak Road – Tsuen Wan near Nan Fung Centre
NF167	Across Tai Chung Road near Sha Tsui Road
NF311	Across Castle Peak Road – Tsuen Wan near Tsuen Wan Town Square
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan
NF234	Across Yeung Uk Road and Texaco Road
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building
Yuen Long District	
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate
NF245	Across Fuk Hi Street near Wang Lok Street
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station

Expanded Programme:

Highways Department Structure No.	Location
Central and Western District	
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park
HF46	Across Possession Street near Lower Lascar Row
HF135	Along Cochrane Street near Tun Wo Lane
Eastern District	
HF63	Across Chai Wan Road near Shan Tsui Court
HF163	Across Siu Sai Wan Road near Harmony Road
HF92 & HF92A	Across Island Eastern Corridor near Quarry Bay Park
Southern District	
HF104	Across Aberdeen Praya Road near Nam Ning Street
HF105	Across Aberdeen Praya Road near Ocean Court
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road
Wan Chai District	
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street
HF154	Across Gloucester Road and Percival Street near Sino Plaza

Highways Department Structure No.	Location
HS9	Across Canal Road East near Sports Road
Kowloon City District	
K14	Pui Ching Road Flyover across Princess Margaret Road
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street
KF106	Across Hung Hom South Road near Hung Hom Road
Kwun Tong District	
KS56	Across Kwun Tong Road near Ting On Street
KF90	Across Lei Yue Mun Road near Tsui Ping Road
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park
Sham Shui Po District	
KF69	Across Lai Chi Kok Road and Tonkin Street
KS52	Across Tat Chee Avenue near To Yuen Street
KF97	Across Tai Po Road near Tai Woh Ping Road
Wong Tai Sin District	
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II
KF58	Across Lung Cheung Road near Ma Chai Hang Road
KF76	Across Fung Tak Road and Lung Poon Street
Yau Tsim Mong District	
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway
KF89	Across Ferry Street at Junction of Dundas Street
KF94	Across Cherry Street, Ferry Street and Tong Mei Road
Islands District	
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei
NF328	Across Yu Tung Road and Chung Yan Road
NS230	Across Shun Tung Road near Lantau North Police Station
Kwai Tsing District	
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road
NF72A	Across Kwai Foo Road near Kwai Yi Road
NF229	Across Junction of Castle Peak Road – Kwai Chung , Kwai Chung Road and Lei Muk Road
North District	
NF134	Across Fanling Highway near Fanling MTR Station
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane
NF295	Across San Wan Road near Landmark North

Highways Department Structure No.	Location
Sai Kung District	
NF193	Across Po Lam Road North near Lam Shing Road
NF309	Across Po Ning Road near Po Shun Road
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre
Sha Tin District	
NF73	Connecting Pai Tau Street and Sha Tin MTR Station
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road
Tai Po District	
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden
NF156	Across Tai Po Road – Yuen Chau Tsai near Kwong Fuk Estate
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate
Tuen Mun District	
NS42	Across Tuen Hing Road near Tuen Mun Road
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane
NF315	Across Lung Mun Road near Lung Mun Light Rail Station
Tsuen Wan District	
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station
NF186	Across Tai Chung Road near Heung Che Street
NF251	Across Yeung Uk Road and Ma Tau Pa Road
Yuen Long District	
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5308)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the expenditure involved and the number of applicants since the implementation of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme), as well as its effectiveness. Please advise if the Transport and Housing Bureau (THB) has conducted any study on the Scheme's implications on the traffic in Hong Kong and the expenditure involved. Please advise on the number of public consultation exercises to be conducted by the THB in 2015-16 before it continues to work with the relevant Guangdong authorities to implement the above policy, and the estimated expenditure and number of officers involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 137)

Reply:

The first phase of the Scheme, which involves the application of one-off cross-boundary quota for Hong Kong private cars, was rolled out on 30 March 2012. As at 28 February 2015, the Transport Department (TD) has received 5 386 applications, with 4 974 applications approved. The first phase of the Scheme has achieved its intended objective of providing one more means for Hong Kong people visiting Guangdong. Based on the observation by the TD, the first phase of the Scheme has not caused any adverse impact on the local traffic conditions. The expenditure for the Scheme in 2014-15 and the estimated expenditure in 2015-16 are \$3.13 million and \$3.26 million respectively, which mainly cover staff cost and system maintenance charges.

We have been closely monitoring the implementation of the first phase of the Scheme, and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, with a view to

enhancing work efficiency and service quality. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out public consultation and listen to the views of the community. There is no concrete timetable for implementing the second phase of the Scheme.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)315

(Question Serial No. 5310)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise whether the Transport and Housing Bureau (THB) has conducted any study on the safety of public light bus (PLB) operation in the past five years; if yes, the findings and expenditure involved. Please provide the respective figures, by the 18 districts, on accidents and casualties involving PLB in the past five years. Please advise on the number of public consultation exercises to be conducted in 2015-16 by the THB on the above policy, and the estimated expenditure and number of officers involved. Please advise on the completion date of the above study.

Asked by: Hon KWOK Ka-ki (Member Question No. 139)

Reply:

While no large-scale study was conducted on the safety of PLB operation in the past five years, the Government monitors and keeps in view the safety of PLB operations. Over the past few years, we have introduced a number of new legislative requirements to enhance PLB safety. These requirements include the imposition of a maximum speed of 80 kilometres (km) per hour for PLBs on roads; mandating the installation of approved speed limiter on all PLBs with a pre-set maximum speed of 80 km per hour; mandating the display of driver identity plate on PLBs; mandating the installation of electronic data recording device for newly registered PLBs; and mandating applicants of PLB driving licence to attend and complete a pre-service course before they are issued with a PLB driving licence.

The number of traffic accidents involving PLBs by district from 2010 to 2014 is listed below:

District	2010	2011	2012	2013	2014
Central and Western	64	63	63	49	57
Wan Chai	31	42	28	40	25
Eastern	44	59	54	54	44
Southern	44	43	43	44	46
Yau Tsim Mong	114	103	74	99	95
Sham Shui Po	57	61	41	47	25
Kowloon City	87	87	69	80	81
Wong Tai Sin	86	76	80	76	75
Kwun Tong	134	128	125	146	139
Kwai Tsing	77	81	74	99	87
Tsuen Wan	70	70	72	67	77
Tuen Mun	46	49	43	41	24
Yuen Long	40	53	66	60	67
North	51	45	62	59	62
Tai Po	47	33	37	27	39
Sha Tin	65	68	66	76	61
Sai Kung	37	26	30	30	30
Islands	1	0	4	0	0
Total	1 095	1 087	1 031	1 094	1 034

The number of casualties in traffic accidents involving PLBs by district from 2010 to 2014 is listed below:

District	2010	2011	2012	2013	2014
Central and Western	86	90	130	96	99
Wan Chai	42	47	34	68	31
Eastern	61	72	91	84	62
Southern	66	55	73	85	87
Yau Tsim Mong	164	158	96	181	132
Sham Shui Po	100	88	48	70	33
Kowloon City	137	164	103	115	123
Wong Tai Sin	195	149	126	95	113
Kwun Tong	213	193	204	246	233
Kwai Tsing	119	163	135	153	137
Tsuen Wan	108	126	98	97	102
Tuen Mun	68	82	69	57	53
Yuen Long	78	107	124	80	111

District	2010	2011	2012	2013	2014
North	94	87	118	124	148
Tai Po	88	61	71	43	63
Sha Tin	117	133	139	139	122
Sai Kung	71	39	42	43	48
Islands	1	0	4	0	0
Total	1 808	1 814	1 705	1 776	1 697

There is currently no plan to conduct public consultation on the safety of PLB operation in 2015-16. The Transport Department (TD) will maintain regular communication with the PLB operators on matters related to enhancing safety of the PLB operation as an ongoing task. The Government will continue to review the need for further enhancing the safety of PLB operation, and introduce legislative amendments in future if necessary. The above tasks are undertaken by existing staff of the Transport Branch of the THB and the TD as part of the normal duties. There is no separate breakdown of expenditure.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5311)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government continue with the study on the utilisation of the three existing road harbour crossings (RHCs) in Hong Kong? If yes, please advise on the number of public consultation exercises to be conducted for the study by the Transport and Housing Bureau in 2015-16, the estimated expenditure and manpower involved, and the completion date of the study. If no, what are the reasons for that?

Asked by: Hon KWOK Ka-ki (Member Question No. 140)

Reply:

The Government is committed to implementing appropriate measures to rationalise traffic distribution among the RHCs to alleviate road traffic congestion. To that end, the Government considers toll adjustment an effective tool to rationalise RHC traffic. That said, it is necessary to consider a number of factors before implementing any toll adjustment at the RHCs, such as the capacity of the connecting roads concerned after the rationalisation and traffic impact on the relevant district(s). To avoid causing an adverse impact on the connecting roads in the vicinity of the RHCs, the Government considers it more appropriate to include the Western Harbour Crossing (WHC) in any traffic rationalisation scheme. The commissioning of the Central-Wan Chai Bypass (CWB) will help ease the congestion of the connecting roads of the WHC, thus providing a basis for the Government to consider toll adjustment at the WHC as a possible option in a traffic rationalisation scheme. As such, no public consultation exercise on rationalising the RHC traffic will be conducted in 2015-16.

From now until the CWB comes into operation, the TD will closely monitor the traffic situation at all RHCs and their neighbouring areas, and implement further traffic management measures when necessary, which include the continual development of intelligent transport systems to enhance the road network efficiency and more efficient distribution of traffic information. The Government will also study how to enhance the cross-harbour bus network efficiency, and encourage the operators to provide more bus-bus interchange concessions.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5312)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the review of the fare adjustment mechanism (FAM) of the MTR Corporation Limited (MTRCL), please advise on the number of public consultation exercises conducted for the review by the Transport and Housing Bureau (THB) in 2014 and the expenditure and number of officers involved. Please advise whether the THB's study has considered the feasibility of buying back the MTRCL. Please advise on the number of public consultation exercises to be conducted for the review by the THB in 2015-16 and the estimated expenditure and number of officers involved. Please also advise on the completion date of the review.

Asked by: Hon KWOK Ka-ki (Member Question No. 141)

Reply:

According to the Operating Agreement (OA) signed between the Government and the MTRCL, the FAM is reviewed every five years. The last one was due in 2013 and completed accordingly in the same year, in April. The new FAM took effect from June 2013. Details of the FAM review were set out in the Legislative Council Brief issued to Members on 17 April 2013 [File reference: THB(T)CR33/1017/99].

For the review on the FAM completed in April 2013, the Government carried out a public consultation exercise on it in September to November 2012. There was no further public consultation in 2014.

According to the OA, the next review of the FAM will be due in 2018. The scope and focus of, and the approach to, the review will be considered nearer the time. There is no provision in 2015-16 for the review.

The Government has no plan to buy back the MTRCL.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5313)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding improvement to the external transport services in the Park Island, please advise whether the Transport and Housing Bureau (THB) will re-tender the ferry service between the Park Island and Tsuen Wan in 2015-16. Please advise on the number of public consultation exercises conducted by the THB for the matter and the estimated expenditure and number of officers involved. Please advise whether the THB will consider enhancing external bus service in the Park Island in 2015-16, including introducing new routes, increasing frequency and introducing other public transport services to the Park Island. Please advise on the number of public consultation exercises conducted by the THB for the matter and the estimated expenditure and number of officers involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 142)

Reply:

The "Ma Wan – Tsuen Wan" ferry service operated at a loss. It ceased to operate in mid-December 2012. Subsequently, at the intervention of the Transport Department (TD), the operator resumed the "Ma Wan – Tsuen Wan" ferry service in June 2013. Service timetable has been revised to reduce operating costs. With the service resumption, there is no need to tender the ferry service in 2015-16.

Currently, passengers may make use of ferries, residents' bus services and urban taxi service to travel to/from Ma Wan. There are two ferry services in Ma Wan, which carry passengers to/from Central and Tsuen Wan respectively. Further, there are six routes of residents' bus services plying between Ma Wan and Tsing Yi, Kwai Fong, Tsuen Wan, Tsuen Wan West, Airport and Central. The residents' bus services plying between Ma Wan and Tsing Yi/Kwai Fong operate round-the-clock to facilitate residents interchanging

with other transport modes at the nearest MTR stations or public transport interchanges. The transport needs of residents' bus in Man Wan are basically met through provision of these transport services. The TD will continue to monitor passenger demand and consider improvement proposals as necessary. Local representatives will be consulted on such proposals before implementation.

Monitoring of public transport services is handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)319

(Question Serial No. 5314)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the progress of the construction of the Tung Chung West Station of the MTR Tung Chung Line, and the number of public consultation exercises conducted by the Transport and Housing Bureau (THB) for the matter and the estimated expenditure and number of officers involved. Please advise whether the THB will, in 2015-16, consider enhancements to the external public transport services for the Yat Tung Estate (YTE), including increasing bus routes and frequency. Please advise on the number of public consultation exercises to be conducted by the THB for the matter and the estimated expenditure and number of officers involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 143)

Reply:

The THB announced the Railway Development Strategy 2014 (RDS-2014) on 17 September 2014, recommending that seven new railway projects be completed in the planning horizon up to 2031, having regard to transport demand, cost-effectiveness and the development needs of the New Development Areas, including the Tung Chung West Extension (TCWE).

As stated in the RDS-2014, the indicative implementation window for planning purpose for the TCWE is from 2020 to 2024. Nevertheless, the implementation of the TCWE will be subject to the outcome of detailed engineering, environmental and financial studies relating to the project, as well as updated assessment of passenger transport demand and availability of resources at the time. In line with the established procedures, prior to the finalisation of the TCWE, we will consult the public on the detailed alignment, location of stations, mode

of implementation, cost estimate, mode of financing and actual implementation timetable, when the relevant details are available.

The Transport Branch of THB will deploy in-house resources to facilitate the implementation of the railway projects recommended in the RDS-2014.

Currently, residents may make use of franchised bus services, and urban and Lantau taxi service from/to the YTE. There are 20 franchised bus routes (including nine external routes and 11 local routes). Residents may also interchange with other transport modes at the Tung Chung Station or public transport interchanges. The transport needs of residents in the YTE are basically met through provision of these public transport services. The Transport Department (TD) will continue to monitor passenger demand and consider improvement proposals as necessary. Local representatives will be consulted on such proposals before implementation.

The monitoring of public transport services is handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5315)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the progress of the construction of the Hung Shui Kiu Station (HSK) of the MTR West Rail Line, and the number of public consultation exercises conducted by the Transport and Housing Bureau (THB) for the matter and the estimated expenditure and number of officers involved. Please advise whether the THB will, in 2015-16, consider enhancements to the external public transport services for HSK, including increasing bus routes and frequency. Please advise on the number of public consultation exercises to be conducted by the THB for the matter and the estimated expenditure and number of officers involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 144)

Reply:

The THB announced the Railway Development Strategy 2014 (RDS-2014) on 17 September 2014, recommending that seven new railway projects be completed in the planning horizon up to 2031, having regard to transport demand, cost-effectiveness and the development needs of the New Development Areas, including the HSK Station.

As stated in the RDS-2014, the indicative implementation window for planning purpose for the HSK Station is from 2021 to 2024. Nevertheless, the implementation of the HSK Station will be subject to the outcome of detailed engineering, environmental and financial studies relating to the project, as well as updated assessment of passenger transport demand and availability of resources at the time. In line with the established procedures, prior to the finalisation of HSK Station, we will consult the public on the detailed alignment,

location of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable, when the relevant details are available.

The Transport Branch of the THB will deploy in-house resources to facilitate the implementation of the railway projects recommended in RDS-2014.

Currently, residents may make use of franchised bus services, public light bus (PLB) service and urban and New Territories taxis from/to HSK. There are 13 franchised bus routes (including 11 external routes and two local routes), and one overnight external PLB route. Residents may also interchange with other transport modes at the Tin Shui Wai Station or public transport interchanges. The transport needs of residents in HSK are met through provision of these public transport services.

Apart from the annual bus route planning programmes (RPPs), the Transport Department (TD) and the franchised bus companies carried out the Area Approach rationalisation to holistically review the bus services in the Yuen Long. The bus service improvement plan for HSK was partially implemented in September 2014, and will be further implemented in mid-2015 subject to the actual population intake in HSK Area 13. The TD will continue to monitor passenger demand and consider improvement proposals as necessary. Local representatives will be consulted on such proposals before implementation.

The monitoring of public transport services and the processing of the RPPs are handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 5316)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the progress of the construction of the Tuen Mun Ferry Pier Station of the MTR West Rail Line, and the number of public consultation exercises conducted by the Transport and Housing Bureau (THB) for the matter and the estimated expenditure and number of officers involved. Please advise whether the THB will, in 2015-16, consider enhancements to the external public transport services at the Tuen Mun Ferry Pier, including increasing bus routes and frequency. Please advise on the number of public consultation exercises to be conducted by the THB for the matter and the estimated expenditure and number of officers involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 145)

Reply:

The THB announced the Railway Development Strategy 2014 (RDS-2014) on 17 September 2014, recommending that seven new railway projects be completed in the planning horizon up to 2031 having regard to transport demand, cost-effectiveness and the development needs of the New Development Areas, including the Tuen Mun South Extension (TMSE).

As stated in the RDS-2014, the indicative implementation window for planning purpose for the TMSE is from 2019 to 2022. Nevertheless, the implementation of the TMSE Station will be subject to the outcome of detailed engineering, environmental and financial studies relating to the project, as well as updated assessment of passenger transport demand and availability of resources at the time. In line with the established procedures, prior to the finalisation of the TMSE, we will consult the public on the detailed alignment, location of

stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable, when the relevant details are available.

The Transport Branch of the THB will deploy in-house resources to facilitate the implementation of the railway projects recommended in RDS-2014.

Currently, passengers may make use of franchised bus services, ferries, residents' bus services and urban and New Territories taxi service to travel to/from the Tuen Mun Ferry Pier. There are ten franchised bus routes (including eight external routes and two local routes). Residents may also interchange with other transport modes at the Tuen Mun Station or public transport interchanges. There is also a ferry route carrying passengers from/to Tung Chung, Sha Lo Wan and Tai O. The transport needs of residents in Man Wan are basically met through provision of these transport services.

Apart the annual bus route planning programmes (RPPs), the Transport Department (TD) and the franchised bus companies carried out the Area Approach rationalisation to holistically review the bus route in Tuen Mun in 2013. In 2014, the TD and the franchised bus companies reviewed the bus services at Tuen Mun Road Bus-Bus Interchange (BBI). Passengers at the Tuen Mun Ferry Pier can benefit from the improved bus network after service enhancements at the BBI. The TD will continue to monitor passenger demand and consider improvement proposals as necessary. Local representatives will be consulted on such proposals before implementation.

The monitoring of public transport services is handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)322

(Question Serial No. 5317)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise whether the Transport and Housing Bureau (THB) will conduct public consultation exercises on bus route rationalisation for all districts in 2015-16, and the expenditure and manpower involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 146)

Reply:

Bus route rationalisation is an on-going task. As an annual exercise, franchised bus companies submit route planning programmes (RPPs) to the Transport Department (TD) on service adjustment proposals. These may include proposals on introduction of new routes, frequency improvement, extension of operating hours, frequency reduction, route truncation, and cancellation or amalgamation of routes to meet prevailing needs. Each year, the TD will consult the 18 District Councils on the proposals which concern their districts. The consultation for the 2015-16 RPPs has commenced early this year. For the Transport Branch of the THB, the work involved is absorbed by existing staff resources. There is no breakdown of manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)323****(Question Serial No. 5371)**

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:

- (a) Please set out the respective figures on the expenditure and revenue of the Airport Authority Hong Kong (AA) over the past five years, as well as the emoluments of the Chairman and Members of the Board of the AA over the past five years and their emoluments in 2015-16.
- (b) Please set out the estimated cost, construction date and completion date of the third runway of the airport.

Asked by: Hon KWOK Ka-ki (Member Question No. 191)

Reply:

- (a) The turnover and operating expenses (including depreciation and amortisation) of the AA in the past five financial years are set out below.

\$ million	2010-11	2011-12	2012-13	2013-14	2014-15 (up to 30 September 2014)
Turnover	10,583	12,154	13,134	14,810	8,018
Operating expenses (including depreciation and amortisation) ^(Note)	5,789	6,149	6,490	7,120	3,596

Note:

In order to comply with Revised Hong Kong Accounting Standard 19, “Employee benefits”, in 2013-14, the AA changed its accounting policy with respect to defined benefit retirement plans. This change in accounting policy has been applied retrospectively. As a result, operating expenses for the years 2010-11 to 2012-13 have been restated.

The rate of remuneration for the chairman and non-executive members of the Board of the AA were \$220,000, and \$110,000 per annum respectively from 2010-11 to 2014-15. The same rate of remuneration for the chairman and non-executive members will apply in 2015-16.

- (b) The cost of the Three-Runway System (3RS) project is estimated to be around \$141.5 billion in money-of-the-day prices according to the latest estimate prepared by the AA in January 2015. On 17 March 2015, the Executive Council affirmed the need for the 3RS project. The AA is actively exploring ways, in consultation with the Government, to facilitate early implementation of the project, with a target commissioning date of 2023.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6122)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government conduct a comprehensive review of the existing "Priority to Railway" policy to decide whether our railway network should be further expanded? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 222)

Reply:

Hong Kong is a densely populated city with limited road spaces. Our challenge is to provide efficient and reliable public transport services for millions of passenger trips every day. Our railway network now carries over 4.5 million passengers per day, accounting for about 40% of all public transport passenger trips. The development of railway transport can significantly speed up passenger flow, which cannot be easily achieved by other public transport modes. Other more densely-populated cities such as Singapore, Tokyo, Seoul, London and New York, etc, also rely on railway as their mass transport system.

The development of railway transport will not only reduce the reliance on road-based transport, but also alleviate road congestion and lessen vehicle-induced pollution. The development potential of areas along the railway lines will also be unleashed to facilitate housing and economic developments.

While it is the Government's policy to continue to use railways as the backbone of our passenger transport system, we also strive to build a diversified public transport system under which various public transport modes could better complement one another whilst the public would be provided with different choices.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6132)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

According to a recent remark made by Mr LI Chunhong, Chairman of the Development and Reform Commission of the Guangdong Province, it will be rather difficult for the Hong Kong-Zhuhai-Macao Bridge (HZMB) to commission in 2017 as scheduled owing to technical problems encountered by the project. Is the Government aware of this? What is the latest expected time of commissioning of the HZMB? What will be the economic losses suffered by Hong Kong if there is delay in the commissioning of the HZMB?

Asked by: Hon KWOK Ka-ki (Member Question No. 233)

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. Besides, Mr LI Chunhong, the Director of the Guangdong Development and Reform Commission, advised at the press conference of the third session of the 12th Guangdong Provincial People's Congress held on 10 February this year that as the HZMB project encountered many unforeseen difficulties and technical problems, it appeared to be very difficult to commission the HZMB by end 2016.

As for the local projects in Hong Kong, according to the current progress, the Hong Kong Boundary Crossing Facilities and the Hong Kong Link Road projects may not be completed in time by end 2016. The Highways Department is reviewing the anticipated completion dates.

With safety and quality assurance of the works as the planning consideration, we will endeavour to complete the projects as early as possible.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6133)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise whether the proposed pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay have taken account of the pedestrian flow brought about by the Individual Visit Scheme (IVS), and whether the Government will fully consult the public on the schemes. Please advise on the estimated expenditure and details of the consultation work, as well as the respective details, timetables and estimates of the schemes.

Asked by: Hon KWOK Ka-ki (Member Question No. 234)

Reply:

The details of the three proposed pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay are set out below –

Yuen Long Town Pedestrian Environment Improvement Scheme

A number of pedestrian environment improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment in Yuen Long Town.

There are a total of nine minor improvement schemes, which comprise the widening of footpaths and pedestrian crossings at road junctions, minor junction improvement works, the implementation of no-stopping restrictions and addition of a staircase. So far, seven minor improvement schemes have been completed at a total cost of about \$1.8 million. The remaining two schemes involve the widening of the pedestrian crossing at Castle Peak Road – Yuen Long near Tai Tong Road and the addition of a staircase for Fung Cheung Road Footbridge. They are anticipated to be completed within this year.

There are a total of three major improvement schemes, namely the streetscape improvement at Fung Yau Street North and Fung Cheung Road, the improvement of the junction of Castle Peak Road and Kuk Ting Street, and the construction of a footbridge system along Yuen Long Nullah. For the first two schemes, the Highways Department (HyD) deploys existing staff resources to carry out detailed design which is in active progress. For the footbridge system, the HyD commissioned a consultant in December 2014 to carry out further investigation and detailed design, which will take about two years to complete. In 2015-16, the estimated expenditure for the related consultancy and site investigation is about \$6 million.

The above-mentioned minor and major improvement schemes were formulated taking into account the views gathered from the public engagement exercise conducted from 2009 to 2010. In May 2013, the HyD completed another public engagement exercise to collect public views on the preliminary proposals of the major improvement schemes. In 2015-16, the HyD plans to consult the Yuen Long District Council and relevant stakeholders on the design of the footbridge system along Yuen Long Nullah by deploying existing staff resources.

Mong Kok Footbridge System

The HyD commissioned a consultant in October 2013 to conduct further investigation studies to assess the anticipated usage of the proposed footbridge system, as well as the impact on traffic, environment and underground utilities during its construction and operation stages, etc. The works are anticipated to complete in about two years' time. In 2015-16, the estimated expenditure for the related consultancy and site investigation is about \$3.5 million. The HyD will consult the public in the course of the further studies by deploying existing staff resources.

Causeway Bay Pedestrian Subway System

The HyD completed the feasibility study for the proposed subway system in July 2014, and conducted two rounds of public engagement as part of the study.

As the proposed subway system is geographically covered in a pilot study on the development of underground space in selected strategic urban areas (including Causeway Bay and Happy Valley) under the purview of the Development Bureau, the Government will review the need for the proposed subway system as well as its implementation plan and timetable after taking into account the results of the pilot study on development of underground space. The study is planned to commence this year, subject to funding approval of the Finance Committee. The Transport Department (TD) and the HyD reported the relevant progress to the Development, Planning and Transport Committee of the Wan Chai District Council in June 2014. Meanwhile, the TD and the HyD are taking forward short-term measures to improve the at-grade pedestrian environment (such as widening of pedestrian crossings) along the alignment of the proposed subway. The relevant works are anticipated to be completed within this year.

During the formulation of the aforesaid pedestrian environment improvement schemes, pedestrian flow data collected through traffic surveys have been taken into account. However, there is no breakdown on the types of pedestrians. The implementation timetable and cost estimate of the schemes will be determined in the course of the relevant studies. The Transport Branch of the Transport and Housing Bureau deploys existing staff resources to monitor the progress of the schemes.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6135)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the details and specific expenditure of each project completed under the "Universal Accessibility" (UA) policy over the past five years. Please advise on the details and specific expenditure of each UA project under implementation or planning in 2015-16. Please also advise on the criteria adopted by the Government in deciding the priority of these projects for implementation.

Asked by: Hon KWOK Ka-ki (Member Question No. 236)

Reply:

The Government has been installing barrier-free access (BFA) facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) for years (the "Original Programme") on the recommendation of the Equal Opportunities Commission. The implementation of the remaining 154 items under the "Original Programme" continues. Most of the items are anticipated for progressive completion until 2018 as scheduled. As at 28 February 2015, ten items have been completed, 74 items are under construction and 35 items are anticipated to commence in 2015-16. The construction works for the remaining 35 items will commence as soon as possible upon completion of design and obtaining of support from the District Councils (DCs).

In August 2012, the Government launched the new UA Programme to further enhance the BFA facilities for existing public walkways maintained by the HyD. Installation of lifts at about 250 public walkways was proposed by the public. In the first half of 2013, we invited all the 18 DCs to prioritise the new items in their districts proposed by the public. Each DC selected three public walkways for priority implementation (the "Expanded

Programme”). We have largely completed the technical feasibility studies and investigation works for these public walkways selected by the DCs. We reported the study findings and preliminary proposals to the DCs in the first quarter of 2014. The detailed design works for those items confirmed to be technically feasible and supported by the DCs have commenced. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 28 February 2015, one priority item is under construction and 46 priority items are anticipated to commence construction in 2015-16. The construction works for the remaining ten priority items will commence as soon as possible upon completion of their investigation and design works, and obtaining of support from the DCs.

During investigation, design and public consultation for each item under the UA Programme, we have to deal with various issues including interface with underground facilities, traffic diversion, land matters as well as different views of the DCs and stakeholders. The implementation programme of individual items depends on the complexity of the issues encountered and the time taken to resolve them. The construction works for different items under the UA Programme are therefore planned to commence in stages.

The expenditure on the UA Programme in 2011-12, 2012-13, 2013-14 and 2014-15 was \$6.6 million, \$28.5 million, \$232.2 million and \$558.4 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2015-16 is \$840 million.

The list of projects under the UA Programme is as follows –

Original Programme:

Highways Department Structure No.	Location
Central and Western District	
HS3	Across Cotton Tree Drive near Murray Building
HF37	Along Connaught Road Central near Exchange Square
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building
HF119	Across Connaught Road Central near Waterfront Police Station
HF152	Across Harcourt Road near Citic Tower
HF93	At Man Po Street near Pier Road
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market
HF137	Across Connaught Road Central near Pottinger Street
HF81	Across Pok Fu Lam Road near The University of Hong Kong
HF100	Across Lambeth Walk connected to Bank of America Tower
HF40	Across Cotton Tree Drive near Lippo Centre

Highways Department Structure No.	Location
Eastern District	
HS17	Across Island Eastern Corridor near Hong Kong Film Archive
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout
H162	King's Road Flyover across Kornhill Road
HF90	Across King's Road and Tin Chiu Street
HF90A	Across King's Road and Tin Chiu Street
Southern District	
HS16	Across Aberdeen Praya Road near Old Main Street
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road
HS7	Across Shek Pai Wan Road near Wah Fu Estate
HF59	Along Island Road at Deep Water Bay
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel
H116	Wong Chuk Hang Road near Nam Fung Road
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau
Wan Chai District	
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF35	Across Harbour Road near Harbour Drive
HF57	Across Fleming Road near Harbour Road
HF65	Across Gloucester Road near Central Plaza
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station
HF160	Across Gloucester Road near Central Plaza
HF2	Across Gloucester Road near Luk Kwok Hotel
HF2A	Across Gloucester Road near Luk Kwok Hotel
HS10	Across Wong Nai Chung Road and Queen's Road East
HF144	Across Gloucester Road and Tonnochy Road
HF106	Across Harbour Road and Convention Avenue near Arts Centre
HF145	Across Gloucester Road and Fenwick Street
HF43	Across Gloucester Road and Wan Shing Street near Canal Road
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover
HF116	Across Gloucester Road near Stewart Road
Kowloon City District	
KF25	Across Waterloo Road near Suffolk Road
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South

Highways Department Structure No.	Location
KS9	Across Prince Edward Road West at Kowloon City Interchange
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road
KF29	Across Kowloon City Road and San Shan Road
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road
KS41	Across Chatham Road North near Winslow Street
Kwun Tong District	
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden
KF44	Across Hip Wo Street near Cheung Wo Court
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate
KF39	Across Wai Yip Street near Sheung Yee Road
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road
KF83	Across Lin Tak Road near Hing Tin Street
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road
Sham Shui Po District	
KS47	Across Tai Po Road near Pei Ho Street
KF10	Across Lai Chi Kok Road near Cheung Shun Street
KF43	Across Nam Cheong Street near Chak On Estate
KF32	Across Cheung Sha Wan Road near Fat Tseung Street
KS25	Across Cheung Sha Wan Road near Kweilin Street
KF13	Across Lung Cheung Road near Beacon Heights
Wong Tai Sin District	
KF57	Across Lung Cheung Road near Tin Ma Court
KS7	Across Lung Cheung Road near Choi Hung MTR Station
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road
KS35	Across Prince Edward Road East near San Po Kong Interchange
KF60	Across Ma Chai Hang Road near Lung Cheung Government Secondary School
KS12	Across Choi Hung Road at Lok Sin Road
K36	At Po Kong Village Road over Lung Cheung Road
K8	Along Fung Mo Street over Lung Cheung Road
Yau Tsim Mong District	
KS40	Across Nathan Road near Bute Street
KS2	Across Chatham Road South near Gun Club Hill Barracks
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters

Highways Department Structure No.	Location
KS30	Across Hong Cheong Road near Chatham Road Interchange
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road
KS49	Across Jordan Road near Canton Road and Ferry Street
KF54	Across Luen Wan Street near Waterworks Depot
Kwai Tsing District	
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building
NS19	Across Ching Hong Road near Mayfair Gardens
NS89	Across Tsing Yi Road near Cheung Ching Estate
NS126	Across Kwai Fuk Road near Shing Fuk Street
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange
NF1	Across Kwai Chung Road near Kwai Fong Estate
NS1	Across Kwai Chung Road near Princess Margaret Hospital
NS1A	Across Kwai Chung Road near Princess Margaret Hospital
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road
NS10	Across Tsuen Wan Road near Lai King Estate
N546	Tsing Tsuen Bridge
North District	
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout
NF296	Across Lung Sum Avenue near San Fat Street
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF212	Across Wo Hing Road near Wah Ming Road
NF247	Across Pak Wo Road near Wai Ming Street
NF76	Across Jockey Club Road near Tin Ping Estate

Highways Department Structure No.	Location
NF104	Across Fanling Highway and San Wan Road
NS106	Across Fanling Highway near Tai Tau Leng
Sai Kung District	
NS98	Across Clear Water Bay Road near Tseng Lan Shue
Sha Tin District	
NS38	Across Tai Po Road near Fo Tan Road
NS28A	Across Fo Tan Road near Yuen Wo Road
NF40	Across Tai Po Road – Sha Tin near Wo Che Street
NF71	At Tai Po Road – Sha Tin over Sha Tin MTR Station near Tin Liu
NF74	Across Lion Rock Tunnel Road near Fung Shing Court
NF89	Across Sha Tin Wai Road near Sha Kok Street
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street
Tai Po District	
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive
NS69	Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NS70	Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre
NF266	Across Ting Kok Road near Tung Leung Lane
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang
NF81	Across East Rail Line Track near Kiu Tau
NF444	Across Nam Wan Road near Wan Tau Tong Estate
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden
NS77	Across Tai Po Tai Wo Road near Nam Wan Road
NF80	Across East Rail Line Track near Yuen Leng
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street
NS145	Across Fanling Highway near Tai Po Road – Tai Wo
Tuen Mun District	
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station
NS99	Across Tsing Wun Road near Yip Wong Road
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square

Highways Department Structure No.	Location
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street
NF101	Across Wu Shan Road near Wu King Road
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station
Tsuen Wan District	
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre
NF109	Across Castle Peak Road near Fou Wah Centre
NF108	Across Castle Peak Road – Tsuen Wan near Nan Fung Centre
NF167	Across Tai Chung Road near Sha Tsui Road
NF311	Across Castle Peak Road – Tsuen Wan near Tsuen Wan Town Square
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan
NF234	Across Yeung Uk Road and Texaco Road
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building
Yuen Long District	
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate
NF245	Across Fuk Hi Street near Wang Lok Street
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station

Expanded Programme:

Highways Department Structure No.	Location
Central and Western District	
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park
HF46	Across Possession Street near Lower Lascar Row
HF135	Along Cochrane Street near Tun Wo Lane
Eastern District	
HF63	Across Chai Wan Road near Shan Tsui Court
HF163	Across Siu Sai Wan Road near Harmony Road
HF92 & HF92A	Across Island Eastern Corridor near Quarry Bay Park
Southern District	
HF104	Across Aberdeen Praya Road near Nam Ning Street

Highways Department Structure No.	Location
HF105	Across Aberdeen Praya Road near Ocean Court
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road
Wan Chai District	
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street
HF154	Across Gloucester Road and Percival Street near Sino Plaza
HS9	Across Canal Road East near Sports Road
Kowloon City District	
K14	Pui Ching Road Flyover across Princess Margaret Road
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street
KF106	Across Hung Hom South Road near Hung Hom Road
Kwun Tong District	
KS56	Across Kwun Tong Road near Ting On Street
KF90	Across Lei Yue Mun Road near Tsui Ping Road
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park
Sham Shui Po District	
KF69	Across Lai Chi Kok Road and Tonkin Street
KS52	Across Tat Chee Avenue near To Yuen Street
KF97	Across Tai Po Road near Tai Woh Ping Road
Wong Tai Sin District	
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II
KF58	Across Lung Cheung Road near Ma Chai Hang Road
KF76	Across Fung Tak Road and Lung Poon Street
Yau Tsim Mong District	
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway
KF89	Across Ferry Street at Junction of Dundas Street
KF94	Across Cherry Street, Ferry Street and Tong Mei Road
Islands District	
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei
NF328	Across Yu Tung Road and Chung Yan Road
NS230	Across Shun Tung Road near Lantau North Police Station
Kwai Tsing District	
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road
NF72A	Across Kwai Foo Road near Kwai Yi Road

Highways Department Structure No.	Location
NF229	Across Junction of Castle Peak Road – Kwai Chung , Kwai Chung Road and Lei Muk Road
North District	
NF134	Across Fanling Highway near Fanling MTR Station
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane
NF295	Across San Wan Road near Landmark North
Sai Kung District	
NF193	Across Po Lam Road North near Lam Shing Road
NF309	Across Po Ning Road near Po Shun Road
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre
Sha Tin District	
NF73	Connecting Pai Tau Street and Sha Tin MTR Station
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road
Tai Po District	
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden
NF156	Across Tai Po Road – Yuen Chau Tsai near Kwong Fuk Estate
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate
Tuen Mun District	
NS42	Across Tuen Hing Road near Tuen Mun Road
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane
NF315	Across Lung Mun Road near Lung Mun Light Rail Station
Tsuen Wan District	
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station
NF186	Across Tai Chung Road near Heung Che Street
NF251	Across Yeung Uk Road and Ma Tau Pa Road
Yuen Long District	
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station

- End -

CONTROLLING OFFICER'S REPLY

THB(T)328

(Question Serial No. 6136)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the details and specific expenditure of the bus service rationalisation packages completed over the past five years. Please advise whether comprehensive consultation has been conducted on these packages and the details and specific expenditure involved. Please also advise on the details and estimates for the work in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 237)

Reply:

As an annual exercise, the Transport Department (TD) assesses bus service rationalisation proposals in the context of the proposed route planning programmes submitted by the franchised bus companies. The proposals include introduction of new routes, frequency improvement/reduction, route truncation, route cancellation/amalgamation, etc. A breakdown of the number of the bus service rationalisation proposals implemented in the past five years is set out below:

Number of Bus Service Rationalisation Proposals Implemented						
Year	Introduction of new routes	Truncation and cancellation / amalgamation of routes	Frequency improvement	Frequency reduction	Others ¹	Total
2010	1	7	75	71	61	215
2011	3	4	82	109	149	347
2012	2	4	64	66	78	214
2013	7	19	93	116	48	283
2014	4	11	99	99	61	274

¹ Include replacement of double deck buses with single-deck buses, adjustment of routing, extension of routing, etc.

After assessment of the bus service rationalisation proposals, the TD would consult the District Councils (DCs) concerned on the proposals. The consultation for the bus service rationalisation proposals for 2015-16 is underway. The TD expects to complete the consultation in around mid-2015. Having regard to the views collected, the TD and the franchised bus companies would make adjustments to the proposals as appropriate before implementation.

The processing of the bus service rationalisation proposals is mainly handled by the TD. The work involved is undertaken by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by existing resources of the TD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6137)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the details and estimated expenditure of the Public Transport Strategy Study (PTSS) to be carried out in 2015-16. Please also advise whether public consultation will be conducted for the PTSS and the details and estimated expenditure involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 238)

Reply:

In tandem with the further development of railway network, the Government announced in November 2014 that it would carry out the PTSS. The objective of the study is to enhance the complementarity amongst the various public transport services, so that the public can enjoy efficient services with reasonable modal choices, and the public transport operators can enjoy long-term and sustainable development.

The PTSS comprises two parts, namely the Role and Positioning Review (RPR) and the Topical Study. In 2015-16, the Government plans to commence a consultancy study under the RPR. In the course of the review under our plan, the consultant will canvass views from various stakeholders (including Legislative Council Members, the public transport trades and the public). For the Topical Study, the Transport Department (TD) will collect opinions from the public transport trades on individual topical issues through the established channels (such as trade conferences). The Government will start to report the findings of the topical issues from the first quarter of 2015.

For the RPR, a sum of \$9.5 million has been earmarked for commissioning the consultancy study. A total of six time-limited posts will be created for two and a half years in the Transport Branch of the Transport and Housing Bureau and the TD. One is a directorate

post of Administrative Officer Staff Grade C (which creation is subject to approval of the Finance Committee), and the other five are non-directorate posts. In 2015-16, a sum of \$6.4 million has been earmarked for the additional staffing resources. The Topical Study will be carried out using existing resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6138)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please set out the progress, details and specific expenditure of the review of the fare adjustment arrangement for franchised bus service over the past five years. Please advise whether comprehensive consultation has been conducted on the review and the details and specific expenditure involved. Please also advise on the details and estimate for the work in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 239)

Reply:

The Fare Adjustment Arrangement for franchised buses (FAA) is a mechanism for the Government to process applications for fare increase as and when made by the franchised bus operators. Under the FAA, there are a number of factors that the Government takes into account in assessing franchised bus fare increase applications for the purpose of making recommendations to the Chief Executive-in-Council, which is empowered under the law to determine bus fare scales. The Government will review the FAA from time to time to ensure that it would continue to work well. The last review was completed in 2009. A review is currently underway. As the existing arrangement can basically strike a balance between the sound operation of the bus services as well as public affordability and acceptability, we do not envisage a need for an overhaul of the FAA. Rather, the current review would examine whether there is room for improvement in the individual factors of the current FAA mechanism, with a view to ensuring that public interests will continue to be properly protected, and that the healthy development of bus services can be sustained. We expect that the review will be completed by late 2015. In the course of the review, the Government will suitably engage the franchised bus operators and the public. To assist the review, the Government has commissioned a consultancy study at a fee of around \$1.4 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6139)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

As the existing franchises of the Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) ("Citybus (Franchise 1)"), the New Lantao Bus Company (1973) Limited (NLB) and Kowloon Motor Bus Company (1933) Limited (KMB) will expire in 2016-17, please advise on the progress of the relevant follow-ups. Will the Government put the existing bus network franchises to open tender? If yes, what are the details and estimated expenditure involved? Will the Government also review the fare adjustment arrangement (FAA) for the above companies when renewing the franchises?

Asked by: Hon KWOK Ka-ki (Member Question No. 240)

Reply:

The current franchises of the Citybus (Franchise 1), the NLB and the KMB will expire on 1 June 2016, 1 March 2017 and 1 July 2017 respectively. When handling bus franchise applications, the Government's key consideration is whether an applicant is capable of providing a proper and efficient public bus service, and is willing to further invest in franchised bus operation. According to the established practice, an applicant, which has fulfilled the above-mentioned conditions, may be considered for being granted a new franchise for a period of ten years.

For the franchises of the network of the Citybus (Franchise 1) and the NLB, the Government has consulted the Legislative Council (LegCo) Panel on Transport in June 2014 on the way of handling the expiry of the two franchises. Public consultation was carried out between late June and mid-September 2014 to collect views on the requirements of the new franchises. Earlier this year, the Transport Department started discussion with the two incumbent operators on the new franchises, and aims to conclude

the discussion in the first half of 2015. Meanwhile, the Government has also started the preparatory work to handle the expiry of the KMB's franchise in July 2017, and will consult the LegCo Panel on Transport when ready. The work involved in the handling of the new franchises at the Transport Branch of the Transport and Housing Bureau is absorbed by existing staff resources. There is no separate breakdown of manpower and expenditure involved.

Separately, the FAA is a mechanism for the Government to process applications for fare increase as and when made by the franchised bus operators. Under the FAA, there are a number of factors that the Government takes into account in assessing franchised bus fare increase applications for the purpose of making recommendations to the Chief Executive-in-Council, which is empowered under the law to determine bus fare scales. The Government will review the FAA from time to time to ensure that it would continue to work well. The last review was completed in 2009. A review is currently underway. As the existing arrangement can basically strike a balance between the sound operation of the bus services as well as public affordability and acceptability, we do not envisage a need for an overhaul of the FAA. Rather, the current review would examine whether there is room for improvement in the individual factors of the current FAA mechanism, with a view to ensuring that public interests will continue to be properly protected, and that the healthy development of bus services can be sustained. We expect that the review will be completed by late 2015. Any new FAA put in place on completion of the review will apply to all bus franchises in operation at the time.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6140)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise whether bicycle will be included as a mode of daily public transport in the Public Transport Strategy Study (PTSS) to be carried out in 2015-16 so that Hong Kong will become a "bicycle-friendly" city. Please advise on the details and expenditure involved. Please also advise whether public consultation will be conducted for the matter and the details and estimated expenditure involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 241)

Reply:

In tandem with the further development of railway network, the PTSS will review the roles and positioning of public transport services other than the railway. The objective is to enhance the complementarity amongst the various public transport services, so that the public can enjoy efficient services with reasonable modal choices, and the public transport operators can enjoy long-term and sustainable development. The PTSS will focus on public transport-related issues that are of long-standing concerns to the public transport trades and the public, and have been given priority as they are time-sensitive. Cycling is not a public transport mode. We will continue to promote a "bicycle-friendly" environment in the new towns and the new development areas outside the PTSS.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6141)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the details and specific expenditure of the studies on public transport strategy completed by the Government over the past five years, and the details and estimated expenditure of the Public Transport Strategy Study (PTSS) to be carried out by the Government in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 242)

Reply:

In tandem with the further development of railway network, the Government announced in November 2014 that it would carry out the Public Transport Strategy Study (PTSS). The objective is to enhance the complementarity amongst the various public transport services, so that the public can enjoy efficient services with reasonable modal choices, and the public transport operators can enjoy long-term and sustainable development.

The PTSS comprises two parts, namely the Role and Positioning Review (RPR) and the Topical Study. The Government plans to commission a consultancy study under the RPR. The Topical Study will be carried out by the Transport Branch (TB) of the Transport and Housing Bureau and the Transport Department (TD) using existing resources.

For the RPR, a sum of \$9.5 million has been earmarked for commissioning the consultancy study. A total of six time-limited posts will be created for two and a half years in the TB and the TD. One is a directorate post of Administrative Officer Staff Grade C (which creation is subject to approval of the Finance Committee), and the other five are non-directorate posts. In 2015-16, a sum of \$6.4 million has been earmarked for the additional staffing resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6142)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the details and specific expenditure of the measures introduced to contain road traffic congestion over the past five years, and the details and estimated expenditure of the measures to be introduced to contain road traffic congestion in 2015-16.

Asked by: Hon KWOK Ka-ki (Member Question No. 243)

Reply:

The Government has been adopting a three-pronged approach in tackling road traffic congestion, i.e. by improving transport infrastructure, expanding and improving the public transport system, and managing road use. In the past five years, the Government managed road traffic situation following the three-pronged approach.

In 2015-16, the Government will continue to monitor the road traffic condition in Hong Kong, and implement appropriate measures under the three-pronged approach. The Government is also considering the recommendations put forward by the Transport Advisory Committee in its "Report on Study of Road Traffic Congestion in Hong Kong", which was submitted to the Secretary for Transport and Housing (STH) in December last year after a study conducted upon the invitation of the STH. The Government will respond to them once it is in a position to do so. Depending on the way forward, the Government will assess the financial and manpower resources required.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)335****(Question Serial No. 6143)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide details of the average daily patronage, average daily trips and the number of incidents in a year of all railway lines (including the Light Rail) in the past five years; please list out the estimated average daily patronage and estimated average daily trips of all railway lines (including the Light Rail) in 2015-16

Asked by: Hon KWOK Ka-ki (Member Question No. 244)

Reply:

According to the MTR Corporation Limited (MTRCL), the average daily patronage of various railway lines from 2010 to 2014 is set out below:

Year	Kwun Tong Line	Tsuen Wan Line	Island Line	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
	(thousands)										
2010	463.7	864.3	756.3	246.9	175.2	12.1	30.5	894.7	108.9	309.9	423.3
2011	487.7	908.5	787.9	262.5	187.4	14.2	32.3	925.7	117.2	337.7	441.9
2012	512.4	944.7	812.8	279.5	196.7	15.7	34.7	961.9	124.6	361.4	456.9
2013	534.0	972.5	829.0	292.4	207.3	17.7	37.4	979.4	128.5	384.4	470.3
2014	555.8	1 013.6	895.0	305.8	221.5	18.1	40.8	994.9	134.9	410.7	477.3

Note: Given that the heavy rail is a railway network with an open system, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures are based on passengers' entry stations.

According to the MTRCL, the total number of train trips from 2010 to 2014 is set out below:

Year	Heavy Rail	Light Rail
2010	1 730 577	1 016 665
2011	1 735 138	1 045 715
2012	1 787 532	1 049 691
2013	1 828 120	1 046 093
2014	1 861 260	1 057 161

Note: There are altogether ten heavy rail lines, which include the Kwun Tong Line, the Tsuen Wan Line, the Island Line, the Tseung Kwan O Line, the Tung Chung Line, the Disneyland Resort Line, the Airport Express, the East Rail Line, the West Rail Line and the Ma On Shan Line.

According to the MTRCL, the total number of incidents of eight minutes or above from 2010 to 2014 is set out below:

Year	Kwun Tong Line	Tsuen Wan Line	Island Line	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
2010	24	19	11	25	21	4	11	59	7	18	79
2011	30	19	9	17	26	4	12	76	8	15	84
2012	27	24	10	15	19	9	7	45	2	11	85
2013	27	25	4	19	16	1	10	57	6	8	81
2014	37	20	14	12	16	3	4	56	6	22	83

According to the MTRCL, the patronage of the railway network recorded a year-on-year increase from 3% to 6% in recent years, while train services have also been suitably enhanced. For 2015 and 2016, the patronage and train trips are expected to grow along this trend.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6145)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise whether the Government has reviewed the existing MTR fare mechanism over the past five years and the details and expenditure involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 246)

Reply:

According to the Operating Agreement (OA) signed between the Government and the MTRCL, the FAM is reviewed every five years. The last one was due in 2013 and completed accordingly in the same year, in April. The new FAM took effect from June 2013. Details of the FAM review were set out in the Legislative Council Brief issued to Members on 17 April 2013 [File reference: THB(T)CR33/1017/99].

The Government appointed two consultancy agencies to assist in the review of the FAM completed in 2013 and the total expenditure is \$2.38 million. Except for the above, the work related to the review of the FAM is absorbed by the existing resources of the Transport Branch of the Transport and Housing Bureau and the Transport Department. There is no separate provision or breakdown of the resources allocated for the task.

According to the OA, the next review of the FAM will be due in 2018. The scope and focus of, and the approach to, the review will be considered nearer the time. There is no provision in 2015-16 for the review.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6146)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Over the past five years, has the Government conducted regular reviews on the transport needs of the residents of Ma Wan; and taken immediate improvement measures, including the increase of the frequency of the existing public transport services, the provision of more transport services and the increase of bus routes? If yes, what were the details and the expenditure involved? Has the Government consulted the residents on the above issues regularly? If yes, what were the details and the expenditure involved? In 2015-16, would the Government conduct regular reviews on the transport needs of the residents of Ma Wan; and take immediate improvement measures, including the increase of the frequency of the existing public transport services, the introduction of more transport services and the increase of bus routes? If yes, what are the details and the expenditure involved? In 2015-16, would the Government consult the residents on the above issues regularly? If yes, what are the details and the expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 247)

Reply:

The Transport Department (TD) conducts regular reviews on the transport needs of residents in Ma Wan. Currently, residents may make use of ferries, residents' buses and urban taxis to travel to/from Ma Wan. There are two ferry services for Ma Wan, which carry passengers to/from Central and Tsuen Wan respectively. In addition, there are six residents' bus services plying between Ma Wan and Tsing Yi, Kwai Fong, Tsuen Wan, Tsuen Wan West, the Airport and Central. The residents' bus services plying between Ma Wan and Tsing Yi/Kwai Fong operate round-the-clock to facilitate residents interchanging with other transport modes at the nearest MTR stations or public transport interchanges. The transport needs of residents in Ma Wan are basically met through the provision of these

transport services. The TD will continue to monitor passenger demand and consider improvement proposals as necessary. Local representatives will be consulted on such proposals before implementation.

The monitoring of public transport services is handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6147)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Over the past five years, has the Government conducted regular reviews on the transport needs of the residents of Discovery Bay; and taken immediate improvement measures, including the increase of the frequency of the existing public transport services, the provision of more transport services and the increase of bus routes? If yes, what were the details and the expenditure involved? Has the Government consulted the residents on the above issues regularly? If yes, what were the details and the expenditure involved? In 2015-16, would the Government conduct regular reviews on the transport needs of the residents of Discovery Bay; and take immediate improvement measures, including the increase of the frequency of the existing public transport services, the introduction of more transport services and the increase of bus routes? If yes, what are the details and the expenditure involved? In 2015-16, would the Government consult the residents on the above issues regularly? If yes, what are the details and the expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 248)

Reply:

The Transport Department (TD) conducts regular reviews on the transport needs of residents in Discovery Bay. Currently, residents may make use of ferries, residents' bus services, taxis to travel to/from Discovery Bay. There are three ferry services for Discovery Bay, which carry passengers to/from Central, Mui Wo and Peng Chau respectively. The Discovery Bay/Central ferry service operates round-the-clock. Apart from internal feeder services playing between individual housing developments and the ferry pier, there are three external residents' bus routes from/to Tung Chung, Sunny Bay and the Airport. Residents may make use of the Tung Chung/Sunny Bay residents' bus services to interchange with Tung Chung Line to other parts of the territory. The transport

needs of residents in Discovery Bay are basically met through the provision of these transport services. The TD will continue to monitor passenger demand and consider improvement proposals as necessary. Local representatives will be consulted on such proposals before implementation.

The monitoring of public transport services is handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)339

(Question Serial No. 6148)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Over the past five years, has the Government conducted regular reviews on the transport needs of the residents of Tung Chung North; and taken immediate improvement measures, including the increase of the frequency of the existing public transport services, the provision of more transport services and the increase of bus routes? If yes, what were the details and the expenditure involved? Has the Government consulted the residents on the above issues regularly? If yes, what were the details and the expenditure involved? In 2015-16, would the Government conduct regular reviews on the transport needs of the residents of Tung Chung North; and take immediate improvement measures, including the increase of the frequency of the existing public transport services, the introduction of more transport services and the increase of bus routes? If yes, what are the details and the expenditure involved? In 2015-16, would the Government consult the residents on the above issues regularly? If yes, what are the details and the expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 250)

Reply:

The Transport Department (TD) conducts regular reviews on the transport needs of residents in Tung Chung North. Currently, Tung Chung North is mainly served by the railway and franchised bus services. There are 51 franchised bus routes (including 29 external and 22 local routes). Among these routes, 11 external routes and three local routes provide overnight bus services. The transport needs of residents in Tung Chung North are basically met through the provision of these transport services. The TD will continue to monitor passenger demand and consider improvement proposals as necessary. Local representatives will be consulted on such proposals before implementation.

The monitoring of public transport services is handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6149)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Over the past five years, has the Government conducted regular reviews on the transport needs of the residents of Tung Chung South; and taken immediate improvement measures, including the increase of the frequency of the existing public transport services, the provision of more transport services and the increase of bus routes? If yes, what were the details and the expenditure involved? Has the Government consulted the residents on the above issues regularly? If yes, what were the details and the expenditure involved? In 2015-16, would the Government conduct regular reviews on the transport needs of the residents of Tung Chung South; and take immediate improvement measures, including the increase of the frequency of the existing public transport services, the introduction of more transport services and the increase of bus routes? If yes, what are the details and the expenditure involved? In 2015-16, would the Government consult the residents on the above issues regularly? If yes, what are the details and the expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 251)

Reply:

The Transport Department (TD) conducts regular reviews on the transport needs of residents in Tung Chung South. Currently, Tung Chung South is mainly served by the railway and franchised bus services. There are 28 franchised bus routes (including 9 external and 19 local routes). Among these routes, two external routes and three internal routes provide overnight bus services. The transport needs of residents in Tung Chung South are basically met through the provision of these transport services. The TD will continue to monitor passenger demand and consider improvement proposals as necessary. Local representatives will be consulted on such proposals before implementation.

The monitoring of public transport services is handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6150)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Over the past five years, has the Government conducted regular reviews on the transport needs of the residents of Belvedere Garden; and taken immediate improvement measures, including the increase of the frequency of the existing public transport services, the provision of more transport services and the increase of bus routes? If yes, what were the details and the expenditure involved? Has the Government consulted the residents on the above issues regularly? If yes, what were the details and the expenditure involved? In 2015-16, would the Government conduct regular reviews on the transport needs of the residents of Belvedere Garden; and take immediate improvement measures, including the increase of the frequency of the existing public transport services, the introduction of more transport services and the increase of bus routes? If yes, what are the details and the expenditure involved? In 2015-16, would the Government consult the residents on the above issues regularly? If yes, what are the details and the expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 252)

Reply:

The Transport Department (TD) conducts regular reviews on the transport needs of residents in Belvedere Garden. Currently, the residents may make use of various types of public transport services including franchised buses and green minibuses (GMBs) to travel to/from Belvedere Garden. There are nine franchised bus routes plying between Belvedere Garden and Kwai Shing, Tsuen Wan, Kwun Tong, Tsim Sha Tsui, Wan Chai and Shatin. There are also seven GMB routes, which carry passengers to/from Tsuen Wan and Kwai Fong. Residents of Belvedere Garden may interchange with other transport modes at the nearby MTR stations or public transport interchanges. The transport needs of residents in Belvedere Garden are basically met through the provision of these transport services. The

TD will continue to monitor passenger demand and consider improvement proposals as necessary. Local representatives will be consulted on such proposals before implementation.

The monitoring of public transport services is handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6151)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Over the past five years, has the Government conducted regular reviews on the transport needs of the residents of Kingswood Villas; and taken immediate improvement measures, including the increase of the frequency of the existing public transport services, the provision of more transport services and the increase of bus routes? If yes, what were the details and the expenditure involved? Has the Government consulted the residents on the above issues regularly? If yes, what were the details and the expenditure involved? In 2015-16, would the Government conduct regular reviews on the transport needs of the residents of Kingswood Villas; and take immediate improvement measures, including the increase of the frequency of the existing public transport services, the introduction of more transport services and the increase of bus routes? If yes, what are the details and the expenditure involved? In 2015-16, would the Government consult the residents on the above issues regularly? If yes, what are the details and the expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 253)

Reply:

Currently, residents may make use of 30 franchised bus routes, six MTR feeder bus routes, six green minibus routes and eight residents' bus services from/to Kingswood Villas. Moreover, residents may take the Light Rail and then interchange the West Rail Line to various parts in the territory. These services are operated by different operators. The transport needs of residents in Kingswood Villas are met through the provision of these public transport services.

Apart from the annual bus route planning programmes (RPPs), the Transport Department (TD) and the franchised bus companies carried out the Area Approach rationalisation to holistically review the bus services in Yuen Long. The bus service improvement plan has

been implemented by phases since September 2014. The TD will continue to monitor passenger demand and consider improvement proposals as necessary. Local representatives will be consulted on such proposals before implementation.

The monitoring of public transport services and the processing of the RPPs are handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6524)

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:

Please advise on the details of previous consultation exercises on the construction of the third runway for the airport. Please advise whether public forums or resident meetings have been held on the issue. If yes, what are the details of the activities and the staff cost and expenditure involved? Please also advise whether the Government has made any compensation to the residents affected by the third runway, as well as the details and expenditure involved.

Asked by: Hon KWOK Ka-ki (Member Question No. 336)

Reply:

The Airport Authority Hong Kong (AA) conducted a three-month public consultation exercise on the Hong Kong International Airport Master Plan 2030 from June to September 2011 to seek public views on the future development of the Hong Kong International Airport. Survey results, as compiled and analysed by the Social Science Research Centre of the University of Hong Kong, showed that nearly 80% of the respondents agreed or strongly agreed that the AA should make a decision urgently on how the airport should be further developed, while 73% of the respondents preferred the three-runway option. During the planning of the Three-Runway System (3RS), the AA has reached out to promote the project and conducted regular briefings as well as airport visits for business and aviation sectors, community leaders, resident groups, professional and industry organisations, Members of the Legislative and District Councils, green groups, the media, and school and academic sector. The AA has established five Community Liaison Groups with members comprising District Councillors and community/resident leaders of the five districts more concerned with airport operations (i.e. Islands, Tuen Mun, Tsuen Wan, Kwai Tsing and Shatin), as well as four Technical Briefing Groups comprising members of

relevant professionals, experts and academia. Besides, the AA also organised two public forums, with over 700 participants each, in August 2013 and June 2014 to exchange views on the 3RS project. The number of engagement activities over the past three years is summarised below.

Year	Number of Activities
2012	207
2013	319
2014	278

The above public engagement activities were carried out using the AA's internal resources.

According to the approved 3RS Environmental Impact Assessment report, aircraft noise impact to the villages on North Lantau would be significantly reduced under the 3RS operations due to aircraft noise mitigation measures including putting the south runway into standby mode during night-time where circumstances allow. For villages that are affected by airport operations under the existing two-runway system, the noise impact would be alleviated through the provision of window insulation and air-conditioning by the AA.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)344

(Question Serial No. 5664)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee on the following:

- (a) Please tabulate the fare adjustment rate of the railway companies (including the MTR Corporation Limited (MTRCL) and the Kowloon-Canton Railway Corporation (KCRC)) over the past five years.
- (b) It is mentioned under Programme (2) that the Government will “continue to review the fare adjustment arrangement for franchised bus service”. Please tabulate the fare adjustments of the three bus companies, namely the Kowloon Motor Bus Company (1933) Limited (KMB), the New World First Bus Services Limited (NWFB) and the Citybus Limited (Citybus), over the past five years.
- (c) Please tabulate the toll adjustments of all tunnels (including those not operated by the Government) in Hong Kong over the past five years.

Asked by: Hon LEUNG Kwok-hung (Member Question No. 536)

Reply:

- (a) The MTRCL and the KCRC have merged their operations since 2 December 2007. The overall fare adjustment rate of MTR fares from 2010 to 2014 in accordance with the Fare Adjustment Mechanism is set out in the table below:

Year	2010	2011	2012	2013	2014
Overall fare adjustment rate	+2.05%	+2.2%	+5.4%	+2.7%	+3.6%

- (b) The overall weighted average rate of increase approved for KMB fares from 2010 to 2014 is as follows:

Year	2010	2011	2012	2013	2014
Overall weighted average rate	-	+3.6%	-	+4.9%	+3.9%

During the period, the NWFB and the Citybus did not apply for fare increase.

- (c) The relevant information on toll adjustments of tunnels is provided at **Annex**.

Toll levels for Government Toll-Tunnels from 2010 to present ^{Note 1}

Tunnels/Vehicle Category	Motor cycles/ Motor tricycles (\$)	Taxis (\$)	Private cars (\$)	Private/ Public Light buses (\$)	Light Goods Vehicles (\$)	Medium Goods Vehicles (\$)	Heavy Goods Vehicles (\$)	Single- decked buses (\$)	Double- decked bus (\$)	Each Additional axle in excess of two (\$)
Cross Harbour Tunnel	8	10	20	10	15	20	30	10	15	10
Aberdeen Tunnel	5	5	5	5	5	5	5	5	5	Free
Lion Rock Tunnel	8	8	8	8	8	8	8	8	8	Free
Shing Mun Tunnels	5	5	5	5	5	5	5	5	5	Free
Tseung Kwan O Tunnel	3	3	3	3	3	3	3	3	3	Free
Toll-section of Tsing Sha Highway (include Sha Tin Heights Tunnel and Eagle's Nest Tunnel)	8	8	8	8	8	8	8	8	8	Free

Note 1: No change in toll levels for the Government toll-tunnels in the past five years.

Toll levels for Private Tunnel from 2010 to present ^{Note 2}

Tunnel / Vehicle Category	(1)	(2)	(3)	(4)	(5)	(6)	(7)
Discovery Bay Tunnel Link	Government vehicles, ambulances or vehicles used by officers of the Fire Services Department / Hong Kong Police Force / Customs and Excise Department / Correctional (\$)	Private light buses other than category (1) (\$)	Public and private buses other than category (1) (\$)	Light goods vehicles other than category (1) (\$)	Medium goods vehicles other than category (1) (\$)	Heavy goods vehicles other than category (1) (\$)	Vehicles other than categories (1) to (6) (\$)
	50	50	50	120	160	250	250

Note 2: No change in toll levels for Discovery Bay Tunnel Link in the past five years.

Toll levels for Build-Operate-Transfer Tunnels from 2010 to present

Tunnels / Vehicle Category	Motor cycles/ Motor tricycles (\$)	Taxis (\$)	Private cars/ electrically powered passenger vehicles (\$)	Public Light buses (\$)	Private Light Buses (\$)	Light Goods Vehicles (\$)	Medium Goods Vehicles (\$)	Heavy Goods Vehicles (\$)	Single- decked buses (\$)	Double- decked buses (\$)	Each Additional axle in excess of two (\$)
Eastern Harbour Crossing											
Jan 2010 to present	13	25	25	38	38	38	50	75	50	75	25
Western Harbour Crossing ^{Note 3}											
Jan 2010 – 31 Jul 2010	22	40	45	55	55	55	80	110	80	115	30 ^{Note 4}
1 Aug 2010 – 31 Dec 2012	23	45	50	60	60	60	85	115	90	128	30 ^{Note 4}
1 Jan 2013 – 21 Feb 2015	25	50	55	65	65	65	90	120	100	140	30 ^{Note 4}
22 Feb 2015 to present	25	55	60	70	70	70	95	125	110	155	30 ^{Note 4}
Tate's Cairn Tunnel											
Jan 2010 – 24 Dec 2010	11	14	14	21	21	21	25	25	28	31	18
25 Dec 2010 – 31 Jul 2013	12	15	15	21	22	22	26	26	29	32	19
1 Aug 2013 to present	13	17	17	23	24	24	28	28	31	34	21
Tai Lam Tunnel ^{Note 3}											
Jan 2010 – Dec 2010	20	30	30	100	100	32	40	45	100	120	0 ^{Note 4}
1 Jan 2011 – 31 Dec 2012	20	33	33	100	100	34	40	45	115	135	0 ^{Note 4}
1 Jan 2013 – 21 Feb 2015	20	36	36	100	100	38	43	48	115	135	0 ^{Note 4}
22 Feb 2015 to present	20	40	40	100	100	41	47	52	120	140	0 ^{Note 4}

Note 3: The franchisees of the Western Harbour Crossing and Tai Lam Tunnel offer concessions to all categories of vehicles. Therefore, the actual tolls payable by motorists (known as “concessionary tolls”) are lower than the statutory tolls stipulated in Schedule 1 to the Western Harbour Crossing Ordinance (Cap 436) and the Tai Lam Tunnel and Yuen Long Approach Road Ordinance (Cap 474) respectively. The tolls stated in this table are concessionary tolls.

Note 4: The toll for each additional axle in excess of two is only applicable to goods vehicles.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)345

(Question Serial No. 3541)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

To improve accessibility of steep slopes, the Government has launched the Universal Accessibility (UA) Programme for the retrofitting of escalator links and elevator systems at public walkways. In this connection, will the Government advise this Committee on:

- (a) the amount of resources, broken down by expenditure items, allocated for the implementation of the UA Programme over the past three years; and
- (b) the estimated expenditure on the UA Programme and the number of projects to be completed under the Programme in the coming three years.

Asked by: Hon LEUNG Mei-fun, Priscilla (Member Question No. 53)

Reply:

The Government has been installing barrier-free access (BFA) facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) for years (the "Original Programme") on the recommendation of the Equal Opportunities Commission. The implementation of the remaining 154 items under the "Original Programme" continues. Most of the items are anticipated for progressive completion until 2018 as scheduled. As at 28 February 2015, ten items have been completed, 74 items are under construction and 35 items are anticipated to commence in 2015-16. The construction works for the remaining 35 items will commence as soon as possible upon completion of design and obtaining of support from the District Councils (DCs).

In August 2012, the Government launched the new UA Programme to further enhance the BFA facilities for existing public walkways maintained by the HyD. Installation of lifts at about 250 public walkways was proposed by the public. In the first half of 2013, we invited all the 18 DCs to prioritise the new items in their districts proposed by the public. Each DC selected three public walkways for priority implementation (the “Expanded Programme”). We have largely completed the technical feasibility studies and investigation works for these public walkways selected by the DCs. We reported the study findings and preliminary proposals to the DCs in the first quarter of 2014. The detailed design works for those items confirmed to be technically feasible and supported by the DCs have commenced. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 28 February 2015, one priority item is under construction and 46 priority items are anticipated to commence construction in 2015-16. The construction works for the remaining ten priority items will commence as soon as possible upon completion of their investigation and design works, and obtaining of support from the DCs.

The expenditure on the UA Programme in 2012-13, 2013-14 and 2014-15 was \$28.5 million, \$232.2 million and \$558.4 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2015-16 is \$840 million. The Government will follow the established practice of seeking funding for block allocation for the UA Programme under the Capital Works Reserve Fund from the Legislative Council before the start of each financial year according to the forecast expenditure for that financial year.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)346

(Question Serial No. 3727)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch (TB) of the Transport and Housing Bureau (THB) is responsible for, inter alia, overseeing the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge and exploring related cross-boundary transport arrangements in conjunction with the governments of Guangdong and the Macao Special Administrative Region. Please advise this Committee on:

- (a) the planned date of completion of the works for the HZMB Main Bridge and the latest expected date of completion;
- (b) the latest progress of the works for the HZMB Main Bridge;
- (c) the ranks and number of the officers responsible for the works for the HZMB Main Bridge and the expenses involved over the past five years using the table below:

	Ranks of Officers	Number of Officers	Expenses Involved
2015-16 (Estimate)			

- (d) the details of the site inspections conducted for monitoring the works for the HZMB Main Bridge over the past five years using the table below:

	Dates of Site Inspections	Number of Participants	Details of Inspections	Expenses Involved
2015-16 (Estimate)				

- (e) the details of the meetings held between the TB and the relevant Mainland and Macao authorities for monitoring the works for the HZMB Main Bridge over the past five years using the table below:

	Dates of Meetings	Number of Participants	Details of Meetings	Expenses Involved
2015-16 (Estimate)				

- (f) the number of industrial casualties and the expenses involved for the works for the HZMB Main Bridge over the past five years using the table below:

	Dates of Industrial Accidents	Number of Casualties	Details of Industrial Accidents	Expenses Involved

Asked by: Hon MO Claudia (Member Question No. 77)

Reply:

- (a) and (b) 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. Besides, Mr LI Chunhong, the Director of the Guangdong Development and Reform Commission, advised at the press conference of the third session of the 12th Guangdong Provincial People's

Congress held on 10 February this year that, as the HZMB project encountered many unforeseen difficulties and technical problems, it appeared to be very difficult to commission the HZMB by end 2016.

- (c) to (e) According to the agreement of the three governments, the HZMB Authority jointly set up by the three governments is responsible for the construction, operation, management and maintenance of the HZMB Main Bridge. The HZMB Authority has to report the progress of the works to the three governments from time to time. The three governments meet regularly and conduct site visits from time to time to monitor the progress of the HZMB Main Bridge.

Under Head 158, the TB of the THB deploys existing staff resources to oversee the works for the HZMB Main Bridge and formulate related cross-boundary transport arrangements as part of their normal duties. There is no separate breakdown on the operating expenses, staff establishment and expenditure on salary dedicated for these purposes.

- (f) The HZMB Authority is responsible for the construction and management of the HZMB Main Bridge. The contractors are required to report industrial accidents and the work injuries to the HZMB Authority, and the relevant local government departments. The details of the industrial accidents of the HZMB Main Bridge are not readily available.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)347****(Question Serial No. 3728)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch (TB) of the Transport and Housing Bureau (THB) is responsible for, inter alia, overseeing the works for the Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project. Please advise this Committee on:

- (a) the details of the contracts on the works for the HKBCF, the HKLR and the TM-CLKL (including the planned date of completion and the latest expected date of completion) using the table below:

Contract Number and Commencement Date	Details of Contract	Name of Contractor	Actual Tender Price	Planned Date of Completion	Latest Expected Date of Completion

- (b) the latest progress of the works for the HKBCF, the HKLR and the TM-CLKL using the table below:

Contract Number	Details of Contract	Name of Contractor	Progress of Works	Reasons for Delay	Latest Expected Date of Completion

- (c) the number of consultants responsible for monitoring the works for the HKBCF, the HKLR and the TM-CLKL as well as the expenditure and details involved over the past five years using the table below:

Contract Number	Name of Consultant	Actual Tender Price	Details of Consultancy Work	Date of Contract

- (d) the number of industrial casualties and the expenses involved for the HKBCF, the HKLR and the TM-CLKL over the past five years using the table below:

	Dates of Industrial Accidents	Number of Casualties	Details of Industrial Accidents	Expenses Involved

Asked by: Hon MO Claudia (Member Question No. 78)

Reply:

(a) and (b)

Information regarding the contracts of the HKBCF, the HKLR and the TM-CLKL are as follows:

Contract Number (Commencement Date)	Description of Works	Contractor	Contract Sum (\$ billion)
Contract No. HY/2011/03 HZMB HKLR – Section between Scenic Hill and HKBCF (May 2012)	Design and construction of the section of the HKLR between Scenic Hill and the HKBCF, and roadlinks between the HKBCF and the Hong Kong International Airport	China State Construction Engineering (Hong Kong) Ltd.	8.9
Contract No. HY/2011/09 HZMB HKLR – Section between the HKSAR Boundary and Scenic Hill (May 2012)	Design and construction of the section of the HKLR between the Hong Kong SAR boundary and Scenic Hill	Dragages - China Harbour - VSL Joint Venture	12.9
Contract No. HY/2012/07 TM-CLKL – Southern Connection Viaduct Section (June 2013)	Design and construction of a dual two-lane viaduct between the HZMB HKBCF and the North Lantau Highway (NLH) with associated slip roads as well as modifications and realignment of sections of the NLH and	Gammon Construction Limited	8.7

Contract Number (Commencement Date)	Description of Works	Contractor	Contract Sum (\$ billion)
	Cheung Tung Road at North Lantau, and associated works		
Contract No. HY/2012/08 TM-CLKL – Northern Connection Sub-sea Tunnel Section (August 2013)	Design and construction of a dual two-lane sub-sea tunnel of about five kilometres long between Tuen Mun and the HZMB HKBCF and reclamation of about 16.5 hectares (ha) at Tuen Mun Area 40	Dragages - Bouygues Joint Venture	18.2
Contract No. HY/2013/12 TM-CLKL - Northern Connection Toll Plaza and Associated Works (July 2014)	Construction of a toll plaza of approximately 5.4 ha and associated structures, carriageways and footbridge, as well as modification and realignment of sections of Lung Mun Road and Lung Fu Road at Tuen Mun, and associated works	CRBC - KADEN Joint Venture	3
Contract No. HY/2010/02: HZMB HKBCF - Reclamation Works (November 2011)	Construction of an artificial island of about 150 ha, of which about 130 ha is for the HKBCF and about 20 ha is for the southern landfall of the TM-CLKL	China Harbour Engineering Co. Ltd.	7
Contract No. HY/2013/01: HZMB HKBCF - Passenger Clearance Building (April 2014)	Construction of Passenger Clearance Building, drop off deck / area, footbridges, and district cooling system, etc. for the HKBCF	Leighton - Chun Wo Joint Venture	8.4
Contract No. HY/2013/02: HZMB HKBCF - Infrastructure Works Stage I (Western Portion) (July 2014)	Construction of the vehicular bridges and at-grade roads at the western portion of the HKBCF	China Harbour Engineering Co. Ltd.	2.4
Contract No. HY/2013/03: HZMB HKBCF - Vehicle Clearance Plazas and Ancillary Buildings and Facilities (April 2015)	Construction of vehicle clearance plazas, ancillary buildings and facilities, vehicular bridges, at-grade roads, drainage, sewerage, water supplies, landscape, utilities and electrical and mechanical works, etc. for the HKBCF	China Harbour Engineering Co. Ltd.	7.7
Contract No. HY/2013/04: HZMB	Construction of the vehicular bridges and at-grade roads at the	China State Construction	2.3

Contract Number (Commencement Date)	Description of Works	Contractor	Contract Sum (\$ billion)
HKBCF - Infrastructure Works Stage II (Southern Portion) (March 2015)	southern portion of the HKBCF	Engineering (Hong Kong) Limited	
Contract No. HY/2013/05: HZMB HKBCF and HKLR, and TM-CLKL Southern Connection - Traffic Control and Surveillance System (January 2014)	Design, supply and installation of a traffic control and surveillance system that covers mainly the roads at the HKBCF, the HKLR and the TM-CLKL Southern Connection	JSI - Autotoll Joint Venture	0.3
Contract No. HY/2013/06: HZMB HKBCF - Automatic Vehicle Clearance Support System (AVCSS)	Design, supply, delivery, installation, testing and commissioning of the AVCSS for the HKBCF	Under tender Assessment	-
Contract No. HY/2014/04: HZMB HKBCF - Gantry Type X-ray Vehicle Inspection System	Design, supply, delivery, installation, testing, commissioning and maintenance of the Gantry Type X-ray Vehicle Inspection System for the HKBCF	Tender being invited	-
Contract No. HY/2014/05: HZMB HKBCF - Remaining Ancillary Buildings and Facilities	Construction of the remaining ancillary buildings for the HKBCF	Tender being invited	-

As indicated by the Secretary for Transport and Housing at the Legislative Council Panel on Transport on 16 January this year, according to the current progress, the HKBCF and the HKLR projects may not be completed in time by end 2016. The Highways Department (HyD) is reviewing the anticipated completion dates. As for the TM-CLKL, the completion time of its Southern Connection will dovetail with that of the HZMB Main Bridge whilst its Northern Connection is anticipated to be completed by 2018.

(c)

Information regarding the consultancies for supervising the HZMB local related projects is as follows:

Agreement Number	Consultant	Consultancy Lump Sum Fee (\$ million)	Date of Agreement
Agreement No. CE36/2009 (HY) Tender and Construction of HZMB HKLR – Design and Construction	Ove Arup & Partners Hong Kong Limited	40	September 2010
Agreement No. CE 7/2011 (HY) TM-CLKL – Design and Construction	AECOM Asia Company Limited	108	November 2011
Agreement No. CE 13/2010 (CE) HZMB HKBCF (Superstructures and Infrastructures) – Design and Construction	AECOM Asia Company Limited	328	December 2010
Agreement No. CE 28/2009 (CE) HZMB HKBCF (Reclamation Works) – Design and Construction	Ove Arup & Partners Hong Kong Limited	27	September 2009

(d)

Information regarding the industrial accidents of the HZMB local related projects as at end February 2015 is as follows:

Project	Number of industrial accidents	Number of deaths	Number of injured
HKBCF	22	3	33
HKLR	48	1	50
TM-CLKL	10	0	10
Total	80	4	93

The causes of the accidents are broadly categorised as injured by tools, plants and objects, injured whilst carrying, lifting and working, fell from height, slippage and others. Compensation provided to the affected workers and families as a result of the accidents is paid by the contractors of individual contracts. The TB of the THB as well as the HyD do not have separate breakdown on the relevant expenses involved.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)348****(Question Serial No. 3729)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch (TB) of the Transport and Housing Bureau is responsible for, inter alia, overseeing the works for the Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project. Please advise this Committee on:

- (a) the ranks and number of the officers responsible for monitoring the works for the HKBCF, the HKLR and the TM-CLKL, and the expenses involved over the past five years using the table below:

	Ranks of Officers	Number of Officers	Expenses Involved
2011-12			
2012-13			
2013-14			
2014-15			
2015-16 (Estimate)			

- (b) the details of the site inspections conducted for monitoring the works for the HKBCF, the HKLR and the TM-CLKL over the past five years using the table below:

	Dates of Site Inspections	Number of Participants	Details of Inspections	Expenses Involved
2011-12				
2012-13				
2013-14				
2014-15				
2015-16 (Estimate)				

- (c) the details of the meetings held between the TB and the relevant Mainland and Macao authorities for monitoring the works for the HKBCF, the HKLR and the TM-CLKL over the past five years using the table below:

	Dates of Meetings	Number of Participants	Details of Meetings	Expenses Involved
2011-12				
2012-13				
2013-14				
2014-15				
2015-16 (Estimate)				

- (d) the details of the site visits arranged for the relevant Mainland and Macao authorities for monitoring the works for the HKBCF, the HKLR and the TM-CLKL over the past five years using the table below:

	Dates of Site Visits	Number of Participants	Details of Site Visits	Expenses Involved and Details
2011-12				
2012-13				
2013-14				
2014-15				
2015-16 (Estimate)				

Asked by: Hon MO Claudia (Member Question No. 79)

Reply:

The entire HZMB project consists of two parts: (i) the HZMB Main Bridge; and (ii) the link roads and boundary crossing facilities of the three sides. The works of the HZMB Main Bridge are situated in Mainland waters, and are being carried out by the HZMB Authority. The three governments are responsible for constructing their own boundary crossing facilities and link roads.

Together with its consulting engineers and resident site staff, the Highways Department has been closely monitoring the implementation of the HZMB HKBCF, the HKLR and the TM-CLKL projects. Under Head 158, the TB of the Transport and Housing Bureau has been deploying existing staff resources to oversee the implementation of the HKBCF, the HKLR and the TM-CLKL as part of their normal duties. There is no separate breakdown on the staff establishment and expenditure on salary dedicated for these purposes.

The Joint Works Committee of the Three Governments has been overseeing the progress of the entire HZMB project. The three governments meet regularly to monitor the progress of the HZMB Main Bridge, and the associated works of the three sides.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)349

(Question Serial No. 3730)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch (TB) of the Transport and Housing Bureau is responsible for, inter alia, overseeing the works for the Hong Kong Boundary Crossing Facilities (HKBCF), the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project. Please advise this Committee on:

- (a) the details of the environmental mitigation measures (EMMs) taken for the works for the HKBCF, the HKLR and the TM-CLKL over the past five years using the table below:

Date	Company/Individual Providing Services on EMMs	Location of EMMs	Details of EMMs	Effectiveness of EMMs	Expenses Involved

- (b) the details of the complaints received about the works for the HKBCF, the HKLR and the TM-CLKL over the past five years and the respective findings of investigations and complaint handling methods using the table below:

Date of Complaint Received	Date of Complaint Resolved	Contract/Contractor Being Complained	Location of Complaint	Details of Complaint	Complaint Handling Methods	Expenses Involved

- (c) the details of the incidents of offence in law involved in the works for the HKBCF, the HKLR and the TM-CLKL over the past five years and the respective findings of investigations and complaint handling methods using the table below:

Date of Offence	Date of Prosecution	Name of Contract/Contractor	Location of Offence	Details of Offence	Handling Methods	Expenses Involved

- (d) the details of exceedances of limits (including Action and Limit Levels) in respect of water quality, air quality, noise level and Chinese White Dolphin (CWD) occurred during the works for the HKBCF, the HKLR and the TM-CLKL over the past five years and the respective findings of investigations and complaint handling methods using the table below:

Date of Exceedance	Name of Contract/Contractor	Location of Exceedance	Details of Exceedance	Date of Submission of Exceedance Report	Handling Methods	Expenses Involved

- (e) the follow-ups on the violation of the environmental permit issued for the HKLR project as reported by the media, the additional expenses incurred (if any) and the parties responsible for such additional expenses.

Asked by: Hon MO Claudia (Member Question No. 80)

Reply:

- (a) Under the HZMB HKBCF, the HKLR and the TM-CLKL projects, a series of environmental mitigating measures have been implemented through contract requirements to minimise the impact on the environment. Air quality mitigating measures employed include the watering of construction sites every day, using wheel washing facilities at site entrances, using low carbon fuel for construction plants, covering filling materials and ensuring works are carried out in compliance with the Air Pollution Control Ordinance.

Noise mitigating measures employed include the adoption of good site practices and construction methods to mitigate noise at source, using low noise plant and equipment, installing noise barriers at fixed machinery, proper maintenance of plant and equipment, and reducing the number of noise emitting plant and equipment operating simultaneously.

Mitigating measures to minimise impact on ecology during construction include using non-dredging method for reclamation and seawall construction, prohibiting underwater percussive piling, limiting the speed of construction marine vessels and setting up CWD exclusion zone.

The expenditure and staff for implementing the above mitigating measures for air, noise and ecology are absorbed in the project cost of the projects.

- (b) Complaints on the works for the HKBCF, the HKLR and the TM-CLKL received from 2011 to 2015 (as of end March) are summarised in the table below. The contractors deal with the complaints on the works of the projects. Apart from staff cost which is absorbed by the Highways Department (HyD) and cannot be separately accounted for, the Government has not incurred any expenditure in handling the complaints on the works.

	2011	2012	2013	2014	2015 (As of end March)	Total
General	1	0	3	9	2	15
HKBCF	0	1	2	1	1	5
HKLR	0	2	20	15	2	39
TM-CLKL	0	0	1	15	5	21
Total	1	3	26	40	10	80

- (c) Details of environmental-related prosecution in the last five years are summarised in the table below. Contractors are responsible for paying the fines and expenses for any remedial measure.

Date of offence	Date of prosecution	Name of contract / contractor	Location of offence	Details of offence	Handling method
31 October 2012	24 April 2013	China Harbour Engineering Company Limited (CHEC)	Site of the HKBCF	Violation of the Noise Control Ordinance	The Environmental Protection Department (EPD) prosecuted the contractor
6 October 2013	19 March 2014	CHEC	Site of the HKBCF	Violation of the Noise Control Ordinance	The EPD prosecuted the contractor
15 March 2014	20 October 2014	Sambo Engineering and Construction Co. Ltd.	Site of the HKLR	Violation of the Noise Control Ordinance	The EPD prosecuted the contractor

- (d) Environmental monitoring and audit programmes have been put in place to ensure that mitigating measures are properly implemented and are effective. The HyD employs Independent Environmental Checkers to verify the monitoring results and environmental performance. The EPD also conducts visits to the site to check if environmental mitigating measures are implemented in accordance with the Environmental Permit (EP) and relevant statutory requirement.

Since the commencement of the HKBCF, the HKLR and the TM-CLKL, a number of exceedance cases under the approved Event and Action Plan have been observed. According to the investigation results, most of the exceedances were not directly related to construction activities of the projects. There were five cases of exceedances in water quality due to the wear and tear of the silt curtain surrounding the reclamation which had been rectified once identified. The contractor carried out the remedial works at its own cost.

Exceedance cases related to construction activities of the HKBCF, the HKLR and the TM-CLKL from 2011 to 2015 (as of end March) are summarised in the table below.

	2011	2012	2013	2014	2015 (As of end March)	Total
HKBCF	0	0	2	3	0	5
HKLR	-	0	0	0	0	0
TM-CLKL	-	-	0	0	0	0
Total	0	0	2	3	0	5

- (e) There is a case of suspected violation of Environmental Impact Assessment Ordinance or EP conditions currently under investigation by the EPD. Upon its completion, the HyD will follow up and assess if there is any additional expenditure arising from the case.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3731)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch (TB) of the Transport and Housing Bureau is responsible for, inter alia, introducing legislative amendments to enhance the safety of public light bus (PLB) operation. Please advise this Committee on the content, purpose, scheduled date and details of proposed legislative amendments relating to PLB in the coming three years.

Asked by: Hon MO Claudia (Member Question No. 81)

Reply:

The Government monitors and keeps in view the safety of PLB operations. Over the past few years, we have introduced a number of new legislative requirements to enhance PLB safety. These requirements include the imposition of a maximum speed of 80 kilometres (km) per hour for PLBs on roads; mandating the installation of approved speed limiter on all PLBs with a pre-set maximum speed of 80 km per hour; mandating the display of driver identity plate on PLBs; mandating the installation of electronic data recording device for newly registered PLBs; and mandating applicants of PLB driving licence to attend and complete a pre-service course before they are issued with a PLB driving licence. The Government will continue to review the need for further means to enhance the safety of PLB operation, and introduce legislative amendments in future if necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)351

(Question Serial No. 4812)

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

In paragraph 46 of the Budget Speech, it is mentioned that from this year onwards, free online Government information will be released in digital formats.

(a) Please provide in the table below details about the free online Government information released in digital formats by your bureau/department for download by the public:

Bureau/ Department	Free information/ data released to the public	Description of the information	Period of the information	Is it currently listed in Data.One	Date of release and the updating frequency	Format of information available for download (please choose)			
						JSON, XML, or CSV	XLS, DOC	TIF, JPG, PDF, PNG	RSS

(b) In 2015-16, what are the manpower and expenditure involved in releasing online Government information by your bureau/department?

(c) Did your bureau/department review all non-classified information that your bureau/department owned or possessed, draw up priorities for their release, and compile them into digital data formats to facilitate retrieval/inspection, research or application development, and the creation of more industries through innovative reuse of data? If yes, what are the details? If no, what are the reasons?

Asked by: Hon MOK Charles Peter (Member Question No. 98)

Reply:

- (a) The Government launched the revamped public sector information (PSI) portal “Data.Gov.HK” on 18 March 2015 with a view to putting in place a one-stop platform with greater capacity and flexibility. The types of information available on the portal include public transport, real-time road traffic data and port related information such as shipping directory and vessels’ arrival/departure reports. These datasets are available in digital formats including CSV, JPG, JSON, MDB and XML.
- (b) The resources and manpower required in releasing government information for public consumption are absorbed by our existing provision under the Transport portfolio, and there is no separate breakdown on this.
- (c) We aim to progressively release more free online government information in digital formats. However, it takes time to organise and prioritise the large amount of data involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4813)

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with the provision of public information and gathering of public opinions by means of the Internet, please advise on the following:

The information regarding the social media platforms set up and operated by your bureau/departments/public bodies or their agents (such as out-sourced contractors or consultants) for the past year in tabulated form (see Annex 1).

Commencement of operation (Month/Year)	Status (keeps updating/ ceased updating) (as at 28.2.2015)	Government agencies (including policy bureaux/ departments/ public bodies/ government consultants)	Name	Social media (Facebook/ Flickr/ Google+/ LinkedIn/ Sina Weibo/ Twitter/ YouTube)	Purpose of establishment and number of updates (as at 28.2.2015)	Number of "Likes"/ subscribers/ average monthly visits (as at 28.2.2015)	Compiling summary of comments and following up on a regular basis (Yes / No)	Rank and number of officers responsible for the operation (as at 28.2.2015)	Financial resources involved in the establishment and daily operation (as at 28.2.2015)
			(1) ... (2) ... (3) ...	(1) ... (2) ... (3) ...					

Asked by: Hon MOK Charles Peter (Member Question No. 99)

Reply:

The information on social media platforms set up and operated under the Transport portfolio is tabulated below -

Commencement of operation (Month/Year)	Status (keeps updating/ ceased updating) (as at 28.2.2015)	Government agencies (including policy bureaux/ departments/ public bodies/ government consultants)	Name	Social media	Purpose of establishment and number of updates (as at 28.2.2015)	Number of "Likes"/ subscribers/ average monthly visits (as at 28.2.2015)	Compiling summary of comments and following up on a regular basis (Yes / No)	Rank and number of officers responsible for the operation (as at 28.2.2015)	Financial resources involved in the establishment and daily operation (as at 28.2.2015)
7/2012	Keeps updating	Electrical and Mechanical Services Department (EMSD)	EMSD Channel	YouTube	To disseminate publicity and educational videos on railway safety and vehicle maintenance to the public and the trade through social media. A total of nine videos are uploaded	The channel has 598 subscribers and 5 619 views were recorded in February 2015.	Yes	Tasks shared by staff from different teams, and there is no dedicated staff solely responsible for it.	As the staff concerned are also responsible for other tasks, there is no separate breakdown of financial resources involved.
1/2010	Keeps updating	Airport Authority Hong Kong (AAHK)	Hong Kong International Airport (HKIA) Facebook, Weibo and Twitter pages	Facebook, Weibo, Twitter	To disseminate the latest information of the HKIA to the public via social media platforms.	25 365 likes on Facebook; 34 064 fans on Weibo; 1 448 followers on Twitter	Yes	2 senior officers / 1 officer (part-time)	\$200,000 (from 1.3.2014 to 28.2.2015) (funded by the AAHK for the contractor to manage and monitor the social media platforms, including content update, content monitoring, results and market analyses etc.)
6/2011	Keeps updating	AAHK	HKIA Youtube channel	Youtube	From 1.3.2014 to 28.2.2015 - No. of posts uploaded on social media platforms: 134	3 616 subscribers	Yes		
12/2014	Keeps updating	AAHK	HKIA official Instagram account	Instagram	No. of videos uploaded on Youtube: 54 No. of photos uploaded on Instagram: 32	598 followers	Yes		

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4840)

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Bureau's expenditure on the procurement of computer software and hardware, will the Government advise this Committee on the following:

- (a) Does the Government have any standard internal procurement guidelines which set out the criteria for the purchase or upgrade of computer software and hardware for bureaux/departments (B/Ds)? If yes, what are the details? Do the guidelines require that the B/Ds must upgrade their computer software and hardware in a timely manner?
- (b) Given that the computer software and hardware supplier Microsoft will terminate its support service for the operating platform of its Windows XP, please provide the respective figures of the computers in the Bureau which are using (i) the operating platform of Microsoft Windows XP; (ii) the operating platforms released by Microsoft before 2001; and (iii) other operating platforms (please specify the version), as well as the respective percentages of these three types of operating systems in the Bureau's total number of computers. Does the Bureau have any plan to upgrade the above operating platform versions which are now obsolete?
- (c) What are the expenditure on and criteria for the procurement of tablet computers by the Bureau? What are the models and the uses of the tablet computers? Is there any confidential information saved on the tablet computers? If yes, what are the details? Is there any information security software installed in the tablet computers used by the Bureau? What is the expenditure involved?
- (d) What are the respective numbers and operating platform versions of the computers in the Bureau that are offline? Does the Bureau have any general standards for the use of information security or anti-virus software? If yes, what are the models of the software used? If no, what are the respective models of the software used?

Asked by: Hon MOK Charles Peter (Member Question No. 143)

Reply:

- (a) According to the prevailing government guidelines, B/Ds are required to formulate each year information technology (IT) project portfolio for the next three years, and plan for the related IT projects to ensure that these IT projects can practically and effectively meet the business needs and operational arrangements of the related B/Ds. With regard to the planning for IT replacement projects, B/Ds are required to examine and assess various potential risks and devise associated mitigating measures. From the technology perspective, the potential risks that should be taken into consideration include product compatibility, maintenance and support, replacement products for ensuring continuity and availability of market supply. In procuring or replacing computer hardware and software, B/Ds must follow the government procurement guidelines to make the most cost-effective purchase through an open and fair competition, and take into account the importance and priority of the IT projects.
- (b) We do not have any computers using the obsolete Microsoft Windows XP or other operating systems released by Microsoft before 2001. All our computers have been timely upgraded, and we are using the Microsoft Windows 7 operating system.
- (c) Like other IT equipment, tablet computers are procured to support our businesses and operations, and they are mainly used for e-mail/message communication, calendar management, document reading and Internet browsing. Tablet computers are not intended for storage of confidential information.

Security measures have been incorporated into the required services, including sending and receiving of emails, offered by service providers for tablet computers. No additional expenditure is required.

We are currently using Apple iPad tablet computers, and the estimated expenditure in 2014-15 is around \$11,500.

- (d) We have followed the prevailing information security policies, guidelines and procedures to protect government information systems and data. Multiple layers of protective measures, including deploying updated information security and anti-virus software, are implemented. We have procured the necessary information security software for use by the staff in the Transport Branch of the Transport and Housing Bureau.

For security reasons, we will not disclose the details on information security or anti-virus software being adopted. We do not have any computers for offline operation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3758)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

During 2015-16, the Transport Branch (TB) will continue to take forward the proposed pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay. In this connection, will the Government advise this Committee on:

- (a) the progress of the implementation of the schemes and the expenditure involved; and
- (b) whether any assessments have been conducted on the effectiveness of the schemes and any consideration has been given to implementing similar schemes in other districts?

Asked by: Hon TIEN Pei-chun, James (Member Question No. 60)

Reply:

- (a) The progress and estimated expenditure for the three proposed pedestrian environment improvement schemes in 2015-16 are set out below –

Yuen Long Town Pedestrian Environment Improvement Scheme

A number of pedestrian environment improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment in Yuen Long Town.

There are a total of nine minor improvement schemes, which comprise widening of footpaths and pedestrian crossings at road junctions, minor junction improvement works, implementation of no-stopping restrictions and addition of a staircase. So far, seven minor improvement schemes have been completed at a total cost of about \$1.8

million. The remaining two schemes involve widening of the pedestrian crossing at Castle Peak Road – Yuen Long near Tai Tong Road and addition of a staircase for Fung Cheung Road Footbridge. They are anticipated to be completed within this year.

There are a total of three major improvement schemes, namely streetscape improvement at Fung Yau Street North and Fung Cheung Road, improvement of the junction of Castle Peak Road and Kuk Ting Street, and construction of a footbridge system along Yuen Long Nullah. For the first two schemes, the Highways Department (HyD) deploys existing staff resources to carry out detailed design which is in active progress. For the footbridge system, the HyD commissioned a consultant in December 2014 to carry out further investigation and detailed design, which will take about two years to complete. In 2015-16, the estimated expenditure for the related consultancy and site investigation is about \$6 million.

Mong Kok Footbridge System

The HyD commissioned a consultant in October 2013 to conduct further investigation studies to assess the anticipated usage of the proposed footbridge system, as well as the impact on traffic, environment and underground utilities during its construction and operation stages, etc. The works are anticipated to complete in about two years' time. In 2015-16, the estimated expenditure for the related consultancy and site investigation is about \$3.5 million.

Causeway Bay Pedestrian Subway System

The HyD completed the feasibility study for the proposed subway system in July 2014, and had conducted two rounds of public engagement as part of the study.

As the proposed subway system is geographically covered in a pilot study on the development of underground space in selected strategic urban areas (including Causeway Bay and Happy Valley) under the purview of the Development Bureau, the Government will review the need for the proposed subway system as well as its implementation plan and timetable after taking into account the results of the pilot study on development of underground space. The study is planned to commence this year, subject to funding approval of the Finance Committee. The Transport Department (TD) and the HyD reported the relevant progress to the Development, Planning and Transport Committee of the Wan Chai District Council in June 2014. Meanwhile, the TD and the HyD are taking forward short-term measures to improve the at-grade pedestrian environment (such as widening of pedestrian crossings) along the alignment of the proposed subway. The relevant works are anticipated to be completed within this year.

- (b) The seven minor improvement schemes completed in Yuen Long Town have achieved their intended objective of alleviating pedestrian congestion. Similar improvement schemes may be considered in other districts as and when appropriate.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4315)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

During 2015-16, the Transport Branch (TB) will continue its efforts to introduce practicable measures to contain road traffic congestion. In this connection, will the Government advise this Committee on:

- (a) the measures introduced last year for the above initiative, the respective expenditure involved, whether assessments have been made on the effectiveness of the measures in improving the situation; if yes, the details; if no, the time when such assessments are made; and
- (b) the work objectives and plans in the coming year and the estimated operational expenses and staffing establishment involved?

Asked by: Hon TIEN Pei-chun, James (Member Question No. 86)

Reply:

- (a) The Government has been adopting a three-pronged approach in tackling road traffic congestion, i.e. by improving transport infrastructure, expanding and improving the public transport system, and managing road use. In 2014-15, the Government managed road traffic situation following the three-pronged approach. Also in March 2014, the Secretary for Transport and Housing (STH) invited the Transport Advisory Committee (TAC) to conduct a study on road traffic congestion in Hong Kong, and to make practicable recommendations on how to alleviate the problem. The above work was absorbed as the on-going work of the TB, the Transport Department and other relevant departments. There is no separate breakdown of the corresponding expenditure.

- (b) In 2015-16, the Government will continue to monitor the road traffic condition in Hong Kong, and implement appropriate measures under the three-pronged approach. The Government is also considering the recommendations put forward by the TAC in its “Report on Study of Road Traffic Congestion in Hong Kong” submitted to the STH in December 2014. The Government will respond to them once it is in a position to do so. Depending on the way forward, the Government will assess the financial and manpower resources required.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4316)

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:

During 2015-16, the Transport Branch (TB) will continue to follow up on the range of issues arising from the collision of vessels near Lamma Island on 1 October 2012. In this connection, will the Government advise this Committee on:

- (a) the progress of the follow-ups (including those related to the recommendations of the Independent Commission of Inquiry) on the above incident last year and the expenditure involved; and
- (b) the work plan in the coming year and the estimated operational expenses and staffing establishment involved?

Asked by: Hon TIEN Pei-chun, James (Member Question No. 87)

Reply:

To follow up on the "Report of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012", the Secretary for Transport and Housing (STH) set up the Steering Committee on Systemic Reform of the Marine Department (the Steering Committee) in May 2013 to steer the Marine Department (MD) to undertake a comprehensive systemic review and reform, to oversee improvement measures taken by the MD to enhance marine safety, reviewing and improving the MD's business processes and operational procedures, and mapping its manpower strategy and training matters. The Steering Committee has held 15 meetings so far.

In 2014-15, five improvement measures as identified in the first phase to enhance marine safety were implemented, i.e. enhancing look-out by crew, provision of a muster list, review

of the minimum safe manning scale, improving signage and directives relating to lifejackets, and the requirement of fitting watertight-door alarms in wheelhouse. The Government is working to implement the second phase of work, which mainly relates to the installation of three kinds of navigational and communication equipment on passenger vessels, namely Automatic Identification System, radar and Very High Frequency radiotelephone. As implementation for these installations will require legislative amendments, the Government will consult the Legislative Council on the legislative amendment proposals in 2015-16. Besides, the MD has commissioned a feasibility study on developing a lifejacket suitable for use by both adult and child, which is expected to be completed by end 2015. After finalising the second-phase improvement measures, the MD will focus on the third-phase improvement measures relating to the training and physical fitness of coxswains, etc.

Furthermore, the MD completed the first and second phases of organisational review on improving the business processes and operational procedures of the MD in 2014 and early 2015 respectively, and follow-up actions are being taken to implement the recommendations. Meanwhile, the Department is taking forward improvement measures to overcome difficulties in recruiting professional staff, with a view to addressing its manpower shortage problem.

An Investigation Team was set up in June 2013 in the TB of the Transport and Housing Bureau to conduct an internal investigation into possible mal-administration and negligence of duty by the MD officers. The Investigation Team submitted a report to the STH on 31 March 2014. The report had been forwarded to the Civil Service Bureau for appropriate follow up.

Existing resources were/will be deployed by the TB in 2014-15 and 2015-16 for the above work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)357

(Question Serial No. 3734)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

During 2015-16, the Transport and Housing Bureau (THB) will continue to oversee the construction and the operational arrangements of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). However, the XRL project encountered delay in works last year. Please advise this Committee on the measures taken by the THB and the Highways Department (HyD), subsequent to the announcement on 15 April 2014 that the XRL project would be subject to delay, for monitoring the work of the MTR Corporation Limited (MTRCL) to ensure that the XRL project will not be subject to further delay and will be commissioned by the end of 2017. Will additional expenditure be involved? If yes, what is the amount?

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 38)

Reply:

The MTRCL has been entrusted with the design, construction, testing and commissioning of the Hong Kong section of the XRL. Construction of the XRL commenced in January 2010.

In April 2014, the MTRCL announced that the opening of the Hong Kong section of the XRL for service would be delayed to 2017. The Government has been treating the delay of the construction of the Hong Kong section of the XRL very seriously. In May 2014, we provided several documents (LC Paper Nos. CB(1)1328/13-14(03), CB(1)1422/13-14(02), CB(1)1451/13-14(01) and CB(1)1422/13-14(04)) to the Legislative Council (LegCo), which, amongst others, highlighted key findings of the Independent Review Report submitted by the Director of Highways to the Secretary for Transport and Housing. As

requested by the THB, the MTRCL also submitted an assessment report (LC Paper No. CB(1)1354/13-14(01)) to the LegCo.

The Chief Executive appointed an Independent Expert Panel (IEP) in May 2014 to investigate into the delay of the construction of the Hong Kong section of the XRL. The report of the IEP (the IEP Report) was released on 30 January 2015. Having reviewed the implementation of the Hong Kong section of the XRL, the IEP put forward recommendations aiming to improve the systems, processes and practices for implementing and monitoring the Hong Kong section of the XRL as well as new railway projects in future. We attach great importance to the observations and recommendations in the IEP Report, and will, together with the HyD, actively pursue the recommendations therein and explore the implementation arrangements with the MTRCL and other relevant parties, particularly in relation to monitoring and reporting of construction works. Necessary changes in the monitoring mechanism and institutional arrangements to be adopted in the implementation of new railway projects under the Railway Development Strategy 2014 in future will also be studied in detail.

According to the Entrustment Agreement, the completion date of the XRL project is August 2015. In May 2014, the MTRCL announced that the new commissioning target would be the end of 2017. The HyD, with the assistance of its monitoring and verification (M&V) consultant, has completed its review on the MTRCL's proposed Programme to Complete (PTC). The HyD notified the MTRCL of its assessment in writing in October 2014. In gist, the HyD's assessment was that the PTC could be attained provided that the target progress for the critical contracts is met and various major conditions are satisfied, including (but not limited to) that the contractors maintain their best endeavours through to the completion of their respective works; and various assumed production rates of key construction activities for tunnel and West Kowloon Terminus contracts could be met, etc. The MTRCL responded that it would make its best endeavours to implement the XRL project in accordance with the Entrustment Agreement, with a view to meeting the target commissioning in end 2017. More recently, the HyD expressed to the MTRCL its grave concern over the continuous delay in works progress for some critical contracts, and has urged the MTRCL to take effective measures to recover the delay. The MTRCL advised that the PTC and its associated risks were under review, which was expected to be completed in the second quarter of 2015.

The HyD deploys in-house resources (with a dedicated team of one Chief Engineer (CE/RD2-3), five Senior Engineers, eight Engineers and one Assistant Engineer) to monitor the implementation of the XRL project. A senior professional and two professionals would be deployed to the XRL team with effect from April 2015. The additional manpower would be tasked to strengthen the monitoring of the programme and the cost of the XRL project. Besides, since February 2015 the HyD's M&V consultant has been attending monthly Project Supervision Committee Meetings to facilitate direct communication with the MTRCL. Upon the HyD's request, the MTRCL has agreed to enhance its progress reporting on the status of key milestone activities and the status of delay recovery measures. The cost for the review of the PTC by the M&V consultant was covered within the amount reserved for this consultancy.

To enhance the reporting to the LegCo on the progress update and financial situation of the construction of the Hong Kong section of the XRL, we have commenced submission of progress reports on a quarterly basis, instead of six-month intervals.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)358

(Question Serial No. 3736)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Branch aims to, inter alia, improve the quality and co-ordination of public transport services. In this connection, please advise this Committee on:

- (a) the measures taken by the Government to improve the quality of public transport services and the expenditure involved;
- (b) the patronage of each MTR line during peak hours in 2014 as the Transport and Housing Bureau mentioned in the Railway Development Strategy 2014 that the current loading on the critical links of the Island Line during morning peak hours is near capacity;
- (c) the latest loading at four persons per square metre (ppsm) per hour per direction during morning peak hours for critical links of each MTR line in 2014;
- (d) the carrying capacity of various Light Rail routes per hour per direction in 2014;
- (e) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of various Light Rail routes in 2014; and
- (f) the proposals submitted by the MTR Corporation Limited (MTRCL) to the Government to alleviate the overcrowding situation (such as the timetable for additional train compartments, increased frequency and upgrading of signalling systems).

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 37)

Reply:

(a) The Transport Department (TD) has all along been keeping in view the operation and quality of all public transport services in different areas in Hong Kong, and will make adjustment to the services having regard to the needs of passengers. When there are proven needs for new/enhanced services, the TD will make arrangements in conjunction with the operators to meet the needs. The work to review and monitor the public transport services is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

(b) to (c) The MTRCL is compiling and updating the 2014 statistics on capacity and loading of various railway lines during morning peak hours. We will provide the information when ready.

(d) to (e) The hourly carrying capacity of various Light Rail routes in 2014 is as follows:

Light Rail Route No.	Hourly Carrying Capacity (per direction in the busiest hour during the morning peak)	
	Design capacity ^{Note} (About 240 persons per Light Rail Vehicle)	Maximum capacity ^{Note} (About 200 persons per Light Rail Vehicle)
505	2 544	2 120
507	2 695	2 246
610	2 423	2 019
614	1 176	980
614P	1 470	1 225
615	1 131	942
615P	1 470	1 225
705	5 880	4 900
706	5 880	4 900
751	3 150	2 625
751P	1 838	1 532
761P	6 533	5 444
Total	36 190	30 158

^{Note} The design capacity of a Light Rail Vehicle is based on the total weight it can carry safely, with reference to the information provided by the manufacturers (according to the MTRCL, each Light Rail Vehicle can safely carry a total weight of around 13 700 kg). On this basis, the design capacity of a Light Rail Vehicle is around 240 persons (it is assumed that each passenger weighs, on average, around 57 kg or 125 lb, which is the assumed average weight of all passengers, children or adults). How this design capacity could translate into passenger density in terms of ppsm would depend on the number of seats in a Light Rail Vehicle. There are four generations of Light Rail Vehicles in operation now, and vehicles of each generation vary slightly in their design capacity. On average, this design capacity of 240 persons could in theory be translated into a passenger density of about 8 ppsm for a single-set Light Rail Vehicle. In practice, a number of factors may affect the actual number of passengers that can be carried by a Light Rail Vehicle. These factors include the riding habits of passengers (e.g. increasing number of passengers using mobile devices, such as tablet computers or smart phones, thus taking up more space). Owing to these factors, in practice the maximum number of passengers that are carried by a single-set Light Rail Vehicle, as observed by the TD during peak hours, is about 200. Service frequency standard of the Light Rail is maintained based on a carrying capacity of 200 and this translates into a passenger density of 6-7 ppsm.

According to the MTRCL, as there are a number of routes passing through a single Light Rail stop, it cannot ascertain which route is chosen by passengers after they purchase the Light Rail tickets or pay by Octopus. As such, the MTRCL cannot work out the exact loading of individual Light Rail routes by making reference to the entry/exit records of passengers. The MTRCL currently assesses the loading of Light Rail Vehicles by on-site observation and surveys. The loading of individual Light Rail routes, based on the maximum carrying capacity of 200 passengers per each Light Rail Vehicle, in the busiest one hour during the morning peak in 2014 is as follows:

Light Rail Route No.	Hourly loading in the busiest hour during the morning peak (%)
505	77
507	81
610	97
614	86
614P	71
615	86
615P	74
705	67
706	78
751	74
751P	83
761P	84

- (f) Under the MTRCL's 2015 Listening • Responding Programme, a total of 541 additional weekly train trips will be added on the Island Line, the Tseung Kwan O Line, the Ma On Shan Line and the Light Rail routes to boost overall carrying capacity by some 420 000 passenger journeys per week starting from late March 2015.

Of the total of 541 additional weekly train trips, 446 weekly train trips will be added on the Light Rail network and more coupled-set Light Rail Vehicles will be deployed on nine Light Rail routes to enhance carrying capacity.

Separately, the MTRCL has awarded a \$3.3 billion signalling system replacement contract earlier this year with a view to boosting carrying capacity. The upgrading of signalling system for the Tsuen Wan Line, the Island Line, the Kwun Tong Line and the Tseung Kwan O Line is expected to be completed from 2018 to 2021. The signalling system for the Tung Chung Line, the Disneyland Resort Line and the Airport Express will also be upgraded by 2026. With the completion of the upgrading of signalling systems, the carrying capacity of the railway lines concerned will be increased by around 10%.

To maintain the smooth flow of passengers on and off trains, the MTRCL will be adding 300 additional station assistants at busier stations in 2015, and will continue to enhance station facilities, customer service and communications.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3737)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

During 2015-16, the Transport and Housing Bureau (THB) will continue to oversee the construction and the operational arrangements of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). Apart from the construction works that may affect the date of commissioning of the XRL, the co-location arrangements will also have direct implication on the revenue of the XRL upon its commissioning. In this connection, please advise this Committee on the following.

- (a) The Secretary for Transport and Housing (STH), Anthony CHEUNG, informed the public on 7 February 2015 that as the co-location arrangements involved legal, technical and operational issues, the Secretary for Justice would lead an inter-departmental task force to tackle the issues. Yet as early as 2009, the former STH Eva CHENG already expressed that as the co-location arrangements involved complex legal issues, bureaux and departments such as the THB, the Constitutional and Mainland Affairs Bureau and the Department of Justice had formed an inter-departmental group to commence negotiations with the relevant Mainland experts. Who was the convener or chairperson of the inter-departmental group formed by the last-term Government?
- (b) What were the progress and achievements made by the group upon the completion of the term of the last-term Government?
- (c) Will the group's progress report be released to our Members? Should the inter-departmental group be condemned of dereliction of duty if no progress or achievement was made?

- (d) What are the respective bureaux and departments involved in the inter-departmental group and task force? What are their respective dates of establishment, purposes and objectives?
- (e) Does the Government have the confidence that the co-location arrangements will be implemented upon commissioning of the XRL? What is the timetable for their implementation? If no, what are the interim arrangements?
- (f) Will the co-location arrangements affect the design and the progress of interior works of the West Kowloon Terminus (WKT)? If yes, what is the estimated implication on the project cost?

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 39)

Reply:

An inter-bureau/departmental working group was set up by the THB with a view to studying the co-location arrangements for the boundary control facilities (BCF) (the ‘co-location arrangements’) at the West Kowloon Terminus (WKT) of the XRL since 2009. In devising the arrangements, a key consideration is to enable Mainland officers to smoothly carry out their duties under the Mainland laws (including those relating to customs, immigration and quarantine matters) within the legal and constitutional framework. As the Government explained to the Legislative Council in the past, the detailed operation of “co-location” involves complicated legal and constitutional issues which require careful examination. Currently led by the Secretary for Justice, the THB and the relevant policy bureaux and departments are actively studying these and other issues, and discussing them with the relevant Mainland authorities. Provisions have been reserved for the co-location of the BCF at the WKT. As the work is complex, the relevant work is still continuing. Our goal is to strive to implement the “co-location” arrangements at the WKT when the Hong Kong section of the XRL is commissioned by the end of 2017.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3738)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

According to the paper numbered CB(1)260/14-15(03) submitted by the Government to the Legislative Council last November on the works for the South Island Line (East) (SIL(E)), the expansion works at Admiralty had been affected by the Occupy Movement (the Movement) since mid-2014 and so the construction of the station structure could not commence as scheduled. In this connection, please advise this Committee on:

- (a) the duration of the delay in the construction of the station structure as affected by the Movement; and
- (b) the details of the expenditure involved as a result of the delay (such as manpower deployment and additional machinery for progress recovery).

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 40)

Reply:

The MTR Corporation Limited (MTRCL) is carrying out the expansion work at the Admiralty Station for the SIL(E), which involves the addition of three underground levels below the Harcourt Garden. In order to connect the expansion part to the existing Admiralty Station, the existing tunnel of the Island Line has to be supported by underpinning works before excavation underneath the tunnel can be carried out. In the process of excavation, it is found that the level of weathering of the rock is less than that estimated. This in effect makes the excavation more difficult, and results in the delay in the underpinning works and thus the progress of the expansion works at the Admiralty Station.

The closure of roads surrounding the work site of the SIL(E) at the Harcourt Garden during the Movement between September and mid-December 2014 affected the construction traffic of the site. The ingresses and egresses of the works site on Harcourt Road resumed normal operation one day after the traffic condition on Harcourt Road and Rodney Street returned to normal on 11 December 2014. During the closure of the roads, construction materials could not be delivered to the Harcourt Garden site, and the excavated materials could not be handled in time. Hence, the construction of the structure of the station could not commence.

According to the assessment of the MTRCL, the closure of roads only had limited impact on the overall progress of the SIL(E) project. The underpinning works for the Island Line remain the most critical activity affecting the progress of the SIL(E) project. Regarding the expenditure involved as a result of the delay, the MTRCL is still assessing the details submitted by its contactors.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)361

(Question Serial No. 3739)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

During 2015-16, the Transport and Housing Bureau (THB) will commence detailed planning work for the first batch of projects recommended in the Railway Development Strategy 2014 (RDS-2014). In this connection, please advise this Committee on:

- (a) the respective preliminary timetables for the proposed railway projects (such as the time for consultancy study and planning); and
- (b) the total length and coverage of our railway network upon completion of the railway projects under the Railway Development Strategy 2000 (RDS-2000) and RDS-2014 respectively.

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 41)

Reply:

- (a) The Transport Branch of the THB announced the RDS-2014 on 17 September 2014, recommending that seven new railway projects be completed in the planning horizon up to 2031. For planning purpose, the preliminary timetable for implementing the projects in the RDS-2014 is as follows –

Railway Project	Indicative implementation window for planning purpose:
Northern Link and Kwu Tung Station	2018 to 2023
Tuen Mun South Extension	2019 to 2022
East Kowloon Line	2019 to 2025
Tung Chung West Extension	2020 to 2024
Hung Shui Kiu Station	2021 to 2024
South Island Line (West)	2021 to 2026
North Island Line	2021 to 2026

The taking forward of individual railway projects is subject to the outcome of detailed engineering, environmental and financial studies relating to each project, as well as updated assessment of passenger transport demand and availability of resources at the time. We have started dialogue with the MTR Corporation Limited regarding the implementation of the Northern Link, the East Kowloon Line and the Tuen Mun South Extension having regard to the indicative implementation window recommended in the RDS-2014. In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public on the detailed alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable, when the relevant details are available.

- (b) With the completion of the railway projects as recommended in the RDS-2000 and the RDS-2014, the total lengths of our railway network will be 270 kilometres (km) in 2021 and over 300 km by 2031. The railway network will cover areas inhabited by more than 70% of the local population and 80% of job opportunities in 2021; and 75% of the local population and about 85% of job opportunities by 2031 respectively.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)362****(Question Serial No. 3740)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of enhancing the quality of public transport services which railway is the backbone of the public transport system of Hong Kong, will the Administration please advise this Committee on:

- (a) the respective numbers, in tabular form, of service disruptions for more than eight minutes, 30 minutes, one hour and over one hour on various railway lines in 2014 and 2015 (as at the end of February), as well as the number of passengers affected.

Delay Range	Year	Kwun Tong Line	Tsuen Wan Line	Island Line	Tseung Kwan O Line	Tung Chung Line	Disney-I and Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
8 - 30 minutes	2014											
	1 Jan to 28 Feb 2015											
31 - 60 minutes	2014											
	1 Jan to 28 Feb 2015											
61 minutes or more	2014											
	1 Jan to 28 Feb 2015											

- (b) among the above incidents, please advise this Committee, in tabular form, on the numbers of cases in 2014 caused by equipment failure, human factor, and passenger behaviour and external factor.

Delay Range	Equipment Failure	Human Factor	Passenger Behaviour and External Factor
Below 8 minutes			
8 - 30 minutes			
31 - 60 minutes			
61 minutes or more			

- (c) under the Fare Adjustment Mechanism (FAM), the Government will impose a fine to the MTR Corporation Limited (MTRCL) for serious service disruptions. What is the total amount of fines the Government imposed for the service disruptions in 2014?

- (d) among the above incidents, please advise this Committee, in tabular form, on the numbers of cases caused by equipment failure, human factor, and passenger behaviours and external factor from 1 January to 28 February 2015.

Delay Range	Equipment Failure	Human Factor	Passenger Behaviour and External Factor
Below 8 minutes			
8 - 30 minutes			
31 - 60 minutes			
61 minutes or more			

Asked by: Hon. TIEN Puk-sun, Michael (Member Question No. 42)

Reply:

- (a) The MTRCL does not maintain separate statistics on the number of passengers affected in each service disruption. The numbers of service disruptions on all railway lines from 2014 to 28 February 2015 are as follows –

Delay Range	Year	Kwun Tong Line	Tsuen Wan Line	Island Line	Tseung Kwan O Line	Tung Chung Line	Disney-I and Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
8 - 30 minutes	2014	35	19	13	12	15	3	4	50	6	21	75
	1 Jan to 28 Feb 2015	7	2	6	3	2	0	2	6	0	1	8
31 - 60 minutes	2014	2	1	0	0	1	0	0	4	0	0	4
	1 Jan to 28 Feb 2015	0	0	0	0	0	0	0	0	0	0	1
61 minutes or above	2014	0	0	1	0	0	0	0	2	0	1	4
	1 Jan to 28 Feb 2015	0	0	0	0	0	0	0	1	0	0	0

- (b) The numbers of service disruptions of eight minutes or above in 2014 due to various factors are set out in the table below. As for service disruptions of less than eight minutes, the MTRCL is not required to notify the Transport Department and maintain relevant statistics as the impact of such incidents on railway service is usually relatively milder.

Delay Range	Equipment Failure	Human Factor	Passenger Behaviour and External Factor
8 - 30 minutes	129 (0.42)	19 (0.06)	105 (0.34)
31 - 60 minutes	7 (0.02)	0 (0)	5 (0.02)
61 minutes or above	4 (0.01)	1 (0.003)	3 (0.01)

Note: Figures in brackets are incident numbers per every million revenue car-kilometres.

- (c) According to the “Service Performance Arrangement” under the FAM, a fine ranging from \$1 million to \$15 million will be imposed on the MTRCL for service disruptions of 31 minutes or above (except for disruptions caused by factors outside the MTRCL’s control, such as passengers’ behaviours and inclement weather). In 2014, there were a total of 12 such disruptions, resulting in a total fine of \$20 million imposed on the MTRCL. Proceeds are credited to a fare concession account, and will be returned to the passengers through the “10% Same Day Second Trip Discount” scheme.

- (d) The numbers of service disruptions of eight minutes or above due to various factors from 1 January to 28 February 2015 are set out in the table below.

Delay Range	Equipment Failure	Human Factor	Passenger Behaviour and External Factor
8 - 30 minutes	20 (0.39)	2 (0.04)	15 (0.29)
31 - 60 minutes	0 (0)	0 (0)	1 (0.02)
61 minutes or above	1 (0.02)	0 (0)	0 (0)

Note: Figures in brackets are incident numbers per every million revenue car-kilometres.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)363

(Question Serial No. 4210)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

It is pointed out in the Budget Speech that the Occupy Movement affected various sectors such as tourism and transport industries to varying degrees. Please advise on:

- (a) the figures on monthly patronage of each MTR line over the past three years;
- (b) the current maximum carrying capacity of each MTR line;
- (c) the passenger flow and loading of each MTR station over the past three years; and
- (d) the maximum passenger flow of each MTR station.

Asked by: Hon TONG Ka-wah, Ronny (Member Question No. 18)

Reply:

(a)

The monthly breakdown of average daily patronage of various heavy rail lines from 2012 to 2014 is set out below:

Year / Month	Kwun Tong Line	Tsuen Wan Line	Island Line	Tseung Kwan O Line	Tung Chung Line	Disney-land Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line
(thousands)										
2012										
January	489.6	892.7	768.2	261.5	185.2	17.3	32.5	935.6	116.1	337.8
February	512.0	932.3	810.2	274.2	190.0	13.2	30.8	954.3	126.3	354.5
March	507.0	923.5	801.8	276.6	188.7	11.8	31.9	959.3	127.8	355.0
April	469.3	864.0	734.9	262.0	183.7	14.3	36.4	936.1	113.4	333.5
May	502.5	920.3	793.1	277.1	191.4	12.6	34.3	923.8	123.8	353.0
June	500.5	922.9	792.4	273.5	192.4	14.6	34.0	912.7	121.6	351.8
July	515.6	963.7	838.2	276.8	202.2	19.6	34.6	941.1	121.5	362.8
August	522.1	995.9	860.8	277.2	208.5	23.1	36.8	964.8	120.1	368.9
September	534.4	968.9	831.7	294.6	201.7	15.1	35.3	986.9	131.5	374.6
October	521.0	951.6	809.5	289.7	200.1	15.7	37.2	998.9	130.1	371.8
November	542.2	991.2	858.5	298.3	207.5	13.8	35.2	1 022.0	134.8	385.7
December	532.8	1 007.4	852.8	291.9	208.7	17.0	37.1	1 006.7	128.7	387.4
2013										
January	534.9	980.2	835.7	289.2	202.6	16.0	33.4	1 005.7	129.6	377.3
February	523.1	922.4	798.7	284.9	199.8	20.8	33.3	967.7	123.1	368.5
March	522.2	941.8	805.7	287.3	197.8	14.8	37.0	981.9	126.6	369.0
April	513.2	927.8	795.2	284.5	196.7	15.0	37.8	967.3	125.7	365.3
May	519.8	944.1	801.5	287.5	199.3	15.1	35.0	940.4	127.1	374.8
June	522.5	950.9	810.7	289.3	203.6	17.7	36.0	924.9	124.9	372.3
July	540.0	993.2	865.8	292.5	213.3	22.1	37.5	958.1	125.0	385.0
August	534.1	1 001.6	846.9	286.7	214.3	25.8	38.5	961.3	122.8	387.2
September	545.6	972.1	823.4	300.5	207.2	14.7	39.5	988.8	133.8	391.0
October	546.0	989.0	835.4	302.1	213.1	16.7	40.2	1 010.5	134.6	398.0
November	557.3	1 014.0	862.1	306.6	218.6	15.9	40.0	1 034.5	137.8	410.5
December	547.9	1 027.7	863.8	297.3	220.3	18.2	40.9	1 010.2	131.1	412.3
2014										
January	558.2	1 016.0	862.8	301.7	216.6	21.0	37.9	1 026.2	133.9	410.4
February	537.3	949.4	821.1	292.7	215.2	20.7	37.3	969.7	129.9	392.6
March	545.7	981.4	837.4	301.4	211.6	14.8	41.6	999.7	135.1	402.3
April	525.9	942.3	799.4	291.5	208.6	16.5	42.2	987.3	127.5	391.3
May	534.6	960.6	819.5	299.0	208.5	14.3	37.0	935.8	131.8	395.6
June	536.3	966.5	827.1	300.1	213.4	16.4	40.7	933.3	130.6	395.0
July	553.5	1 018.9	885.1	304.2	222.2	23.3	38.0	958.0	130.4	406.2
August	558.1	1 039.8	886.4	303.0	227.3	25.1	39.9	990.3	129.5	412.6
September	570.8	1 017.0	897.8	318.0	224.9	14.9	43.3	1 008.8	141.3	415.0
October	587.7	1 111.0	1 098.4	320.2	238.1	16.4	44.4	1 039.1	145.0	431.8
November	586.0	1 094.8	1 020.1	321.2	235.6	16.1	42.3	1 064.9	145.7	437.6
December	573.2	1 057.8	976.4	315.3	235.6	17.4	44.6	1 023.4	137.7	435.9

Note: Given that MTR is a railway network with an open system, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures are based on passengers' entry stations.

(b)

The existing maximum carrying capacity of the MTR heavy rail lines per hour per direction during morning peak hours for critical links under six persons (standing) per square metre (ppsm) is as follows:

	East Rail Line	West Rail Line	Ma On Shan Line	Tseung Kwan O Line	Island Line	Kwun Tong Line	Tsuen Wan Line	Disneyland Resort Line	Tracks sharing at some sections	
									Tung Chung Line	Airport Express
Critical link	Tai Wai to Kowloon Tong	Kam Sheung Road to Tsuen Wan West	Che Kung Temple to Tai Wai	Yau Tong to Quarry Bay	Tin Hau to Causeway Bay	Shek Kip Mei to Prince Edward	Tsim Sha Tsui to Admiralty	Sunny Bay to Disneyland	Olympic to Kowloon	Airport to Tsing Yi
Existing maximum carrying capacity when train frequency is maximised	90 000	51 500	30 500	67 500	80 000	71 400	75 000	9 600	45 000	4 800

However, given the change in passenger riding habits and preference, it has been observed that in actual operation, trains running during the busiest hours on the busiest corridors achieve a passenger density of around four ppsm in recent years. The carrying capacity under a passenger density level of four ppsm is 71.2% of that of six ppsm (the respective percentage for Airport Express is 85%).

(c) and (d)

The MTR Corporation Limited (MTRCL) advises that it would take some time to compile the patronage figures for all 87 MTR stations in past three years. The MTRCL has however provided the ten MTR stations with the highest patronage in 2014 as follows:

Station	Average daily patronage
Causeway Bay	315 000
Mong Kok	314 000
Tsim Sha Tsui	292 000
Sheung Shui	269 000
Central	264 000
Lo Wu	230 000
Hung Hom	229 000
Wan Chai	212 000
Kwun Tong	202 000
Sham Shui Po	190 000

Note: The above figures are based on the number of passengers admitted at the respective stations.

All components of the existing MTR network, including railway station structures, platform size, passageways and escalator throughout, are designed to underpin the design capacity of MTR trains, while keeping rail operation safe.

Nevertheless, the MTRCL has been closely monitoring the usage of MTR stations, with a view to providing a comfortable and convenient station environment to passengers. According to the MTRCL's observation, MTR stations can cater for the current passenger flow. The MTRCL also implements passenger flow management measures to ensure smooth station and train operation as well as passenger safety. It also deploys additional manpower to assist passengers and maintain station order during peak hours.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)364

(Question Serial No. 4067)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the matters requiring special attention, please advise this Committee on the work to be done in 2015-16 for the following projects and the expected time of making funding applications to the Legislative Council for their construction:

- (a) Tuen Mun Western Bypass;
- (b) Central Kowloon Route;
- (c) Cross Bay Link;
- (d) Tseung Kwan O-Lam Tin Tunnel;
- (e) Trunk Road T2; and
- (f) widening of Castle Peak Road - Castle Peak Bay.

Asked by: Hon WONG Pik-wan, Helena (Member Question No. 101)

Reply:

- (a) Tuen Mun Western Bypass

The Tuen Mun Western Bypass (TMWB) project is under review taking into account the latest traffic forecast, the views of the Tuen Mun District Council (TMDC) and other stakeholders. The Highways Department (HyD) presented a revised alignment of the TMWB connecting the Tuen Mun Area 40 with Tsing Tin Road to the TMDC on 3 March 2015. The HyD will further review the TMWB project having regard to the latest views of the TMDC. The works programme and estimated project cost for the TMWB are included in the review.

(b) Central Kowloon Route

The HyD is carrying out detailed design and site investigation works for the Central Kowloon Route. We will seek funding from the Finance Committee (FC) in a timely manner for the works in accordance with the established procedures for public works projects.

(c) Cross Bay Link

The Civil Engineering and Development Department (CEDD) is carrying out detailed design and site investigation works for the Cross Bay Link. We will seek funding from the FC in a timely manner for the works in accordance with the established procedures for public works projects.

(d) Tseung Kwan O – Lam Tin Tunnel

The CEDD is carrying out detailed design and site investigation works for the Tseung Kwan O – Lam Tin Tunnel. We will seek funding from the FC in a timely manner for the works in accordance with the established procedures for public works projects.

(e) Trunk Road T2 Project

The CEDD is carrying out detailed design and site investigation works for the Trunk Road T2 project. We will seek funding from the FC in a timely manner for the works in accordance with the established procedures for public works projects.

(f) Widening of Castle Peak Road – Castle Peak Bay

The HyD is carrying out detailed design and site investigation works for the widening of Castle Peak Road – Castle Peak Bay. We will seek funding from the FC in a timely manner for the works in accordance with the established procedures for public works projects.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)365

(Question Serial No. 3783)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the proposals on the provision of hillside escalator links and elevator systems, what are the progress, paid expenditure and estimated expenditure of the various proposals? Which proposal is expected to be the first one for commencement of construction works?

Asked by: Hon WU Chi-wai (Member Question No. 58)

Reply:

The Government established in 2009 a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (hereafter referred to as "hillside escalator links") to determine the priority for conducting preliminary technical feasibility studies for the 20 works proposals received at that time. On this, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the results were reported to the LegCo Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

Subsequently, upon reviewing the manpower resources, the Highways Department (HyD) has commenced the preliminary technical feasibility studies for the proposals ranked eleventh and twelfth. These two studies were completed in the second and third quarters of 2014 respectively. The current progress of the 18 ranked proposals is at **Annex**.

Construction works for two of the 18 ranked proposals have already commenced. The Pedestrian Link at Tsz Wan Shan (ranked first) has been included under the Shatin to Central Link project. Construction works commenced in July 2012 and are scheduled for completion by phases before 2016. The Yuet Wah Street Pedestrian Linkage project (ranked 13th) is being implemented by the Civil Engineering and Development Department under the Kwun Tong Town Centre Redevelopment. Construction works commenced in April 2013 and are scheduled for completion in the fourth quarter of 2015.

The estimated cost for the Pedestrian Link project at Tsz Wan Shan (ranked first) is \$608 million. The estimated cost for the Yuet Wah Street Pedestrian Linkage project (ranked 13th) is \$95 million.

Apart from the two aforesaid proposals under construction, the cumulative expenditure as at end March 2015 for taking forward the other proposals is about \$7 million whereas the estimated expenditure in 2015-16 is about \$17 million.

Current progress of the 18 ranked proposals of the hillside escalator links

Rank	Proposal	Progress of the project
1	Pedestrian Link at Tsz Wan Shan	This link is implemented under the Shatin to Central Link project.
2	Braemar Hill Pedestrian Link	The preliminary technical feasibility study has been completed. The HyD is preparing to engage consultants for the investigation and preliminary design with respect to the selected alignment.
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	The preliminary technical feasibility study, investigation and preliminary design have been completed. The HyD has also commenced the detailed design.
4	Escalator Link and Pedestrian Walkway System at Pound Lane	The preliminary technical feasibility study has been completed. The HyD launched a public consultation in 2013 to gauge public views on the implementation of the project including the alignment. After considering public views and reviewing the original scheme, the HyD consulted the Central and Western District Council on the preliminary refined scheme on 8 January 2015. As the next step, the HyD will further consult the public on the preliminary refined scheme.
5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
6	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.

7	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
8	Pedestrian Link near Chuk Yuen North Estate	The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.
9	Lift and Pedestrian Walkway System at Waterloo Hill	The preliminary technical feasibility study has been completed. The project was gazetted and authorised. The HyD is carrying out the detailed design of the proposal.
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	It is revealed in the preliminary technical feasibility study that the project involves two dangerous private slopes. The HyD will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung	The preliminary technical feasibility study has been completed. The HyD is preparing to engage consultants for the investigation and preliminary design.
12	Lift and Pedestrian Walkway at Luen On Street	The preliminary technical feasibility study has been completed. The HyD is preparing to engage consultants for the investigation and preliminary design.
13	Yuet Wah Street Pedestrian Linkage	This project is being implemented by the Civil Engineering and Development Department under the Kwun Tong Town Centre Redevelopment.
14	Escalator Link System between Hong Sing Garden and Po Hong Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.

14	Lift System between Lai King Hill Road and Princess Margaret Hospital	The ground investigation for construction of lift tower at Princess Margaret Hospital undertaken by the Hospital Authority (HA) has been completed. Pending the investigation results which are being compiled, relevant information will be used for the detailed design of the lift system, which will be undertaken by the HA.
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.
18	Escalator Link System between Sha Tin Sui Wo Court and MTR Fo Tan Station	This proposal would be followed up after the smooth implementation of the higher-ranking proposals.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)366

(Question Serial No. 4800)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the operation of franchised buses, please advise this Committee on the details and expenditure involved in 2015-16 for the work on granting three new franchises for franchised bus services, and whether the new franchises will be granted in the coming year.

Asked by: Hon WU Chi-wai (Member Question No. 106)

Reply:

The current franchises of the Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) (Citybus (Franchise 1)), the New Lantao Bus Company (1973) Limited (NLB) and the Kowloon Motor Bus Company (1933) Limited (KMB) will expire on 1 June 2016, 1 March 2017 and 1 July 2017 respectively. When handling bus franchise applications, the Government's key consideration is whether an applicant is capable of providing a proper and efficient public bus service, and is willing to further invest in franchised bus operation. According to the established practice, an applicant, which has fulfilled the above-mentioned conditions, may be considered for being granted a new franchise for a period of ten years.

For the franchises of the network of the Citybus (Franchise 1) and the NLB, the Government has consulted the Legislative Council (LegCo) Panel on Transport in June 2014 on the way of handling the expiry of the two franchises. Public consultation was carried out between late June and mid-September 2014 to collect views on the requirements of the new franchises. Earlier this year, the Transport Department started discussion with the two incumbent operators on the new franchises, and aims to conclude the discussion in the first half of 2015. Meanwhile, the Government has also started the preparatory work to handle the expiry of the KMB's franchise in July 2017, and will consult the LegCo Panel on Transport when ready.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)367

(Question Serial No. 4801)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the arrangements on the new operating right of the peak tramway, please advise this Committee on the timetable for submitting the new legislative proposal to the Legislative Council (LegCo) for approval and the estimated time required for the relevant work.

Asked by: Hon WU Chi-wai (Member Question No. 107)

Reply:

The current operating right of the peak tramway will expire on 31 December 2015. As for the arrangements for the operating right from 1 January 2016 onwards and long-term operating arrangements for the peak tramway, we consulted the Panel on Economic Development of the LegCo (joined by Members of the Panel on Transport) on 23 March 2015. We plan to submit the Peak Tramway (Amendment) Bill to the LegCo within the first half of 2015 to provide the legal basis for the granting of operating right of the peak tramway from 1 January 2016 onwards and other long-term operating arrangements for the peak tramway.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)368

(Question Serial No. 4802)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding matters in relation to railway development under the Programme, please advise this Committee on:

- (a) any reviews or studies on the future operation and development of the North-west Transit (Light Rail) in 2014-15; if yes, the details and expenditure involved; and
- (b) any reviews or studies on the future operation and development of the North-west Transit (Light Rail) in 2015-16; if yes, the details and expenditure involved.

Asked by: Hon WU Chi-wai (Member Question No. 108)

Reply:

- (a) The MTR Corporation Limited (MTRCL) prepares a five-year programme on the operation of the Light Rail (covering changes in the routes operated, frequencies of service, and vehicle allocation) every year. The Transport Department (TD) provides advice and comments to the MTRCL, having regard to factors such as projected population growth and passenger demand in the areas served by the Light Rail, such that Light Rail service can be better provided to meet passenger demand. Light Rail service was strengthened in 2014 and 2015 (as at the end of March). Specifically, the MTRCL completed refurbishment of its Phase One Light Rail Vehicles with the carrying capacity of overall fleet increased by 8%. In addition, the MTRCL has added a total of 148 trips per week to its Light Rail network and deployed coupled-set Light Rail Vehicles to some high-demand routes since April 2014 to increase overall carrying capacity of the network. Besides, the MTRCL has also extended the service hours of the Light Rail since late September 2014, so that passengers taking the last

train of the West Rail Line of the day to the Northwest New Territories can make Light Rail feeder connections to all 68 stops in the Light Rail network. Starting from late-March 2015, a total of 446 additional train trips will also be added on the Light Rail network per week and more coupled-set Light Rail Vehicles will be deployed on nine Light Rail routes to enhance carrying capacity. The monitoring works are undertaken by the staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- (b) In addition to the five-year programme mentioned in (a), under the Role and Positioning Review (RPR) of the Public Transport Strategy Study (PTSS), the Government will examine, amongst other issues, the long-term development of the Light Rail. Major topics to be covered include the feasibility of increasing carrying capacity with the original design of the Light Rail system; the feasibility of upgrading the design of the existing Light Rail system to increase the carrying capacity; the long-term demand of the Northwest New Territories for public transport services; and the development of various public transport services including Light Rail in meeting such demand. The Government will commence the RPR after the resources and manpower required are approved under the established procedures. A consultant will also be engaged to assist the RPR.

A sum of \$9.5 million has been earmarked for the consultancy study. A total of six time-limited posts will be created for two and a half years at the Transport Branch of the Transport and Housing Bureau and the TD. One is a directorate post of Administrative Officer Staff Grade C (subject to the approval of the Finance Committee) and the other five are non-directorate posts. In 2015-16, a sum of \$6.4 million has been earmarked for the additional staffing resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 7073)

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question:

Upon completion of the cycle track network in the New Territories, what is the Government's plan for the next step? How will the Government facilitate the implementation of its cycling policy in Hong Kong?

Asked by: Hon WU Chi-wai (Member Question No. 90)

Reply:

The Government will continue to strive to promote a "bicycle friendly" environment in the new towns and the new development areas to facilitate the public to ride bicycles for short-distance commuting or leisure purposes. The Transport Department (TD) has also commissioned a consultancy study to, among other things, review the traffic conditions of various bicycle prohibition zones to see whether it is necessary to maintain the prohibition at some of these roads, and whether improvement measures are necessary. The TD will also continue to improve existing cycle tracks and bicycle parking facilities. The Government will continue to work in collaboration with the Road Safety Council to strengthen publicity and education efforts on cycling safety, such as broadcasting education videos and announcements of public interest, providing information on cycling safety on the TD's website, holding carnivals and distributing promotion leaflets, conducting enforcement campaigns targeting misbehaving cyclists, etc.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)370

(Question Serial No. 4879)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for monitoring railway services, assessing the impact of new railways on other public transport modes, and maintaining a co-ordinated network of public transport services along rail corridors. In this connection, please advise this Committee of the following:

- (1) Upon the commissioning of the South Island Line (East) (SIL(E)) and the Kwun Tong Line Extension (KTE), will the TD re-organise the public transport services along the new railway lines? What are the routes, public transport companies, manpower and expenditure involved?
- (2) Upon the commissioning of the SIL(E), pressure will be built up on the MTR Admiralty Station for interchanges with the cross-harbour section of the Tsuen Wan Line. To reduce passenger demand for the already saturated cross-harbour section of the Tsuen Wan Line during peak hours, does the TD have any plans to divert cross-harbour rail passengers to other public transport modes? What are the routes, public transport companies, manpower and expenditure involved?

Asked by: Hon CHAN Chi-chuen (Member Question No. 131)

Reply:

- (1) Prior to the opening of new railways, the TD will assess the impact of the new railway lines on the road-based public transport services, and formulate public transport re-organisation plans (PT Plans) to better suit the travelling needs of passengers and improve the operating efficiency of the public transport network.

The TD has commenced consultations with the District Councils concerned on the PT Plan in relation to the SIL(E) in July 2013. Changes were made to the PT Plan in response to the comments received. The latest proposed PT Plan for the SIL(E) involves rationalisation of some 46 franchised bus routes and 17 green minibus routes.

The PT Plan to tie in with the opening of the KTE is being developed. Local consultation will be conducted once ready.

Two time-limited posts have been created in the TD to assist in handling the PT Plans related to the new railway lines from 2013 to 2015. The annual staff costs of the two posts, in terms of notional annual mid-point salary, are as follows:

Rank	Number of Post	Annual Staff Cost (\$)
Senior Transport Officer	1	896,280
Transport Officer I	1	651,180

- (2) The new patronage brought by the SIL(E) during the morning peak hours will mainly be commuters going northward from the Island South to Kowloon or the New Territories via the Tsuen Wan Line (TWL) and those heading eastward for the Island East via the Island Line (ISL). Currently, passenger movements of the TWL and the ISL are mainly southward and westward respectively toward Central in the morning peak hours. Hence, these two major passenger flows go just in the opposite directions. In the evening peak hours, commuters of the SIL(E) also move in the other direction of the major passenger flows of the TWL and the ISL. Despite there being an increase brought by the opening of the SIL(E) to the overall passenger trips along the ISL, the impact of the new patronage brought by the SIL(E) on the cross-harbour section of the TWL should not be significant.

In any event, to help meet the passenger demand for cross-harbour services, there are 78 cross-harbour franchised bus routes (of which 61 are regular services and 17 are peak-only services) serving alongside the most crowded cross-harbour sections of the railway. In addition, there are another 70 peak-only non-cross-harbour routes meeting the high passenger demand during the peak periods. Under the PT Plan to tie in with the opening of the SIL(E), no existing cross-harbour services would be cancelled, apart from some proposals for adjustments of routings and frequencies to help improve the overall operating efficiency of the cross-harbour bus network. The TD will continue to monitor the situation and make adjustments as and when necessary. Apart from the aforesaid two time-limited posts that have been created in the TD to assist in handling the PT Plans related to the new railway lines, the tasks for the monitoring and planning of public transport services are carried out by staff in the Regional Offices and the Bus and Railway Branch of the TD as part of their normal duties.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)371

(Question Serial No. 3889)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Upon cancellation of the passenger service licence (PSL) of residents' services (RS) of the Allways Garden earlier, there was a need for introduction of a green minibus (GMB) Route 84 to facilitate residents going to the Tsuen Wan town centre. In this regard, would the Government advise on:

- (a) the criteria in examining the grant of the PSL for operating the RS for the Allways Garden and the manpower and expenditure involved;
- (b) the criteria in examining the introduction of GMB Route 84 and the manpower and expenditure involved; and
- (c) whether the Government has any measures to monitor the service quality of GMB Route 84. If yes, what are the details and the manpower and expenditure involved? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 52)

Reply:

Under the existing transport policy, non-franchised buses (NFB) play a supplementary role in the public transport system. Its role is to fill the gaps of passenger demand that cannot be met by the regular public transport carriers primarily during peak hours, and to provide feeder service to nearby railway station or public transport interchange. Under the current regulatory regime, an NFB operator needs to apply to the Transport Department (TD) for service endorsement for a particular transport service, such as residents' service (RS), in order to provide such service. In processing an application for the PSL for the RS, the TD will consider the availability and adequacy of other public transport services for the residential development concerned, and whether the RS would pose significant adverse impact on regular transport services or cause traffic congestion.

Before June 2013, the Allways Garden was served by five franchised bus routes, three RS and a private light bus service plying between the Allways Garden and the Tsuen Wan town centre. In June 2013, the management of the Allways Garden ceased operating the private light bus service. GMB Route 84 plying between the Allways Garden and Chung On Street in Tsuen Wan was therefore introduced to fill the gap of passenger demand. In considering the introduction of the GMB Route 84, the TD has taken into account factors including the genuine need for such service, the level of transport service already provided or planned by other public transport operators, and the traffic conditions in the areas where the service is to be provided.

GMB Route 84 should operate according to the timetable, routeing and fares approved by the TD. The TD carries out regular and ad hoc surveys to monitor the service level of the route. The service level and quality of the GMB service is also subject to assessment from time to time.

The work involved in the planning, introduction and monitoring of the GMB services is absorbed by the existing manpower of the TD. There is no separate breakdown of expenditure for the work concerned.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)372

(Question Serial No. 3891)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The population of the Kwai Tsing district has been increasing in recent years but there is no increase in traffic and transport facilities. Will the Government advise whether a district traffic assessment and robustness testing will be conducted for the Kwai Tsing district? If yes, please provide the details and the manpower and expenditure involved. If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 54)

Reply:

The Transport Department (TD) has been closely monitoring the traffic and transport conditions of the Kwai Tsing district, and the impact of new developments on the traffic and public transport services serving the district. For any proposed new major development, the project proponent will be required to conduct a Traffic Impact Assessment (TIA) to assess the impact of the development on the traffic condition and performance of the nearby road networks with due regard to the cumulative impact of committed developments in the vicinity, and to propose road improvement works if necessary. The proponent will also be required to assess the changes in passenger demand arising from the developments, and to examine the additional public transport services required to cope with the new demand. The TIA will be conducted to the satisfaction of the TD, and it will also be vetted by relevant departments. If the proposed development requires the amendment of the Outline Zoning Plan (OZP), the findings and recommendations of the TIA, together with other planning assessments accepted by the relevant departments, will form the basis for formulating the proposed development parameters to be incorporated into the OZP. If the OZP is approved by the Town Planning Board, the project proponent will be responsible for the design and implementation of the identified traffic and transport improvement measures to the satisfaction of the TD. In the case of land grants, the improvement measures required to alleviate the identified adverse traffic impacts arising from the proposal will be incorporated into the land lease as appropriate.

For instance, for the public housing development at the ex-Kwai Chung Police Married Quarters site which is scheduled for completion in 2017, road improvement works were identified in the TIA for the junctions at Kwai Foo Road / Kwai Chung Road and Kwai Yik Road / Kwai Chung Road to alleviate the associated traffic impact. The TD will liaise with the project proponent to ensure that the planned improvements are implemented in a timely manner. Another case in point is the Kwai Luen Estate development where three pedestrian crossings were added, and the relevant public transport operators were urged to strengthen their services to tie in with the increase in demand. At present, the Kwai Luen Estate is served by seven franchised bus routes and nine green minibus routes. According to the TD's surveys, the current public transport services can meet the passenger demand in general. The existing traffic and pedestrian flow conditions are also satisfactory.

The TD will continue to monitor the traffic condition and the public transport demand arising from existing and new developments in the Kwai Tsing district. The TD will plan and implement improvement measures as necessary. The above-mentioned work is absorbed as part of the regular work by the staff of the TD. There is no breakdown of the expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)373

(Question Serial No. 3892)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Some locals have reflected that cycle parking spaces near the Cheung Chau Ferry Pier are not properly managed. In this connection, will the Government advise:

- (a) What is the number of cycle parking spaces near the Cheung Chau Ferry Pier? What are the manpower and expenditure involved in managing the cycle parking spaces?
- (b) Will the Government have any measures to improve the current cycle parking situation? If yes, what will be the manpower and expenditure involved? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 55)

Reply:

There are about 470 bicycle parking spaces near the Cheung Chau Ferry Pier. It is noted that some bicycle parking spaces there are sometimes occupied by abandoned bicycles or other articles, which reduce the availability of parking spaces for bicycle users. To address this problem, relevant departments, including the Transport Department (TD), the Lands Department, the Food and Environmental Hygiene Department and the Hong Kong Police Force, conduct joint clearance actions co-ordinated by the Islands District Office from time to time to tackle the improper occupation of parking spaces. In addition, the TD will continue to identify suitable locations for provision of additional bicycle parking spaces, as long as road safety and other road users are not affected. The manpower and expenditure of the TD in respect of the above work is absorbed as part of the regular expenditure of the Department. There is no separate breakdown of the expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3893)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

According to the local community members, renovation works are being carried out at the Cheung Chau Ferry Pier (the Pier). In this regard, would the Government advise on:

- (a) the details of the renovation works at the Pier; and the manpower and expenditure involved in the works; and
- (b) whether the Government will take any measures to alleviate the crowded situation of the Pier in addition to the renovation works. If yes, what are the manpower and expenditure involved? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 56)

Reply:

- (a) The Architectural Services Department (ArchSD) is carrying out renovation works at the Pier. The works include increasing the waiting area of the Pier through re-organising the layout of the ticket counters and the associated ticket gates and fences; demolishing the abandoned rooms in the Pier to further enlarge the waiting area and facilitate better passenger flow; improving ventilation within the Pier; modifying the existing toilets at the Pier with a view to improving accessibility for the disabled; as well as constructing a new cantilevered canopy to provide cover for passengers waiting outside the Pier from inclement weather. The works are scheduled to be completed in May 2015, and the project cost is about \$11 million. The monitoring and management of the project is absorbed by the existing manpower of the ArchSD.
- (b) The Transport Department has been liaising with the ferry operator concerned to implement appropriate operational arrangements (e.g. re-arranging the fencing of the waiting area and passenger queues) in order to fully utilise the space of the renovated Pier. With the completion of the renovation project, the current crowded situation of the Pier during peak hours and on festival days could be alleviated.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)375

(Question Serial No. 3894)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is noted that the Government is conducting a tender exercise for the "Cheung Chau – Aberdeen" ferry service. In this regard, would the Government advise on:

- (a) the details of the tender exercise; and the manpower and expenditure involved; and
- (b) the measures that will be taken by the Government to monitor the operation of the ferry service after the completion of the tender exercise; and the manpower and expenditure involved.

Asked by: Hon CHAN Han-pan (Member Question No. 57)

Reply:

- (a) The Transport Department (TD) conducted two tender exercises in September and October 2014 with a view to selecting a suitable ferry operator to operate a proposed new licensed ferry service plying between Cheung Chau and Aberdeen. No tender submission was received in both exercises. After the conclusion of the second tender exercise, the TD received an application from a ferry operator to operate the proposed ferry service. Since no other operator in the market has expressed interest to operate the said ferry service, the TD plans to issue the licence direct to the ferry operator concerned. Subject to the result of the local consultation, and the satisfactory completion of the necessary licensing and gearing up arrangements, the TD plans to introduce the new ferry service in mid-2015. The work involved in the tender exercises and the introduction of the new ferry service is absorbed by existing resources and manpower of the TD.
- (b) As with all other licensed ferry services, the TD will monitor the service and operation of the new ferry route after the service is introduced. The TD will scrutinise monthly operating reports submitted by the operator, and conduct regular and ad-hoc surveys and inspections to monitor the passenger demand and level of service provided, as well

as the operator's compliance with the service requirements. The TD will also maintain close liaison and work with the operator to make service adjustments where necessary to ensure a proper and efficient service. Further, the TD will examine passenger suggestions and complaints, and take follow-up actions as appropriate. The work arising from this additional ferry service will be absorbed by existing resources and manpower of the TD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3895)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The population of the Tung Chung new town has been increasing. In this connection, will the Government advise:

- (a) whether a district traffic assessment will be carried out for the Tung Chung new town. If yes, what are the manpower and expenditure involved and the details. If no, what are the reasons?
- (b) whether an assessment of the capacities of nearby roads and public transport will be carried out for the North Lantau Hospital (NLH) which commenced operation last year. If yes, what are the manpower and expenditure involved and the details. If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 58)

Reply:

The Transport Department (TD) has been closely monitoring the traffic and transport conditions of Tung Chung, and the impact of new developments on the traffic and public transport services serving the area. For any proposed new major development, the project proponent will be required to conduct a Traffic Impact Assessment (TIA) to assess the impact of the development on traffic and performance of the nearby road networks, with due regard to the cumulative impact of committed development in the vicinity, and to propose road improvement works, if necessary. The proponent will also be required to assess the changes in passenger demand arising from the developments, and to examine the additional public transport services required to cope with the new demand. The TIA will be conducted to the satisfaction of the TD, and it will also be vetted by relevant departments. If the proposed development requires the amendment of the Outline Zoning Plan (OZP), the findings and recommendations of the TIA, together with other planning assessments accepted by the relevant departments, will form the basis for formulating the proposed development parameters to be incorporated into the OZP. If the OZP is approved by the

Town Planning Board, the project proponent will be responsible for the design and implementation of the identified traffic and transport improvement measures to the satisfaction of the TD. In the case of land grants, the improvement measures required to alleviate the identified adverse traffic impacts arising from the proposal will be incorporated into the land lease as appropriate.

The Civil Engineering and Development Department and the Planning Department have jointly started a study on the Tung Chung New Town Extension, that includes a TIA on the impact of the proposed and committed developments on the traffic of the adjoining road network. The TIA, which forms part of a comprehensive engineering feasibility study, will be conducted to the satisfaction of the TD, and the procedures for the amendment of the related OZP described above will follow.

The NLH has commenced operation in September 2013, and extended its service to 24 hours since September 2014. At present, the NLH is served by 21 franchised bus routes en-routeing Chung Yan Road. Five of them provide overnight services. The TD has been closely monitoring the traffic condition of the nearby road network and the passenger demand for public transport services for the NLH. Traffic flow on the nearby road network is generally smooth. According to the TD's surveys, the current public transport services can meet passenger demand in general.

The TD will continue to monitor the traffic condition and the public transport demand arising from existing developments, including the NLH and new developments in the Tung Chung area. The TD will plan and implement improvement measures as necessary. The above-mentioned work is absorbed as part of the regular work by the staff of the TD. There is no breakdown of the expenditure for such work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)377

(Question Serial No. 3898)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

While population intake has taken place in the Kwai Luen Estate in the Kwai Tsing district, the residents complain about inadequate provision of transport facilities from time to time. Will the Government review the transport facilities for the area concerned? If yes, please provide the details and the manpower and expenditure involved. If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 61)

Reply:

The Kwai Luen Estate – Phase I is located on Kwai Luen Road and Phase II on Kwai Shing Circuit. A lift tower and a link bridge have been built to provide a convenient pedestrian link between the two phases. Footpaths are also provided on both sides of Kwai Luen Road and Kwai Shing Circuit with pedestrian crossings suitably located. The Transport Department (TD) has been closely monitoring the provision of public transport services and related facilities for the area, and finds that such provision is adequate in general.

As regards public transport services, residents of the Kwai Luen Estate may make use of the franchised bus services and green minibus services at the two bus termini (one at each end on Kwai Luen Road) or the en-route stops on Kwai Shing Circuit. There are currently seven franchised bus routes and six green minibus routes providing services from / to Tsuen Wan, Kwai Hing, Kwai Fong, Yau Tsim Mong, Sha Tin and Lam Tin. According to the TD's surveys, the current public transport services can meet the passenger demand in general.

The TD will continue to monitor the traffic and transport arrangements of the area and will implement improvement measures as necessary. The work is undertaken by the staff of the TD as part of their day-to-day duties. No additional manpower or resource is required.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3905)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

A number of water mains bursts happened in the vicinity of Wo Yi Hop Road last summer and the local traffic was affected. In this connection, will the Government advise whether it will consider restructuring the traffic network and routings of public transport of the whole district, so that its traffic would not be paralysed when incidents occurred on Wo Yi Hop Road? If yes, what are the manpower, expenditure and details involved? If no, what are the reasons?

Asked by: Hon CHAN Han-pan (Member Question No. 68)

Reply:

Wo Yi Hop Road can be broadly divided into the northern section and the southern section at its junction with Cheung Wing Road. In the event that there are incidents affecting traffic flow in the southern section, motorists may make use of Lei Muk Road, Ta Chuen Ping Street, Tai Loong Street and Castle Peak Road which are connected to Wo Yi Hop Road. If there are incidents affecting the northern section, motorists may make use of Cheung Pei Shan Road or Cheung Wing Road as alternative routes. When incidents occur, the Transport Department (TD) will closely monitor the traffic situations, co-ordinate with the relevant public transport operators for diversion of the affected franchised and green minibus routes, as well as adjust the timing of traffic signals in order to minimise the impact on the traffic. Motorists and the public will also be notified of the special traffic and transport arrangements. We believe that the above work can help ease the affected traffic when incidents occur on Wo Yi Hop Road.

The work is absorbed as part of the regular work of the staff of the TD. There is no breakdown for the manpower and expenditure for the work.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)379

(Question Serial No. 5705)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding improvement of air quality in Hong Kong:

- (a) the Government in the "A Clean Air Plan for Hong Kong" said that it would set up pedestrian precincts where appropriate. In this regard, what are the Government's work plan, programme, expenditure and manpower resources involved in the coming two years?
- (b) in the past three years, has the Government conducted any overseas visits for setting up of pedestrian precincts or public space for pedestrians? If yes, what were the details, results, number of participating officers and their titles, expenditure and manpower resources involved? If no, will the Government make reference to the experience of overseas cities?
- (c) it was noted that in 2003, the Hong Kong Institute of Planners (HKIP) raised the idea of setting up a "tram and pedestrian only" precinct at Des Voeux Road Central. Was the Government aware of the HKIP's idea? If yes, did the Government contact or discuss with the HKIP about their idea? Did the Government study its feasibility? What were the expenditure and manpower resource involved? If no, will the Government plan to study the idea concerned? If a study will be carried out, please advise the annual manpower and resource requirements in the next two years and the programme and details of the study.

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 156)

Reply:

- (a) The Transport Department (TD) will continue to implement measures to improve the pedestrian environment at suitable locations under the management of the TD. In the coming two years, the TD will continue with the traffic calming works at Woosung Street between Kansu Street and Nanking Street in Jordan, and start the traffic calming

works to improve the walking environment at Dundas Street between Nathan Road and Fa Yuen Street in Mong Kok in mid-2015. The total cost of the above works is about \$2.3 million. Regarding the manpower required, as the works are absorbed as part of the regular duties of the Department's staff, there is no breakdown for such work.

- (b) In the past three years, the TD did not arrange any overseas duty visits solely for studying the setting up of pedestrian precincts. However, the TD has been closely monitoring overseas experience in improving the pedestrian environment. When considering measures to improve the pedestrian environment, the TD will make reference to overseas experience as appropriate, having regard to local characteristics.
- (c) Further to the views expressed in 2003, the HKIP put forward a proposal on a "tram and pedestrian precinct" at Des Voeux Road Central to the Government in 2014. Bureaux and departments concerned have been examining the feasibility of the proposal from various perspectives. The TD will comment on the proposal from the transport management perspective.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)380

(Question Serial No. 6458)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the bus route rationalisation plans on the Hong Kong Island, please advise this Committee:

- (a) Apart from the bus route rationalisation plans to tie in with the commissioning of the West Island Line (WIL) and the South Island Line East (SIL(E)), will the Transport Department (TD) carry out re-organisation of other bus routes serving the Hong Kong Island and cross-harbour bus routes in 2015-16? If yes, what are the details?
- (b) The Sai Ying Pun Station of the WIL is expected to open at the end of March this year. By that time, bus route rationalisation plans to tie in with the commissioning of the WIL will be completed. Will the TD conduct follow-up surveys on the relevant bus route rationalisation plans in 2015-16 to examine the impact of re-organisation on bus passengers and road traffic of the Western district? If yes, what are the specific plan and work schedule?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 268)

Reply:

- (a) Apart from the public transport reorganisation plan to tie in with the opening of the WIL and the SIL(E), the TD would assess the bus route planning programmes (RPPs) submitted by franchised bus companies as an annual exercise. This is an ongoing task of the TD. For 2015-16, the RPPs for the Hong Kong Island and cross-harbour bus routes include proposals of new supplementary routes, route extension or adjustment, frequency adjustment, change of terminal point and extension of operating hours, etc. A summary of these proposals is at Annex.
- (b) After the full opening of the WIL, the TD will engage contractors to carry out follow-up surveys to assess the service level and passenger demand in respect of public transport services affected. Furthermore, the TD will continue to keep in view the operation of public transport services and may suitably adjust the services taking into account the passenger demand.

**2015-16 Bus Route Planning Programme
for the Hong Kong Island and Cross-harbour Routes**

Bus Company	Route Number	Origin - Destination	Content
Hong Kong Island Routes			
NWFB	9	Shau Kei Wan - Shek O	Route extension in swimming season
CTB	11	Central (Central Ferry Piers) – Jardine's Lookout (Circular)	Frequency improvement
NWFB	15B	Tin Hau Station - The Peak	Route extension
NWFB	15C	Central Ferry Piers (Pier 6) – Garden Road (Lower Peak Tram Station)	Cancellation of special departures
NWFB	18P	Kennedy Town (Belcher Bay Temporary Bus Terminus) – North Point (Healthy Street Central / North Point Ferry)	Route extension
CTB	25A	Wan Chai (Hong Kong Convention and Exhibition Centre Extension) – Braemar Hill (Circular)	- Vehicle conversion - Frequency reduction
NWFB	26	Lai Tak Tsuen – Hollywood Road (Circular)	Vehicle conversion
CTB	37B	Chi Fu Fa Yuen – Central (Circular)	- Introduction of special departures - Frequency reduction
CTB	76	Shek Pai Wan Estate Public Transport Interchange – Causeway Bay (Moreton Terrace)	- Conversion to circular service - Frequency reduction on non-school days
CTB	77	Tin Wan Estate – Shau Kei Wan	- Adjustment in routing - Frequency reduction
CTB	85	Siu Sai Wan (Island Resort) – Braemar Hill (Circular)	Adjustment in routing
CTB	99	South Horizons – Shau Kei Wan	Frequency reduction
CTB	99X	South Horizons / Ap Lei Chau Main Street to Sai Wan Ho (Tai Hong Street)	- Frequency improvement - Extension of operating hours
CTB	511	Central (Central Ferry Piers) – Jardine's Lookout (Circular)	- Route truncation - Frequency reduction
CTB	592	South Horizons – Causeway Bay (Moreton Terrace)	Frequency improvement
NWFB	720	Sai Wan Ho (Grand Promenade) – Central (Macau Ferry)	Adjustment in routing

Bus Company	Route Number	Origin - Destination	Content
Cross Harbour Routes			
CTB/KMB	102	Mei Foo - Shau Kei Wan	Frequency reduction
CTB/KMB	102P	Mei Foo - Shau Kei Wan	Frequency improvement
CTB/KMB	182	Yu Chui Court – Central (Macau Ferry)	- Introduction of a new supplementary route - Frequency reduction
NWFB/KMB	305	Mei Tin Estate to Sheung Wan	Adjustment in routing
KMB	373	Sheung Shui – Sheung Wan	- Adjustment in routing - Introduction of new supplementary routes
KMB	373A	Sheung Shui (Wah Ming) – Wanchai (Harbour Road)	Frequency improvement
CTB/KMB	619	Shun Lee – Central (Macau Ferry)	Frequency improvement
CTB/KMB	619X	Shun Lee to Central (Macau Ferry)	Frequency improvement
CTB/KMB	621	Laguna City – Central (Hong Kong Station Public Transport Interchange)	Frequency reduction
CTB/KMB	678	Sheung Shui – Causeway Bay (Eastern Hospital Road)	Frequency improvement
NWFB	682A	Ma On Shan Rown Centre to Siu Sai Wan	- Relocation of terminal point - Frequency improvement
NWFB	682B	Shui Chuen O to Siu Sai Wan	- Relocation of terminal point - Frequency improvement
NWFB	682P	Ma On Shan (Lee On / Wu Kai Sha Station) to Chai Wan (East)	- Adjustment in routing - Frequency improvement
NWFB/KMB	905	Wan Chai Ferry Pier – Lai Chi Kok	- Relocation of terminal point
CTB	930	Wan Chai Ferry Pier – Tsuen Wan (Discovery Park Bus Terminus)	- Introduction of a new supplementary route
CTB	930A	Tsuen Wan West Station Public Transport Interchange – Wan Chai Ferry Pier	Adjustment in routing
KMB	934	Bayview Garden - Wan Chai	Introduction of a new supplementary route
NWFB/KMB	948	Cheung On to Causeway Bay (Tin Hau) Causeway Bay (Tin Hau) to Cheung Wang	Frequency reduction
NWFB/KMB	948P	Cheung On to Causeway Bay (Tin Hau)	- Adjustment in routing - Frequency improvement
NWFB/KMB	948X	Cheung Wang to Causeway Bay (Tin Hau)	Adjustment in routing

Bus Company	Route Number	Origin - Destination	Content
CTB	962C	Quarry Bay (King's Road opposite to Sunway Gardens) to Tuen Mun (Lung Mun Oasis)	Frequency improvement
CTB	962S	Tuen Mun (Chi Lok Fa Yuen) to Causeway Bay (Moreton Terrace)	Frequency improvement
CTB	969A	Tin Shui Wai Town Centre – Admiralty (Lippo Centre) / Hennessy Road (West of Fleming Road)	Frequency reduction
CTB	E11	Causeway Bay (Tin Hau) – AsiaWorld-Expo	Adjustment in routing

Legend:

- CTB - Citybus Limited
KMB - The Kowloon Motors Bus Company (1933) Limited
NWFB - New World First Bus Services Limited

- End -

CONTROLLING OFFICER'S REPLY

THB(T)381

(Question Serial No. 6459)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government will take over the management of the Eastern Harbour Crossing (EHC) upon expiry of the franchise in 2016. In this regard, please provide the following information:

- (a) Will the Transport Department (TD) prepare for the take-over of the EHC in 2015-16? If yes, what are the work plan, timetable and estimated expenditure involved?
- (b) Upon take-over of the EHC in 2016 by the Government, traffic diversion can be achieved through adjustments of the tolls of both the Cross-Harbour Tunnel (CHT) and the EHC or other measures. Will the TD conduct studies and consultations on the relevant toll adjustments or other measures and formulate specific measures in 2015-16? If yes, what are the specific work plan and timetable? If no, what are the reasons?

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 269)

Reply:

- (a) The TD, in collaboration with other relevant government departments, has already started the preparatory work for the take-over of the EHC. The major preparation work includes reviewing the maintenance requirements of the structure and operating equipment and systems and the procedures for operating the tunnel, etc. The work involved is undertaken by a new EHC section in the TD with one Chief Transport Officer, one Senior Transport Officer, one Transport Officer II and one Contract Treasury Accountant. The total estimated expenditure involved is about \$3.3 million in 2015-16.
- (b) The Government is committed to implementing appropriate measures to rationalise traffic distribution among road harbour crossings (RHCs) to alleviate road traffic congestion. To that end, the Government considers toll adjustment an effective tool

to rationalise the RHC traffic. That said, it is necessary to consider a number of factors before implementing any toll adjustment at the RHCs, such as the capacity of the connecting roads concerned after the rationalisation and traffic impact on the relevant districts. To avoid causing an adverse impact on the connecting roads in the vicinity of the RHC, the Government considers it more appropriate to include the Western Harbour Crossing (WHC) in any traffic rationalisation scheme. The commissioning of the Central-Wan Chai Bypass (CWB) will help ease the congestion of the connecting roads of the WHC, thus providing a basis for the Government to consider toll adjustment at the WHC as a possible option in a traffic rationalisation scheme. As such, no public consultation exercise on rationalising the RHC traffic will be conducted in 2015-16.

From now until the CWB comes into operation, the TD will closely monitor the traffic situation at all the RHCs and their neighbouring areas, and implement further traffic management measures when necessary, which include the continual development of intelligent transport systems to enhance the road network efficiency and more efficient distribution of traffic information. The Government will also study how to enhance the cross-harbour bus network efficiency, and encourage the operators to provide more bus-bus interchange concessions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)382****(Question Serial No. 6461)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the number of vehicle licences in Hong Kong, would the Transport Department (TD) advise on the following:

- (a) the numbers of registered vehicles of different vehicle classes in Hong Kong in the past five years; please provide a breakdown of the numbers by year and vehicle class;
- (b) the numbers of trade licences in Hong Kong in the past five years; please provide a breakdown of the numbers by year and vehicle class; and
- (c) in 2015-16, whether the TD will conduct research and consultation as to whether restriction should be imposed on the number of vehicles and the number of vehicle licences issued in Hong Kong; if affirmative, please provide the concrete plan and schedule of work.

Asked by: Hon CHAN Ka-lok, Kenneth (Member Question No. 271)Reply:

- (a) The numbers of registered vehicles by class as at the end of each of the past five years are as follows:

Vehicle class	2014	2013	2012	2011	2010
Motor cycles / Tricycles	63 860	60 180	57 368	55 286	53 823
Private cars	541 751	517 997	494 646	471 685	449 400
Taxis	18 138	18 138	18 138	18 138	18 138
Franchised public buses	5 845	5 850	5 788	5 821	5 796
Non-franchised public buses	7 053	7 054	7 055	7 071	7 065
Private buses	592	581	558	499	505

Vehicle class	2014	2013	2012	2011	2010
Public light buses	4 350	4 350	4 350	4 350	4 350
Private light buses	3 021	2 793	2 463	2 216	2 093
Light goods vehicles	73 865	79 478	76 265	74 442	72 847
Medium goods vehicles	37 529	40 720	39 272	38 978	38 588
Heavy goods vehicles	5 148	4 908	4 346	3 750	3 340
Special purpose vehicles	1 758	1 722	1 620	1 556	1 466
Government vehicles	6 289	6 305	6 240	6 297	6 315
Total	769 199	750 076	718 109	690 089	663 726

- (b) The numbers of valid trade licences as at the end of each of the past five years are as follows:

Type of trade licence	2014	2013	2012	2011	2010
Non-left-hand drive vehicles	2 599	2 549	2 603	2 490	2 350
Left-hand drive vehicles	54	63	60	Not applicable*	Not applicable*

- * Trade licence for left-hand drive vehicles was introduced after the passage of the Road Traffic (Registration and Licensing of Vehicles) (Amendment) (No. 2) Regulation 2012 which took effect from 9 July 2012.

- (c) Restricting the number of vehicles or the number of vehicle licences issued requires putting in place some form of quota system. Any vehicle quota system is contentious. The Government must carefully assess the pros and cons of the policy and its impact on the public. If the Government is to consider implementing a vehicle quota system in future, it will fully consult various stakeholders and the community. The Government has no plan to conduct research or consultation in this regard in 2015-16.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)383

(Question Serial No. 4503)

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:

It is indicated in the Budget Speech that the Government will waive the fees for vehicle examination once for the renewal of vehicle licences of taxis, light buses, franchised and non-franchised buses, goods vehicles, trailers and special purpose vehicles within a year. Please give an account of the operating expenses, publicity expenses, establishment and salary expenses involved in 2015-16.

Asked by: Hon CHAN Wai Yip, Albert (Member Question No. 101)

Reply:

Vehicle examination of the vehicles concerned will be carried out by the existing staff as part of their normal duties. No additional staff costs would be incurred for the implementation of the one-off waiver of vehicle examination fees. For notifying the vehicle owners concerned, it is estimated that some \$100,000 would be spent on publicity.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)384

(Question Serial No. 4504)

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:

In line with the user-pay principle, fees for various licences were revised upward by the Government in recent years. As the Administration and Licensing Branch (ALB) under the Transport Department (TD) is responsible for adjusting the licensing fees, will the Government inform this Committee of the operating expenses, establishment and estimated annual personal emoluments of the ALB in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 102)

Reply:

The operating expenditure of the Licensing Section of the TD, which is responsible for licensing of vehicles and drivers (including revision of relevant licence fees), is estimated to be \$22 million in 2015-16.

In 2015-16, the Licensing Section will have an establishment of 252. The total estimated annual personal emoluments (in notional annual mid-point salary value) in 2015-16 are around \$73 million.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)385

(Question Serial No. 4506)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under Matters Requiring Special Attention in 2015-16 of this Programme, the Government has indicated that it would continue to rationalise and improve bus services to enhance quality and efficiency, and to help relieve congestion and reduce road-side emission. In this connection, please advise this Committee of the following:

- (1) What was the number of bus routes cancelled and frequency reduced through bus service rationalisation and improvement in the past year? What was the number of bus routes cancelled involving the Yuen Long, Tuen Mun, Islands, Tsuen Wan and Kwai Tsing districts?
- (2) Did the Government evaluate the volume of emission reduced through bus service rationalisation and improvement in the past year?
- (3) What is the number of bus routes planned to be cancelled in 2015-16 to achieve bus service rationalisation and improvement?
- (4) What are the manpower involved in the above duties and the estimated annual salaries in 2015-16?

Asked by: Hon CHAN Wai-yip, Albert (Member Question No. 104)

Reply:

- (1) After implementation of the bus route rationalisation proposals, seven bus routes were cancelled and 99 frequency reduction proposals were implemented in the territory in 2014. Among the seven cancelled routes, one route provided service in Tsuen Wan and another route in Yuen Long. No bus route was cancelled in the Tuen Mun, Islands and Kwai Tsing districts. As regards the 99 frequency reduction proposals, 28 proposals involved the bus routes in the Yuen Long, Tuen Mun, Islands, Tsuen Wan and Kwai Tsing districts.

- (2) The Environmental Protection Department (EPD) does not separately assess the reduced emissions solely brought about by bus route rationalisation. Rather, it has been monitoring the overall changes in roadside air quality to have a better understanding on different major emission sources and implementing relevant measures to reduce vehicular emissions. Such measures include deploying roadside remote sensing equipment to monitor emissions from petrol and liquefied petroleum gas vehicles, retrofitting Euro II and III franchised buses with selective catalytic reduction devices, and implementing an incentive-cum-regulating scheme to phase out around 82 000 pre-Euro IV diesel commercial vehicles by end 2019. According to the air quality monitoring data provided by the EPD, the concentration of roadside respirable suspended particulates (PM10) has reduced by an average of 18% in 2014 as compared with 2009. Moreover, instead of increasing with ambient ozone levels, nitrogen dioxide (NO₂) at the roadside fell by 7%, showing that the measures to reduce vehicular emissions have produced some results.
- (3) Under the 2015-16 bus route planning programmes, the TD and the franchised bus companies have proposed 110 rationalisation items, including 14 route cancellation and 78 frequency reduction proposals. At the same time, a total of 100 improvement items, including introduction of five new routes and 57 frequency improvement proposals, have been planned. Consultation on these proposals is underway and is expected to be completed in around mid-2015.
- (4) The processing of the bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the TD and the work involved is undertaken by the existing staff as part of their normal duties.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)386

(Question Serial No. 3564)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Government indicates that it will maintain close collaboration with the public transport operators to improve the accessibility of transport facilities to facilitate more convenient use of the public transport services by persons with disabilities. Please advise on the following:

Buses in Kowloon and on the Hong Kong Island have not been fully replaced by buses with low floor. Has the Government set any deadlines for vehicle replacement? If yes, what are the details? If no, what are the reasons?

In connection with the preceding question, please advise whether there are penalties to be imposed on the bus companies for not meeting the target before the deadlines? If yes, please give details. If no, please provide the reasons.

Currently, public light buses (PLBs) and tourist buses have not been equipped with wheelchair-accessible facilities. Has the Government reserved any provision for subsidising the introduction of wheelchair-accessible PLBs and wheelchair-accessible tourist buses? If yes, please give details. If no, please provide the reasons.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 70)

Reply:

The Transport Department (TD) has required all franchised bus companies to make low-floor and wheelchair-accessible design a standard specification when acquiring new buses as the operating situation permits. At present, among the 5 810 licensed franchised buses that are operating in the territory, about 4 620 or 80% of them are wheelchair-accessible with low floor. According to the current bus replacement

programmes, it is expected that all franchised buses (except those operated by the New Lantao Bus Company (1973) Limited (NLB) in South Lantau^{Note}) will be replaced by low floor wheelchair-accessible buses by 2017. The TD will closely monitor the progress of replacement to ensure adherence to the programme.

At present, some non-franchised buses and private light buses (e.g. private buses owned by charity organisations) are equipped with wheelchair-accessible facilities for use by wheelchair-bound persons. The Government has been encouraging the public transport sector to introduce different vehicle models to enhance the quality of public transport services. There is no legal restriction for the vehicle models of buses and light buses to be used by the trades. It is a commercial decision for the public transport bus and light bus operators to use certain vehicle models, having regard to the various factors, such as vehicle prices, operating costs, passenger demand and suitability of the models for operations in Hong Kong. The Government has no plan at this moment to subsidise the acquisition of low-floor wheelchair accessible vehicle models of public bus and PLBs.

- End -

Note: This is because low-floor buses are not suitable for operation on some roads with steep gradient and sharp bends in South Lantau. The NLB can therefore only procure wheelchair-accessible low-floor buses for use on bus routes not covering such roads.

CONTROLLING OFFICER'S REPLY**THB(T)387****(Question Serial No. 3383)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Will the Government inform this Committee of the following:

What were the numbers of applications approved for direct issue of a Hong Kong full driving licence on the strength of a Mainland driving licence in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	Number (No.) of Mainland driving licences approved for direct issue of Hong Kong driving licences	No. of applications rejected	Cumulative no. of Mainland driving licences approved for direct issue of Hong Kong driving licences	Rank of staff	No. of staff	Related expenses
2012-13						
2013-14						
2014-15						

How many left-hand-drive (LHD) vehicles from the Mainland were registered and licensed in Hong Kong in the past three years? Please provide the manpower distribution and related expenses for processing such applications by completing the following table:

	No. of LHD vehicles registered and licensed in Hong Kong	No. of applications rejected	Cumulative no. of LHD vehicles registered and licensed in Hong Kong	Rank of staff	No. of staff	Related expenses
2012-13						
2013-14						
2014-15						

What were the numbers of the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What were the numbers of injuries and deaths involved?

	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2012-13			
2013-14			
2014-15			

What were the numbers of fixed penalty tickets issued to the LHD vehicles from the Mainland involved in traffic accidents in Hong Kong in the past three years? What was the unpaid amount?

	No. of fixed penalty tickets issued	Total amount of fixed penalty tickets	Unpaid amount of fixed penalty tickets in the year	Cumulative amount of unpaid fixed penalty tickets
2012-13				
2013-14				
2014-15				

What are the procedures for applications for first registration and licensing of the LHD vehicles from the Mainland? Do the vehicle construction and inspection requirements follow the standards for registration of vehicles in Hong Kong?

What were the expenditures for implementing the first phase of the “Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars” (the Scheme) in the past three years? How many applications have been received and approved? What is the estimated expenditure of the Scheme in 2015-16?

Will the second phase of the Scheme be implemented in 2015-16? Please advise details of the plan and the estimated expenditure for 2015-16.

Asked by: Hon FUNG Kin-kee, Frederick (Member Question No. 60)

Reply:

The information requested in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2012-13 to 2014-15 (up to end February 2015) is tabulated below:

Year	No. of Mainland driving licences approved for direct issue of Hong Kong full driving licences	No. of applications rejected	Cumulative no. of Mainland driving licence approved for direct issue of Hong Kong full driving licences at year end ^{Note}
2012-13	22 444	116	103 826

Year	No. of Mainland driving licences approved for direct issue of Hong Kong full driving licences	No. of applications rejected	Cumulative no. of Mainland driving licence approved for direct issue of Hong Kong full driving licences at year end ^{Note}
2013-14	25 866	146	129 692
2014-15 (up to end February 2015)	34 393	119	164 085

Note: The cumulative figures shown in the table were data since February 2007 when the Transport Department (TD)'s system was upgraded and started to capture the issuing places of the driving licences held by the drivers applying for "direct issue of a Hong Kong full driving licence".

Direct issue of Hong Kong full driving licences is handled by the team of staff involved in a wide range of driving licence matters. We cannot separately account for the number of staff and expenditure relating to direct issue applications from Mainland drivers.

The information requested in respect of the LHD vehicles from the Mainland from 2012-13 to 2014-15 (up to end February 2015) is tabulated below:

Year	No. of LHD vehicles registered and licensed in Hong Kong at year end	No. of applications rejected	Cumulative No. of LHD vehicles registered and licensed in Hong Kong at year end
2012-13	13	0	283
2013-14	11	0	279
2014-15 (up to end February 2015)	18	0	252

Registration and licensing of the LHD vehicles from the Mainland are handled by the team of staff which is involved in a wide range of vehicle licence matters. We cannot separately account for the number of staff and expenditure relating to applications from the Mainland LHD vehicles.

The information requested in respect of traffic accidents of the Mainland LHD vehicles in Hong Kong from 2012-13 to 2014-15 (up to end February 2015) is tabulated below:

Year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2012-13	21	43	2
2013-14	6	14	0
2014-15 (up to end February 2015)	8	14	0

Traffic offences detected in a traffic accident investigation will be prosecuted by the Hong Kong Police Force by way of summons instead of fixed penalty tickets, regardless of whether the vehicles involved are the Mainland LHD vehicles or not.

The procedures for applications for first registration and licensing of the LHD vehicles, including those from the Mainland, are the same as those for first registration and licensing of other vehicles in Hong Kong, which include obtaining approval from the Environmental Protection Department regarding compliance with vehicle exhaust and noise requirements, submitting an import return to and obtaining a “Notification of Motor Vehicle Provisional Taxable Value” of the vehicle from the Customs and Excise Department, arranging for vehicle examination at the TD’s vehicle examination centre, and applying to the TD’s licensing office for vehicle registration and licensing as well as issue of the LHD permit. Similar to other commercial vehicles and private cars aged six years or above in Hong Kong, these LHD vehicles are subject to examination when applying for annual renewal of vehicle licence.

The first phase of the Scheme was rolled out on 30 March 2012. As at 28 February 2015, the TD has received 5 386 applications for the Scheme with 4 974 applications approved. The expenditure for the Scheme in 2012-13 was \$8.11 million. In both 2013-14 and 2014-15, the expenditure was \$3.13 million. The estimated expenditure in 2015-16 is \$3.26 million, which mainly covers staff cost and system maintenance charges.

There is no concrete timetable for the second phase of the Scheme. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out public consultation and listen to the views of the community.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)388

(Question Serial No. 3581)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) will continue to rationalise and improve bus services in this year. Please advise this Committee of the following:

- (1) Have the bus route rationalisation proposals under the "Area Approach" for the New Territories, being the pilot scheme, been accomplished? What benefits have these proposals brought about?
- (2) What is the progress of the bus route rationalisation proposals at present and what are the financial commitments so far?
- (3) How will the TD tackle the high lost trip rate of bus service on the Hong Kong Island and what is the financial commitment involved?
- (4) What is the consultation procedure in respect of bus route adjustment or cancellation?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. 44)

Reply:

Apart from the annual bus route planning programmes (RPPs), the Government and the franchised bus companies have been pursuing route rationalisation with greater vigour by using the Area Approach since 2013. The Area Approach rationalisation was first implemented in the Tuen Mun and North districts in 2013. Based on this experience, it was carried out in Yuen Long, Sha Tin, Tsing Yi and Tai Po in 2014. To tie in with the Area Approach rationalisation, the TD and the franchised bus companies have set up new or enhanced existing bus-bus interchanges on the Tuen Mun Highway, the Tsing Sha Highway and the Tai Lam Tunnel Toll Plaza. Overall speaking, there was a 6% increase in bus patronage (including interchange passenger trips) in the Tuen Mun and North districts after the implementation of the rationalisation proposals. As the rationalisation proposals for the Yuen Long, Sha Tin, Tsing Yi and Tai Po districts have been implemented in phases

since August 2014, it is expected that the operation and the efficiency of the bus networks in these districts would be improved after full implementation of the rationalisation proposals.

For the RPPs and the Area Approach rationalisation, the TD and the franchised bus companies would consult the District Councils concerned on the rationalisation proposals. The TD and the franchised bus companies would assess and consider the views collected during the consultation and, where appropriate, make adjustments to the proposals before implementation.

The TD has all along been attaching great importance to the regularity of franchised bus services. The TD has been closely monitoring the level of bus service through reviewing the operational records of franchised bus companies, conducting regular surveys, and acting on passengers' complaints and suggestions. In view of relatively high lost trip rates between 2010 and 2012, the TD had followed up with the franchised bus companies to seek improvement, including analysing the causes for lost trips. The bus companies were urged to take appropriate preventive measures on causes which were under their control (e.g. shortage of bus captain, vehicle breakdown or vehicle shortage). In response to the Ombudsman's recommendations of its investigation into the TD's mechanism of monitoring the frequency of franchised bus service in 2014, the TD has also implemented a number of measures to enhance its monitoring mechanism. With concerted efforts, the overall lost trip rate has dropped from 4.2% in 2012 to 2.6% in 2013 and 2.4% in the first three quarters of 2014 (i.e. the period with the effect of the Occupy Movement in the last quarter of 2014 excluded). As at end January 2015, the overall lost trip rate was 1.8%. The TD will continue to closely monitor the situation and take timely and appropriate measures as necessary.

The work involved is undertaken by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by existing resources of the TD.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)389

(Question Serial No. 3582)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Transport Department (TD) is responsible for regulating and monitoring the operation of public transport services. In view of the frequent major and minor railway incidents which have resulted in service delays and affected passenger safety, will the Government advise this Committee on:

- (1) the record of railway incidents causing delay in service in the past three years;
- (2) the suggestions given by the TD to the MTR Corporation Limited (MTRCL) to improve its service and minimise the occurrence of railway incidents; and
- (3) apart from the free shuttle buses provided by the MTRCL, whether the TD will develop other public transport service network as an alternative for the public, so as to divert affected passengers more effectively in the event of railway incidents. If yes, what will be the estimated financial commitment?

Asked by: Hon IP LAU Suk-ye, Regina (Member Question No. 45)

Reply:

- (1) The numbers of railway incidents causing delay in service for eight minutes or more in 2012, 2013 and 2014 are 254, 254 and 273 respectively. Due to the expansion of the railway network and the continuous growth in patronage, train frequency has increased significantly in recent years, and the total distance travelled by trains has also been increasing. Taking into account these factors, the incident numbers in terms of every million revenue car-kilometres are 0.86, 0.84 and 0.89 in 2012, 2013 and 2014 respectively.

- (2) The TD monitors closely the train service provided by the MTRCL and follows up railway incidents with the MTRCL. For major railway incidents, the TD will request the MTRCL to provide incident reports, arrange review meetings with the MTRCL and other relevant government departments to identify the causes and to seek further improvements in the contingency arrangements by drawing on the actual operational experiences gained. The TD will follow up with the MTRCL on the improvement measures identified, such as proper communication with passengers during incidents, and monitor the progress of implementing such measures.
- (3) In the event of rail service disruptions, the MTRCL will endeavour to make the best use of the unaffected railway sections to provide train service to the farthest extent by:
- (a) reversing trains at designated track sections to maintain train service in unaffected sections;
 - (b) diverting trains through supplementary track sections to bypass the affected section;
 - (c) diverting trains across lines through designated track sections to reduce the impact of service disruption; and
 - (d) diverting trains through spare track sections to reduce the impact of service disruption.

Besides, the MTRCL will arrange emergency free shuttle buses where appropriate and necessary as a supplementary measure to take affected train passengers to the nearest MTR station where train service is still available to continue their journeys.

Apart from arranging free shuttle buses, the MTRCL will provide information to the affected passengers on other public transport services available in the vicinity of the affected MTR stations, such that passengers can choose to take these services as an alternative. Depending on the nature and duration of the incidents, the TD's Emergency Transport Co-ordination Centre will co-ordinate with other public transport operators to strengthen their services as appropriate to cater for the increase in demand, and disseminate relevant information to the public through the media and other channels. As these services are operated by public transport operators, there is no financial commitment on the part of the Government.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)390

(Question Serial No. 6120)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, will the Government consider the principle of “bicycle-friendly” in the current and future planning of roads, and allow cyclists to share our road facilities? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 220)

Reply:

Bicycles are categorised as vehicles under the law and can be ridden on most carriageways, but currently certain road sections are designated as bicycle prohibition zones in Hong Kong on grounds of road safety. The designations were made at different times in the past, and to ascertain the present conditions of these road sections, the Transport Department has included as one of the topics in a consultancy study a review of the traffic conditions of various bicycle prohibition zones to see whether it is necessary to maintain the prohibition. The expenditure involved in conducting the consultancy study is \$6.3 million. The consultancy study covers various topics, and there is no separate breakdown of expenditure for the review of the traffic conditions of the bicycle prohibition zones.

Roads in Hong Kong, especially those in the urban area, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycles as a transport mode in urban areas. Compared with urban areas, new towns and new development areas (NDAs) are more suitable for cyclists to commute for short distance. The Government will continue to foster a “bicycle friendly” environment in new towns and the NDAs.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)391

(Question Serial No. 6121)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, will the Government make reference to neighbouring regions such as Taiwan and Japan, improve the road system in Hong Kong, and allow cyclists to share our road facilities? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 221)

Reply:

Bicycles are categorised as vehicles under the law and can be ridden on most carriageways, but currently certain road sections are designated as bicycle prohibition zones in Hong Kong on grounds of road safety. The designations were made at different times in the past, and to ascertain the present conditions of these road sections, the Transport Department has included as one of the topics in a consultancy study a review of the traffic conditions of various bicycle prohibition zones to see whether it is necessary to maintain the prohibition. The expenditure involved in conducting the consultancy study is \$6.3 million. The consultancy study covers various topics, and there is no separate breakdown of expenditure for the review of the traffic conditions of the bicycle prohibition zones.

Further, we note that in Taiwan and Japan, cycling is allowed on footpaths. However, footpaths in Hong Kong are usually narrow and crowded. Allowing the shared use of footpaths by cyclists and pedestrians will increase the risk of accidents. Section 4(8) of the Summary Offences Ordinance (Cap 228) stipulates that anyone who rides on footpaths without obvious necessity commits an offence.

Roads in Hong Kong, especially those in the urban area, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycles as a transport mode in urban areas. Compared with urban areas, new towns and new development areas (NDAs) are more suitable for cyclists to commute for short distance. The Government will continue to foster a "bicycle friendly" environment in new towns and the NDAs.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)392

(Question Serial No. 6123)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, will the Government comprehensively improve the existing cycle tracks and develop cycling facilities in the urban areas? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 223)

Reply:

Roads in Hong Kong, especially those in the urban areas, are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycles as a transport mode in urban areas. Compared with urban areas, new towns and new development areas (NDAs) are more suitable for cyclists to commute for short distance. The Government has therefore been working to foster a "bicycle friendly" environment in new towns and the NDAs.

The Transport Department (TD) has commissioned a consultancy study to, among other things, explore how the existing cycle tracks and ancillary facilities in nine new towns can be improved. The TD had drawn up a list of potential sites requiring improvement or additional parking spaces in nine new towns, and consulted the public in November 2014. The expenditure involved in conducting the consultancy study is \$6.3 million. In 2015-16, the TD will work on the preliminary proposals regarding these improvement measures. The expenditure and manpower required for their implementation will be assessed once the proposals are finalised.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)393

(Question Serial No. 6124)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government develop cycle track system in all new development areas under planning in 2015-16? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 224)

Reply:

The Government has been fostering a “bicycle friendly” environment in new towns and new development areas (NDAs). The Government will continue to provide cycle tracks and ancillary facilities at appropriate locations in new towns and the NDAs, as well as enhance the existing cycling facilities.

When planning the NDAs, the Government will consider putting in place cycle tracks at appropriate locations. For example, the Civil Engineering and Development Department (CEDD) is planning a cycle track network of 13 kilometres at the Kai Tak Development, which connects major attraction points such as the Sung Wong Toi Park, the future Multi-purpose Sports Complex, the Kai Tak Cruise Terminal, the Kwun Tong Promenade and the Kai Tak Station Square. The CEDD is also planning cycle track networks for the NDAs at Kwu Tung North, Fanling North, Hung Shui Kiu and Yuen Long South. All the above developments are still at the planning stage. The expenditure involved for constructing these cycle tracks will be assessed when the designs are finalised.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)394

(Question Serial No. 6125)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2015-16, will the Government make reference to the practices in Taiwan and comprehensively review the feasibility of designating bicycle and motorcycle only lanes in the existing road network, and allowing cyclists to share our road facilities? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 225)

Reply:

Both motorcycles and bicycles are categorised as vehicles under the law and can be ridden on most carriageways. Roads in Hong Kong, especially those in the urban area, are usually narrow and crowded. There are also busy traffic and frequent loading and unloading activities on the kerbside. It is difficult to find suitable space for designating bicycle and motorcycle only lanes without affecting traffic and road safety. Therefore, the Government has no plan to introduce bicycle and motorcycle only lanes in the existing road network in Hong Kong.

Currently, certain road sections are designated as bicycle prohibition zones in Hong Kong on grounds of road safety. The designations were made at different times in the past, and to ascertain the present conditions of these road sections, the Transport Department has included as one of the topics in a consultancy study a review of the traffic conditions of various bicycle prohibition zones to see whether it is necessary to maintain the prohibition. The expenditure involved in conducting the consultancy study is \$6.3 million. The consultancy study covers various topics, and there is no separate breakdown of expenditure for the review of the of the traffic conditions of the bicycle prohibition zones.

Compared with urban areas, new towns and new development areas (NDAs) are more suitable for cyclists to commute for short distance. The Government will continue to foster a "bicycle friendly" environment in new towns and the NDAs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 6126)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government consider re-tendering all bus franchises and introducing more operators to enhance the competition among public transport services in 2015-16? If yes, what are the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 227)

Reply:

At present, there are six bus franchises granted to five bus companies. The Government's key consideration in granting a bus franchise is whether an operator is capable of providing a proper and efficient public bus service. According to the established practice, an operator, who is able to provide a proper and efficient service and is willing to further invest in franchised bus operation, may be considered for being granted a new franchise for a period of ten years.

The franchises of the Citybus Limited (Franchise for Airport and North Lantau Bus Network), the Long Win Bus Company Limited and the New World First Bus Services Limited will not expire till 2023. Meanwhile, the franchises of the bus networks of the Citybus Limited (Franchise for Hong Kong and Cross-Harbour Bus Network) (Citybus (Franchise 1)), the New Lantao Bus Company (1973) Limited (NLB) and the Kowloon Motor Bus Company (1933) Limited (KMB), will expire on 1 June 2016, 1 March 2017 and 1 July 2017 respectively. For the franchises of the network of the Citybus (Franchise 1) and the NLB, the Government consulted the Legislative Council (LegCo) Panel on Transport in June 2014 on its plan to engage the two operators for discussion on the new franchises. Public consultation was carried out between late June and mid-September 2014 to collect views on the requirements of the new franchises. The Government has since earlier this year started discussion with the two operators on the new franchises. The Government has also started the preparatory work in handling the expiry of the KMB's franchise, and will consult the LegCo Panel on Transport when ready.

Three time-limited posts have been created in the Transport Department by phases from 2013 to 2017 to assist in handling the tasks related to the new franchises. The annual staff costs of the three posts, in terms of notional annual mid-point salary, are as follows:

Rank	Number of post	Annual staff cost (\$)
Chief Transport Officer	1	1,222,560
Senior Transport Officer	1	896,280
Transport Officer I	1	651,180

- End -

CONTROLLING OFFICER'S REPLY

THB(T)396

(Question Serial No. 6127)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government conduct a comprehensive review in 2015-16 on the public transport services in remote areas, including Tung Chung, Ma Wan, Tin Shui Wai and Tseung Kwan O, etc., and consider introducing more public transport operators in these districts? If yes, what are the details and the estimated expenditure?

Asked by: Hon KWOK Ka-ki (Member Question No. 228)

Reply:

The Transport Department (TD) has all along been keeping in view the operation and quality of public transport services in different areas in Hong Kong, and will make adjustment to the services in accordance with the demand of passengers. When there are proven needs for new / enhanced services, the TD will make arrangements in conjunction with the operators to meet the needs. Close liaison with the District Councils will be maintained in the process. The work to review and monitor the public transport services is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for the work involved.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)397

(Question Serial No. 6131)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government comprehensively examine the adequacy of the supply of urban, New Territories and Lantau taxis in 2015-16 and issue additional licences immediately? If yes, what are the details and estimated expenditure?

Asked by: Hon KWOK Ka-ki (Member Question No. 232)

Reply:

At present, there are three types of taxis operating in Hong Kong, namely urban, New Territories and Lantau taxis. Every year, the Transport Department (TD) conducts surveys on the overall taxi service level in order to better understand passenger demand for such taxis and their operating conditions. The surveys are conducted at about 100 major taxi stands and 40 roadside checkpoints all over the territory, and on both weekdays and weekends, and are conducted through on-site observations, as well as collection of views from the taxi trade and the passengers. The surveys cover major parameters such as the number of taxi trips observed, the passenger waiting time, and the occupancy level of taxi trips, etc. In 2014-15, \$1.27 million was spent on engaging a consultant to conduct such surveys. The monitoring and follow-up work of the surveys is absorbed by the TD's existing manpower.

Apart from this, ad hoc surveys would be conducted as and when required, such as on receiving complaints and suggestions.

The TD also gathers and monitors feedback from the public, Legislative Council (LegCo) Members, District Council members, as well as the Transport Complaint Unit's hotlines. As well, the TD maintains close liaison with the taxi trades and holds regular meetings with major taxi associations to better understand their latest operating environment.

As for the issue of new taxi licences, taking into account the need for effective operation of the public transport system as well as road capacity, it has been the Government's established policy to issue new taxi licences as and when necessary, having regard to factors including the demand for taxi services, the operating condition of the taxi trade, and the likely impact of the increase in the number of taxis on the traffic conditions. We are mindful that the future development on the Lantau Island (such as the opening of the Hong Kong-Zhuhai-Macao Bridge) and the projected growth of local population and visitor number would both give rise to additional transport demand. The TD will continue to closely monitor the situation, review the service level of public transport on the Lantau Island at an appropriate juncture, and consider service enhancement as the need may arise. Meanwhile, the TD will continue to listen to the views from various parties, closely monitor the development of taxi trade and taxi service level (including that of Lantau taxis), and consider whether new licences need to be issued according to the established policy.

Furthermore, one of the topics that the Government would cover under the Topical Study of the Public Transport Strategic Study is on taxi service. We will review whether the existing supply of taxi service can meet the demand, having regard to the implications of any possible increase in the supply of taxis on the other public transport services, and new demand that may arise from the opening of new railway lines and various major infrastructure. It is expected that the Topical Study on taxi service will be completed within 2015, and we will brief the LegCo Panel on Transport on the outcome when ready.

The monitoring of taxi services and follow-up actions are absorbed by the TD's existing manpower.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)398

(Question Serial No. 6134)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Has the Government conducted any public consultation on the bus service rationalisation for the Sha Tin, Tai Po, Tsing Yi and Yuen Long districts under the "Area Approach" in the past five years? If yes, what were the details and estimated expenditure involved?

Asked by: Hon KWOK Ka-ki (Member Question No. 235)

Reply:

Bus route rationalisation is an ongoing task of the Transport Department (TD). As an annual exercise, the franchised bus companies would submit their route planning programmes (RPPs) for the 18 districts to the TD. In addition to the RPP, the Area Approach has been adopted since 2013 to review bus service holistically for a district as whole, rather than on a route-by-route basis. The Area Approach rationalisation was carried out in Sha Tin, Tai Po, Tsing Yi and Yuen Long in 2014. The TD has consulted the District Councils concerned before rolling out the rationalisation proposals in phases from August 2014 onwards. The consultation work involved was undertaken by the staff of the TD as part of their normal duties. The expenditure involved was absorbed by existing resources of the TD.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)399****(Question Serial No. 6166)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of the Kowloon Motor Bus Company (1933) Limited (KMB) routes from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 270)Reply:

The average daily patronage of the KMB routes from January to December 2014 is set out below:

Month	Average Daily Patronage (‘000)
January	2 682
February	2 576
March	2 649
April	2 612
May	2 619
June	2 625
July	2 638
August	2 648
September	2 657
October	2 487
November	2 602
December	2 606

- End -

CONTROLLING OFFICER'S REPLY**THB(T)400****(Question Serial No. 6169)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of the Citybus (CTB) routes from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 273)Reply:

The average daily patronage of the CTB routes from January to December 2014 is set out below:

Month	Average daily patronage (’000)	
	Franchise for Hong Kong Island and Cross-Harbour Bus Network	Franchise for Airport and North Lantau Bus Network
January	590	73
February	583	71
March	592	73
April	576	76
May	572	73
June	582	77
July	596	78
August	602	80
September	583	74
October	504	68
November	550	77
December	552	76

- End -

CONTROLLING OFFICER'S REPLY**THB(T)401****(Question Serial No. 6173)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of the New World First Bus (NWFB) routes from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 277)Reply:

The average daily patronage of the NWFB routes from January to December 2014 is set out below:

Month	Average Daily Patronage (‘000)
January	514
February	489
March	501
April	498
May	495
June	500
July	505
August	505
September	499
October	396
November	451
December	465

- End -

CONTROLLING OFFICER'S REPLY**THB(T)402****(Question Serial No. 6177)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of the “Star” Ferry services from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 281)Reply:

The “Star” Ferry Company Limited operates two franchised ferry routes, i.e. “Tsim Sha Tsui – Central” and “Tsim Sha Tsui – Wan Chai”. The average daily total patronage of the two ferry routes from January to December 2014 are set out below:

Month	Average Daily Patronage
January	58 800
February	58 900
March	55 200
April	58 800
May	52 700
June	54 000
July	61 800
August	63 000
September	50 200
October	57 400
November	56 900
December	64 100

- End -

CONTROLLING OFFICER'S REPLY

THB(T)403

(Question Serial No. 6180)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the average daily patronage of respective railway lines (including the Light Rail) of the MTR Corporation Limited from January to December 2014.

Asked by: Hon. KWOK Ka-ki (Member Question No. 284)

Reply:

The average daily patronage of various MTR railway lines from January to December 2014 is set out at Annex.

Month	Average daily patronage (thousands)										
	Kwun Tong Line	Tsuen Wan Line	Island Line	Tseung Kwan O Line	Tung Chung Line	Disneyland Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
January	558.2	1 016.0	862.8	301.7	216.6	21.0	37.9	1 026.2	133.9	410.4	476.5
February	537.3	949.4	821.1	292.7	215.2	20.7	37.3	969.7	129.9	392.6	452.1
March	545.7	981.4	837.4	301.4	211.6	14.8	41.6	999.7	135.1	402.3	467.7
April	525.9	942.3	799.4	291.5	208.6	16.5	42.2	987.3	127.5	391.3	457.2
May	534.6	960.6	819.5	299.0	208.5	14.3	37.0	935.8	131.8	395.6	473.7
June	536.3	966.5	827.1	300.1	213.4	16.4	40.7	933.3	130.6	395.0	478.8
July	553.5	1 018.9	885.1	304.2	222.2	23.3	38.0	958.0	130.4	406.2	476.4
August	558.1	1 039.8	886.4	303.0	227.3	25.1	39.9	990.3	129.5	412.6	472.1
September	570.8	1 017.0	897.8	318.0	224.9	14.9	43.3	1 008.8	141.3	415.0	500.7
October	587.7	1 111.0	1 098.4	320.2	237.9	16.4	44.4	1 039.3	145.0	431.8	499.9
November	586.0	1 094.8	1 020.1	321.2	235.6	16.1	42.3	1 064.9	145.7	437.6	495.2
December	573.2	1 057.8	976.4	315.3	235.6	17.4	44.6	1 023.4	137.7	435.9	475.0

Note:

Given the MTR is a railway network with an open system, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures are based on passengers' entry stations.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)404****(Question Serial No. 6183)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of urban taxis from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 287)Reply:

The estimated average daily patronage of urban taxis based on surveys conducted by the Transport Department from January to December 2014 is set out below:

Month	Estimated average daily number of urban taxi passenger journeys
January	779 000
February	780 000
March	795 000
April	755 000
May	789 000
June	810 000
July	815 000
August	817 000
September	793 000
October ^{Note}	725 000
November ^{Note}	744 000
December ^{Note}	700 000

Note: Provisional figures

- End -

CONTROLLING OFFICER'S REPLY**THB(T)405****(Question Serial No. 6187)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of New Territories taxis from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 291)Reply:

The estimated average daily patronage of New Territories taxis based on surveys conducted by the Transport Department from January to December 2014 is set out below:

Month	Estimated average daily number of New Territories taxi passenger journeys
January	185 000
February	186 000
March	183 000
April	181 000
May	186 000
June	190 000
July	195 000
August	198 000
September	192 000
October ^{Note}	185 000
November ^{Note}	181 000
December ^{Note}	180 000

Note: Provisional figures

- End -

CONTROLLING OFFICER'S REPLY**THB(T)406****(Question Serial No. 6188)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of Lantau taxis from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 292)Reply:

The estimated average daily patronage of Lantau taxis based on surveys conducted by the Transport Department from January to December 2014 is set out below:

Month	Estimated average daily number of Lantau taxi passenger journeys
January	34 000
February	37 000
March	32 000
April	35 000
May	36 000
June	38 000
July	32 000
August	33 000
September	36 000
October ^{Note}	34 000
November ^{Note}	37 000
December ^{Note}	41 000

Note: Provisional figures

- End -

CONTROLLING OFFICER'S REPLY**THB(T)407****(Question Serial No. 6190)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of red minibus (RMB) service over the territory from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 294)Reply:

The estimated average daily passenger journeys of the RMB based on the Transport Department's surveys over the territory from January to December 2014 are as follows:

Month	Average daily passenger journeys
January	349 000
February	346 000
March	353 000
April	338 000
May	349 000
June	348 000
July	353 000
August	353 000
September	352 000
October	348 000
November	352 000
December	347 000

- End -

CONTROLLING OFFICER'S REPLY**THB(T)408****(Question Serial No. 6192)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily patronage of green minibus (GMB) service over the territory from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 296)Reply:

The average daily passenger journeys of the GMB from January to December 2014 are set out below:

Month	Average daily passenger journeys^{Note} (in thousands)
January	1 521
February	1 465
March	1 502
April	1 477
May	1 483
June	1 504
July	1 514
August	1 510
September	1 531
October	1 541
November	1 539
December	1 504

Note: Figures are subject to revision upon further verification of the annual returns from the GMB operators by end March 2015.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)409****(Question Serial No. 6194)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) District Traffic and Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily passenger journeys of tram services from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 298)Reply:

The average daily passenger journeys of tram services from January to December 2014 are set out below:

Month	Average daily passenger journeys
January	203 000
February	189 000
March	195 200
April	195 000
May	187 500
June	191 300
July	184 400
August	185 100
September	185 700
October	134 300
November	155 200
December	173 200

- End -

CONTROLLING OFFICER'S REPLY**THB(T)410****(Question Serial No. 6496)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Management of Transport ServicesControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the average daily number of traffic incidents in Hong Kong from January to December 2014.

Asked by: Hon KWOK Ka-ki (Member Question No. 305)Reply:

The average daily number of traffic or transport incidents handled by the Emergency Transport Co-ordination Centre (ETCC) of the Transport Department from January to December 2014 is set out below:

Month	Average daily number of traffic or transport incidents ^{Note}
January	12.7
February	10.8
March	12.4
April	10.7
May	14.8
June	15.0
July	14.0
August	17.1
September	15.8
October	11.3
November	16.2
December	14.8

Note: A traffic or transport incident is regarded as a non-recurring event that causes a reduction of road capacity or a service disruption of public transport services. These incidents are counted on a location / event basis. For example, a public event necessitating road closure for several hours will be counted as one incident. Similarly, a traffic accident at a location resulting in traffic congestion at that location and in the nearby areas will be counted as one incident.

Separately, the Hong Kong Police Force (HKPF) is responsible for handling traffic incidents / accidents at the scenes. The HKPF will take into account the likely traffic and transport implications in referring certain incidents to the TD's ETCC for monitoring and necessary follow up actions.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)411****(Question Serial No. 3443)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Licensing of Vehicles and DriversControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Would the Government advise on the current information of vehicles in Hong Kong:

Year of First Registration	Private Cars	Taxis	Light Goods Vehicles		Medium Goods Vehicles		Heavy Goods Vehicles		Buses		Light Buses		Others
			Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	
1990													
1991													
1992													
1993													
1994													
1995													
1996													
1997													
1998													
1999													
2000													
2001													
2002													
2003													
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2005													
2006													
2007													
2008													
2009													
2010													
2011													
2012													
2013													
2014													
2015													

Asked by: Hon LAM Kin-fung, Jeffrey (Member Question No. 41)Reply:Information on the number of registered vehicles is provided at Annex.

Year of First Registration	Number of Registered Vehicles as at 11 March 2015												
	Private Cars	Taxis	Light Goods Vehicles		Medium Goods Vehicles		Heavy Goods Vehicles		Buses		Light Buses		Others*
			Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	
1990	654	0	149	0	166	0	25	0	1	0	2	0	425
1991	1 012	0	214	0	320	0	30	0	20	0	15	0	593
1992	1 245	0	709	0	587	0	67	0	20	0	26	0	686
1993	1 956	0	934	2	536	0	71	0	28	0	41	0	853
1994	3 229	0	1 011	0	544	0	110	0	33	0	73	0	1 161
1995	3 359	0	1 139	0	512	0	84	0	29	0	110	0	1 284
1996	4 769	1	1 480	0	638	0	128	0	53	0	101	0	1 507
1997	13 958	1	2 296	0	917	0	216	0	621	0	169	0	1 918
1998	14 256	0	1 933	0	612	0	130	0	986	0	186	0	1 757
1999	15 718	25	1 960	0	805	0	82	0	616	0	256	0	2 035
2000	21 506	1 429	2 791	0	1 400	0	127	0	485	0	258	1	2 091
2001	24 951	6 637	2 228	272	790	250	115	20	429	97	261	18	2 710
2002	24 367	2 367	0	2 569	0	1 334	0	159	0	756	60	329	3 112
2003	19 840	1 369	0	2 234	0	1 393	0	92	0	638	30	476	3 462
2004	25 304	556	0	3 102	0	2 137	0	91	0	586	0	903	3 778
2005	25 602	409	0	3 975	0	2 046	0	37	0	524	0	1215	3 645
2006	26 554	361	0	4 305	0	2 030	0	63	0	584	0	157	3 530
2007	32 077	318	0	4 463	0	2 003	0	79	0	597	0	235	3 722
2008	33 694	541	0	5 122	0	2 423	0	117	0	735	0	454	3 619
2009	27 462	335	0	2 302	0	884	0	134	0	530	0	212	2 558
2010	39 091	390	0	3 689	0	2 406	0	378	0	791	0	304	2 730
2011	41 199	272	0	4 350	0	2 443	0	531	0	867	0	235	3 247
2012	42 832	285	0	4 518	0	2 133	0	704	0	1006	0	281	3 698
2013	44 132	741	0	5 784	0	2 778	0	678	0	1011	0	340	4 520
2014	46 253	1 700	0	8 297	0	4 258	0	713	0	1209	0	523	5 220
2015	9 212	403	0	1 435	0	827	0	138	0	247	0	94	960

* Not including trailers, which are not motor vehicles

- End -

CONTROLLING OFFICER'S REPLY

THB(T)412

(Question Serial No. 3833)

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:

- (1) How many non-franchised public buses (NFBs) providing student transport service and nanny vans were there in each of the past two years?
- (2) How many NFBs with both student service endorsement and other service endorsements were there in each of the past two years? What were those other service endorsements? Please provide a breakdown of the numbers of the NFBs by such other service endorsements.
- (3) How many NFBs were there providing student transport service on a regular basis in each of the past two years? If the relevant figures cannot be provided, what are the reasons?
- (4) Has the Government compiled statistics on the current number of students who need school bus service in order to assess if a balance between the supply and demand of school bus service has been achieved? If not, what are the reasons? Are there any other means to assess the adequacy of school bus service?

Asked by: Hon MA Fung-kwok (Member Question No. 30)

Reply:

The Transport Department (TD) has been closely monitoring the supply situation of school buses and making arrangements to cater for its demand as and when appropriate. There are three types of student service vehicles (SSVs): (i) NFBs with student service endorsement; (ii) private school buses operated by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as “nanny vans”).

- (1) The numbers of NFBs with student service endorsement and school private light buses for the past two school years are set out as follows:

Financial year	NFBs with student service endorsement	School private light buses
2014-15 (up to February 2015)	3 257	1 912
2013-14	3 445	1 775

- (2) Under the current regulatory regime, an NFB operator needs to apply to the TD for service endorsement for a particular transport service in order to provide such service. In response to service demand and operating conditions, the operator may apply to the TD for more than one service endorsement. This arrangement gives the NFB operators flexibility to better utilise their fleet and provide different types of services according to the market situation.

As at end February 2015, about half of the 7 046 NFBs in the market (i.e. 3 257) have student service endorsement. The numbers of the NFBs with student service endorsement and those with multiple service endorsements in the past two school years are set out below:

Financial year	With student services endorsement only	With student service endorsement and one or more other service endorsements ^{Note}	Total number of NFBs with student service endorsement
2014-15 (as at end February)	59	3 198	3 257
2013-14	60	3 385	3 445

Note: Other service endorsements include those for tour service, hotel service, employees' service, international passenger service, residents' service and contract hire service.

- (3) According to the annual survey conducted by the TD on the utilisation of the NFBs in 2013 and 2014, about 70% (i.e. about 2 400 NFBs in both years) of the NFBs with student service endorsement were providing school bus service.
- (4) Whether a student would need school bus service would depend on his/her personal circumstances and his/her parents' choices. The TD does not have information on the number of students who need school bus services. However, the TD would assess the adequacy of school bus service with reference to a number of factors, including student population, local birth rate and the number of the SSVs. It is observed that the ratio of students at Form 3 or below and the total seating capacity of the SSVs has remained largely stable during the last few years.

Nevertheless, we note that some schools and parents indicated that they encountered difficulty in securing adequate school bus service or that school bus fare was high. In this connection, one of the topics that the Government would cover under the Topical Study of the Public Transport Strategic Study is school bus service. We will review whether the existing arrangements concerning the NFBs with student service endorsement can meet demand. This Topical Study is near completion and we plan to brief the Legislative Council Panel on Transport on the outcome in April 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)413

(Question Serial No. 3704)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Bicycle parking spaces provided at covered public transport interchanges (PTIs) managed by the Transport Department (TD) are mostly located in the New Territories, thus causing inconvenience to cyclists in Kowloon and on the Hong Kong Island, who are forced to park their bicycles at non-designated locations. Their bicycles are thus prone to removal by the TD (and the relevant joint-departmental operations) or being stolen. This hinders the promotion of using bicycles as a low-carbon and short-distance transport mode for transfer with railways. Please advise on the locations and the number of bicycle-parking spaces at the covered PTIs under the TD's management and near the railway stations in Kowloon (including the Kowloon City, Sham Shui Po, Yau Tsim Mong, Wong Tai Sin and Kwun Tong districts), as well as the number of bicycles removed by the TD (and the relevant joint-departmental operations) due to parking concerns, and the number of such enforcement operations in these locations in the past five years.

Asked by: Hon MO Claudia (Member Question No. 54)

Reply:

Roads in Hong Kong's urban areas are usually narrow and crowded. Due to road safety considerations, the Government does not encourage the use of bicycles as a transport mode in urban areas. Compared with urban areas, new towns and new development areas (NDAs) are more suitable for cyclists to commute for short distance. The Government has therefore been working to foster a bicycle-friendly environment in new towns and the NDAs.

In Kowloon, there are 30 bicycle-parking spaces managed by the TD in the vicinity of the Nam Cheong MTR Station, which were funded and constructed by the Sham Shui Po District Office and handed over to the TD for management in 2007. This does not cover other bicycle parking spaces not managed by the TD.

In the past five years, five joint-departmental operations for clearing illegally parked bicycles had been conducted at the PTIs under the TD's management in Kowloon, with a total of 15 bicycles removed. This figure does not include the number of bicycles removed by other government departments from other locations not under the TD's management.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)414

(Question Serial No. 4141)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Eight new green minibus (GMB) routes were planned for introduction in 2015. What regions will the eight new routes planned to serve? Please provide detailed information.

Asked by: Hon POON Siu-ping (Member Question No. 3112)

Reply:

The Transport Department plans to introduce eight GMB routes in 2015. Operators of five of these new routes have already been selected. The other three routes would be introduced, subject to the result of the operators' selection exercise to be conducted in 2015. Details of these new routes are as follows:

(a) New GMB routes to be introduced in 2015:

- Route 1: Ko Yee Estate (Yau Tong) – Kai Yan Street (Kowloon Bay)
- Route 2: Kai Ching Estate (Kai Tak) – Wong Tai Sin MTR Station (Wong Tai Sin)
- Route 3: Shui Chuen O (Sha Tin) – Shek Mun MTR Station (Sha Tin)
- Route 4: Shui Chuen O (Sha Tin) – Hin Keng (Che Kung Miu Road) (Sha Tin)
- Route 5: The Beaumont (Tseung Kwan O) – Hang Hau (Tseung Kwan O)

(b) Planned new GMB routes to be introduced in 2015, subject to the result of the operators' selection exercise:

- Route 6: Hung Shui Kiu (Hung Yuen Road) (Yuen Long) – Tin Shui Wai MTR Station (Yuen Long)
- Route 7: Anderson Road Development Area (Kwun Tong) – Jordan Valley North Road (Ngau Tau Kok)
- Route 8: Anderson Road Development Area (Kwun Tong) – Sheung Yee Road (Kowloon Bay)

- End -

CONTROLLING OFFICER'S REPLY

THB(T)415

(Question Serial No. 4061)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government provide hillside escalator links and elevator systems in the Southern district of the Hong Kong Island, including those connecting: (a) the Ap Lei Chau Estate and the Wind Tower Park; (b) Ap Lei Chau Praya Road and Lei Tung Estate Road; and (c) Yue Kwong Road and the location near the public toilet at 16 Aberdeen Main Road?

Asked by: Hon SIN Chung-kai (Member Question No. 37)

Reply:

The Government established in 2009 a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems (hereafter referred to as "hillside escalator links") to determine the priority for conducting preliminary technical feasibility studies for the 20 works proposals received at that time. On this, the Government consulted the Legislative Council (LegCo) Panel on Transport in May 2009. Upon completion of the assessment, the results were reported to the LegCo Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

The three proposals mentioned in the question are not among the higher-ranking proposals. For proposals (b) and (c), we will review them when the implementation of the higher-ranking proposals is on track. For proposal (a), the Leisure and Cultural Services Department has already taken up the planning work for the provision of lifts between the Ap Lei Chau Estate and the Wind Tower Park.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)416

(Question Serial No. 4174)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with planning and developing franchised bus, non-franchised bus, tram, taxi, ferry and public light bus services, formulating regulatory measures for the services, and planning their related facilities, please provide the following information regarding the guidelines on bus captain working hours and rest room facilities for bus captains:

- (1) How many accidents were caused by sudden illness of bus captains in the past three years? What were the respective ages of these bus captains? Did any disease or physical disability specified in Schedule 1 of the Road Traffic (Driving Licences) Regulations (the Regulations) which required declaration to the bus companies was involved?
- (2) How was the implementation of the guidelines on bus captain working hours issued by the Transport Department (TD) in the past three years? There are complaints from the trade of bus captains that although bus captains should have a rest time of at least 30 minutes after six hours of duty, the rest time is usually scheduled after six full hours of driving. The arrangement is not reasonable. Will the TD take the initiative to look into similar unreasonable arrangements and conduct any review?
- (3) Did the TD receive any complaints over working schedules from bus captains in the past three years? Will the TD take the initiative to look into unreasonable working schedule arrangements such as taking cross-district driving duties?
- (4) Please provide details of ancillary facilities such as drivers' rest rooms, pantries and toilets at bus terminals across the territory.

Asked by: Hon TANG Ka-piu (Member Question No. 40)

Reply:

- (1) The numbers of accidents that were caused by sudden illness of bus captains and the respective age groups of the bus captains concerned in the past three years are as follows:

Year	Number of Accidents	Age
2012	2	50-54: 1 55-59: 1
2013	0	-
2014	0	-

Due to privacy concern, the TD is not provided with information on the exact illness involved.

- (2) According to the TD's Guidelines on Bus Captain Working Hours, Rest Times, and Meal Breaks (the Guidelines) (at Annex), bus captains should have rest times totalling 20 minutes in the first six hours of duty of which no less than 12 minutes should be within the first four hours of duty. After six hours of duty, they should have rest times of at least 30 minutes. Furthermore, the time that bus captains have spent at a terminal point preparing for the next departure and monitoring boarding of passengers would not be regarded as rest time.

To ensure that the bus companies would comply with the Guidelines, franchised bus companies are required to submit regular reports on the implementation of the Guidelines to the TD. According to records, all franchised bus companies schedule the working hours of their bus captains in full compliance with the Guidelines. In addition, the TD engages an independent contractor to conduct a random survey every year on franchised bus captains' working hours, rest times and meal break for monitoring compliance of the Guidelines by the franchised bus companies. The results of the survey revealed that the franchised bus companies have generally adhered to the Guidelines. If non-compliance is identified, the franchised bus companies would be required to provide explanations and take follow-up actions as appropriate.

- (3) Franchised bus companies are required to provide safe, proper and efficient bus services. It is the franchised bus companies' responsibility to follow the Guidelines in making appropriate arrangements for scheduling their bus captains' duties, breaks and meal time for service delivery. In the past three years, the TD has not received complaint from individual bus captain about the working schedule arrangement. For any undesirable working schedule arrangements reported by the staff unions of the bus captains, the TD would ask the management of the franchised bus companies concerned to follow up and make improvements as appropriate.
- (4) The franchised bus companies have been encouraged to provide more amenity facilities at bus termini to cater for the needs of bus drivers. A summary of amenity facilities available at or in close proximity of bus termini is as follows:

Region	Number of Bus Termini	Number of Bus Termini with	
		Rest Room/ Rest Areas ¹	Toilet ²
Hong Kong Island	64	53	62
Kowloon	73	65	69
New Territories East	62	50	61
New Territories West	82	67	76
Total	281	235	268

Some of the bus termini were not provided with toilets / rest places due to geographical constraints (e.g. the bus termini is located at narrow pavement, or lack of electricity supply) or because of local objection. The franchised bus companies will continue to explore the feasibility to provide toilets / rest places at these termini.

¹ Rest area includes rest kiosk, canteen, etc.

² It includes the toilets which are accessible by the general public within three minutes' walking distance from the bus termini.

**Guidelines on Bus Captain
Working Hours, Rest Times and Meal Breaks
issued by the Transport Department**

- Guideline A - Bus captains should have a rest time^{Note 1} of at least 30 minutes after six hours of duty and within that six-hour duty, they should have rest times totalling 20 minutes of which no less than 12 minutes should be within the first four hours of duty. The time bus captains spend at a terminal point preparing for the next departure and monitoring boarding of passengers 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 ten hours.
- Guideline E - Bus captains working for a duty of not less than eight 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.

Note 1: Meal break is also regarded as rest time.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3732)

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In respect of the 2011-12, 2012-13 and 2013-14 actual expenditures, 2014-15 revised estimates and 2015-16 estimates for consultations on the public transport re-organisation proposals to tie in with the opening of the Kwun Tong Line Extension (KTE) and the South Island Line (East) (SIL(E)), please advise this Committee of the following:

- (1) details of the public consultations, including timetables, targets, meetings and expenditures involved;
- (2) the dates of the announcement of the results of the public consultations and the number of opinion submissions received; and
- (3) the extent to which the Government has listened to the views from the public and stakeholders on the public transport service re-organisation proposals prior to the commissioning of the West Island Line (WIL).

Asked by: Hon TIEN Puk-sun, Michael (Member Question No. 66)

Reply:

To tie in with the opening of SIL(E), the Transport Department (TD) commenced public consultation on the public transport re-organisation plan (PT Plan) in July 2013. During the process, the TD consulted the Traffic and Transport Committee (TTC) of the District Councils (DCs) concerned on the PT Plan. The TD also conducted the Area Consultative Forums to collect views from the public and local representatives on the PT Plan. Apart from the views expressed by the TTC members, the TD also received feedback and views on the PT Plan from the public through meetings with locals and concerned groups, and submissions received from members of the public. Having considered the views received, the TD would consider making changes to the PT Plan where appropriate. The TD plans to complete the consultation exercise and finalise the PT Plan by around mid-2016, to allow time for arranging publicity and implementation of the PT Plan to tie in with the opening of

the SIL(E). Similar consultation exercise will be carried out in relation to the PT Plan for the KTE in early 2016.

Prior to the opening of the WIL, the TD started the public consultation on the PT Plan in July 2013. The TD consulted the TTC of the DCs concerned on the PT Plan and conducted the Area Consultative Forums to collect views from the public. In response to the comments received, the TD, in conjunction with the franchised bus companies and green minibus operators, had examined and modified the PT Plan where appropriate to better meet the travelling needs of the local residents. After the opening of the Kennedy Town Station and the HKU Station in December 2014, the TD has started to implement of the PT Plan by phases, taking into account the actual changes in passenger demand. The remaining proposals will be implemented by phases after the full opening of the WIL in late March. The TD would continue to closely monitor the changes in passenger demand, and maintain close liaison with local representatives and stakeholders on implementation of the PT Plan. Fine-tuning the proposals would be considered where appropriate to ensure that better services would be provided and implemented smoothly.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)418****(Question Serial No. 4580)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the engagement of “outsourced workers”, please provide the following information:

	2014-15 (latest position)
Number of outsourced service contracts	()
Total amount paid to outsourced service providers	()
Length of contract for each outsourced service provider	()
Number of outsourced workers engaged through outsourced service providers	()
Distribution of positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology, etc.)	
Monthly wages of outsourced workers	
• \$30,001 or above	()
• \$16,001 to \$30,000	()
• \$8,001 to \$16,000	()
• \$6,501 to \$8,000	()
• \$6,240 to \$6,500	()
• \$6,240 or below	()
Length of employment of outsourced workers	
• More than 15 years	()
• 10 to 15 years	()
• 5 to 10 years	()
• 3 to 5 years	()
• 1 to 3 years	()
• Less than 1 year	()
Percentage of outsourced workers out of the total number of staff of the Department (%)	()

	2014-15 (latest position)
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%)	()
Number of outsourced workers who received severance payments / long service payments / end-of-contract gratuities	()
Amount of severance payments/ long service payments / end-of-contract gratuities paid	()
Number of outsourced workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions	()
Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	()
Number of workers with paid meal breaks	()
Number of workers without paid meal breaks	()
Number of workers under five-day work week	()
Number of workers under six-day work week	()

Figures in () denote year-on-year percentage changes

Asked by: Hon WONG Kwok-hing (Member Question No. 90)

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, car parks, etc. Details relating to these contracts as at 31 March 2015 are provided below:

	2014-15 (latest position)
Number of outsourced service contracts	14 (-)
Total amount paid to outsourced service providers (\$ billion) (Note 1)	4.3 (+2.4%) (Note 2)
Length of contract for each outsourced service provider	Ranging from three to six years
Number of outsourced workers engaged through outsourced service providers (Note 3)	2 369 (-0.5%)
Distribution of positions held by outsourced workers	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks
Monthly wages of outsourced workers <ul style="list-style-type: none"> • \$30,001 or above • \$16,001 to \$30,000 • \$8,001 to \$16,000 • \$6,501 to \$8,000 • \$6,240 to \$6,500 • \$6,240 or below 	<ul style="list-style-type: none"> - 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) (Note 8)

	2014-15 (latest position)
Length of employment of outsourced workers <ul style="list-style-type: none"> • More than 15 years • 10 to 15 years • 5 to 10 years • 3 to 5 years • 1 to 3 years • Less than 1 year 	No such information (Note 9)
Percentage of outsourced workers out of the total number of staff of the Department (%) (Note 4)	154% (-8.3%) (Note 5)
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%) (Note 6)	584% (-5.7%) (Note 7)
Number of outsourced workers who received severance payments / long service payments / end-of-contract gratuities	No such information (Note 9)
Amount of severance payments / long service payments / end-of-contract gratuities paid	No such information (Note 9)
Number of outsourced workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	No such information (Note 9)
Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	No such information (Note 9)
Number of workers with paid meal breaks Number of workers without paid meal breaks	No such information (Note 9)
Number of workers under five-day work week Number of workers under six-day work week	No such information (Note 9)

Figures in () denote year-on-year percentage changes

Notes:

- 1 Total contract value represents the agreed price for the whole period of the contract.
- 2 The year-on-year change in 2014-15 is mainly due to the revised contractual terms arising from the re-tendering and award of new contracts for the Parking Meter System and the Aberdeen Tunnel.
- 3 Number of staff employed under these contracts denotes the minimum number of staff required by these contracts.
- 4 Total number of staff of the Department refers to "Number of posts" under "Changes in the size of the establishment (as at 31 March)" of 2015 in the printed estimates of the TD.

- 5 The year-on-year change in 2014-15 is mainly due to the increased size of the TD's establishment.
- 6 Total salary expenditure of staff of the Department refers to the total "Personal Emoluments" under "Details of Expenditure by Subhead" of 2014-15 in the printed estimates of the TD.
- 7 The year-on-year change in 2014-15 is mainly due to the increased personal emoluments arising from civil service pay rise with effect from 1 April 2014, partly offset by the increase in the total contract value of the outsourcing service contracts.
- 8 There are provisions in these contracts requiring the contractors to comply with, amongst others, the Minimum Wage Ordinance (Cap 608) during the contract periods.
- 9 There is no requirement specified in these contracts for contractors to provide the related information.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)419****(Question Serial No. 4581)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the engagement of "agency workers", please provide the following information:

	2014-15 (latest position)
Number of contracts with employment agencies (EAs)	()
Contract sum for each EA	()
Term of service for each EA	()
Number of agency workers supplied by EA contracts	()
Details of positions of the agency workers supplied by EA contracts	()
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	()
• \$6,240 to \$6,500	()
• Below \$6,240	()
Year of service of agency workers	
• More than 15 years	()
• 10 to 15 years	()
• 5 to 10 years	()
• 3 to 5 years	()
• 1 to 3 years	()
• Less than 1 year	()
Percentage of agency workers out of the total number of staff of the Department	()
Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the Department	()
Number of agency workers who received severance payments / long service payments / end-of-contract gratuities	()

	2014-15 (latest position)
Amount of severance payments / long service payments / end-of-contract gratuities paid	()
Number of agency workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions	()
Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	()
Number of agency workers with paid meal breaks	()
Number of agency workers without paid meal breaks	()
Number of agency workers under five-day work week	()
Number of agency workers under six-day work week	()

Figures in () denote year-on-year changes in percentage as compared with 2013-14

Asked by: Hon WONG Kwok-hing (Member Question No. 91)

Reply:

The information requested is set out below:

	Type of Contract	2014-15 ^{Note 1}
Number of contracts with EAs	Others	10 (-16.7%)
	T-contract ^{Note 2}	1 (no change)
Contract sum for each EA (in \$ million) for the whole contract term	Others	
	Total:	\$4.2 (-22.2%)
	Range:	\$0.07 to \$1.2
Term of service for each EA	T-contract	\$26.9 (+1.1%)
	Others	9 months
Number of agency workers supplied by EA contracts	T-contract	6 months to 1 year for individual agency workers supplied through T-contracts
	Others	
	Total:	41 (-28.1%)
Details of positions of the agency workers supplied by EA contracts	Range:	1 to 10
	T-contract	71 (+2.9%)
	Others	To provide temporary executive support, general support, assistance in project management and record services
	T-contract	To provide temporary IT support services

	Type of Contract	2014-15 ^{Note 1}	
		Others	T-contract
Monthly wages of agency workers supplied			
• \$30,001 or above		0 (no change)	-
• \$16,001 to \$30,000		0 (no change)	-
• \$8,001 to \$16,000		41 (-28.1%)	-
• \$6,501 to \$8,000		0 (no change)	-
• \$6,240 to \$6,500		0 (no change)	-
• Below \$6,240		0 (no change)	-
Years of service of agency workers	Others	The TD does not have the information.	
	T-contract		
• More than 15 years			
• 10 to 15 years			
• 5 to 10 years			
• 3 to 5 years			
• 1 to 3 years			
• Less than 1 year			
Percentage of agency workers against the total number of staff of the Department (%)	Others	2.6% (-31.6%)	
	T-contract	4.6% (no change)	
Percentage of expenditure on procurement of agency services against the total salary expenditure of staff of the Department (%)	Others	0.7% (-30%)	
	T-contract	4.3% (-8.5%)	
Number of agency workers who received severance payments / long service payments / end-of-contract gratuities	Others	The TD does not have the information.	
	T-contract		
Amount of severance payments / long service payments / end-of-contract gratuities paid	Others		
	T-contract		
Number of agency workers with severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	Others		
	T-contract		
Amount of severance payments / long service payments / contract gratuity offset against the employers' MPF contributions	Others		
	T-contract		
Number of agency workers with paid meal breaks	Others	The TD does not have the information.	
	T-contract		
Number of agency workers without paid meal breaks	Others		
	T-contract		
Number of agency workers under five-day work week	Others	41 (-28.1%)	
	T-contract	71 (+2.9%)	
Number of agency workers under six-day work week	Others	0 (no change)	
	T-contract	0 (no change)	

Figures in () denote year-on-year changes in percentage as compared with 2013-14

Note 1: The figures refer to position as at 1 February 2015.

Note 2: T-contract refers to term contract centrally administered by the Office of the Government Chief Information Officer.

- End -

CONTROLLING OFFICER'S REPLY**THB(T)420****(Question Serial No. 4582)**Head: (186) Transport DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the employment of non-civil service contract (NCSC) staff, please provide the following information:

	2014-15 (latest position)
Number of NCSC staff	()
Details of NCSC positions	
Total expenditure on the salaries of NCSC staff	()
Monthly wages of NCSC staff	
• \$30,001 or above	()
• \$16,001 to \$30,000	()
• \$8,001 to \$16,000	()
• \$6,501 to \$8,000	()
• \$6,240 to \$6,500	()
• Below \$6,240	()
Year of service of NCSC staff	
• 15 years or more	()
• 10 to 15 years	()
• 5 to 10 years	()
• 3 to 5 years	()
• 1 to 3 years	()
• Less than 1 year	()
Number of NCSC staff appointed as civil servants	()
Percentage of NCSC staff out of the total number of staff in the Department	()
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department	()
Number of NCSC staff who received severance payments / long service payments / end-of-contract gratuities	()

	2014-15 (latest position)
Amount of severance payments / long service payments / end-of-contract gratuities paid	()
Number of NCSC staff with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions	()
Amount of severance payments/ long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	()
Number of NCSC staff with paid meal break	()
Number of NCSC staff without paid meal break	()
Number of NCSC staff under five-day work week	()
Number of NCSC staff under six-day work week	()

Figures in () denote year-on-year percentage changes as compared with 2013-14

Asked by: Hon WONG Kwok-hing (Member Question No. 92)

Reply:

The information is as follows:

	2014-15 ^{Note}
Number of NCSC staff	73 (-6.4%)
Details of NCSC positions	
• transport operations and traffic engineering duties	40 (+29%)
• executive and administrative support duties	12 (no change)
• general clerical support and other duties	21 (-40%)
Total expenditure on the salaries of NCSC staff	\$17.9 million (+4.1%)
Monthly wages of NCSC staff	
• \$30,001 or above	11 (+10%)
• \$16,001 to \$30,000	41 (+7.9%)
• \$8,001 to \$16,000	21 (-30%)
• \$6,501 to \$8,000	0 (no change)
• \$6,240 to \$6,500	0 (no change)
• Below \$6,240	0 (no change)
Year of service of NCSC staff	
• 15 years or more	0 (no change)
• 10 to 15 years	7 (+16.7%)
• 5 to 10 years	22 (+10%)
• 3 to 5 years	14 (no change)
• 1 to 3 years	17 (-43.3%)
• Less than 1 year	13 (+62.5%)

	2014-15 ^{Note}
Number of NCSC staff appointed as civil servants	8 (+14.3%) The staff joined the civil service through an open, fair and competitive process.
Percentage of NCSC staff out of the total number of staff of the Department (%)	4.7% (-9.6%)
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department (%)	3.2% (-3.0%)
Number of NCSC staff who received severance payments / long service payments / end-of-contract gratuities	73 (-3.9%)
Amount of severance payments / long service payments / end-of-contract gratuities paid	\$1.6 million (+23.1%)
Number of NCSC staff with severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	72 (-5.3%)
Amount of severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	\$0.5 million (-28.6%)
Number of NCSC staff with paid meal break	69 (-6.8%)
Number of NCSC staff without paid meal break	4 (no change)
Number of NCSC staff under five-day work week	73 (-6.4%)
Number of NCSC staff under six-day work week	0 (no change)

Figures in () denote year-on-year percentage changes as compared with 2013-14

Note:

The figures refer to the position as at 31 December 2014.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)421

(Question Serial No. 3792)

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the details of the green minibus (GMB) routes actually introduced in 2014?
What are the details of the new GMB routes planned for introduction in 2015?

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

Reply:

One GMB route was introduced in December 2014, i.e. GMB Route 84 plying between the Allway Gardens and Chung On Street in Tsuen Wan, with an adult full fare of \$3.5.

The Transport Department plans to introduce eight GMB routes in 2015. Operators of five of these new routes have already been selected. The other three routes will be introduced, subject to the result of the operators' selection exercise to be conducted in 2015. Details of the new routes are as follows:

(a) New GMB routes to be introduced in 2015:

Route 1: Ko Yee Estate (Yau Tong) – Kai Yan Street (Kowloon Bay)

Route 2: Kai Ching Estate (Kai Tak) – Wong Tai Sin MTR Station (Wong Tai Sin)

Route 3: Shui Chuen O (Sha Tin) – Shek Mun MTR Station (Sha Tin)

Route 4: Shui Chuen O (Sha Tin) – Hin Keng (Che Kung Miu Road) (Sha Tin)

Route 5: The Beaumont (Tseung Kwan O) – Hang Hau (Tseung Kwan O)

(b) Planned new GMB routes to be introduced in 2015, subject to the result of the operators' selection exercise:

Route 6: Hung Shui Kiu (Hung Yuen Road) (Yuen Long) – Tin Shui Wai MTR Station (Yuen Long)

Route 7: Anderson Road Development Area (Kwun Tong) – Jordan Valley North Road (Ngau Tau Kok)

Route 8: Anderson Road Development Area (Kwun Tong) – Sheung Yee Road (Kowloon Bay)

- End -

CONTROLLING OFFICER'S REPLY**THB(T)422****(Question Serial No. 4521)****Head:** (186) Transport Department**Subhead (No. & title):** (-) Not Specified**Programme:** (1) Planning and Development**Controlling Officer:** Commissioner for Transport (Mrs Ingrid YEUNG)**Director of Bureau:** Secretary for Transport and Housing**Question:**

Will the Government advise this Committee the respective numbers of buses owned by each franchised bus company by emission standards and when these buses will retire?

Asked by: Hon WU Chi-wai (Member Question No. 98)**Reply:**

Franchised bus companies are committed to providing their services with buses under the age of 18, and to replacing their buses accordingly. The details of buses owned by the franchised bus companies as at 31 December 2014 are tabulated as follows:

Franchised bus company	Euro I		Euro II		Euro III		Euro IV		Euro V		Euro VI ^{Note}		Total
	No.	Year by which all buses in this category will be retired	No.	Year by which all buses in this category will be retired	No.	Year by which all buses in this category will be retired	No.	Year by which all buses in this category will be retired	No.	Year by which all buses in this category will be retired	No.	Year by which all buses in this category will be retired	
KMB	161	2015	1546	2019	1097	2026	106	2029	939	2032	3	2032	3852
LW	0	N/A	46	2018	18	2026	32	2028	83	2032	0	N/A	179
NWFB	13	2015	487	2019	75	2020	38	2027	97	2032	1	2032	711
CTB	12	2015	375	2018	9	2020	28	2027	531	2032	2	2032	957
NLB	0	N/A	2	2016	61	2020	17	2022	31	2026	0	N/A	111

Note: The six hybrid buses are of Euro VI standard, which are fully subsidised by the Government for procurement and used by the respective franchised bus companies for trial operation in Hong Kong.

Legend:

- KMB - The Kowloon Motor Bus Company (1933) Limited
 LW - Long Wing Bus Company Limited
 NWFB - New World First Bus Services Limited
 CTB - Citybus Limited
 NLB - New Lantao Bus Company (1973) Limited
 N/A - Not applicable

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4811)

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In connection with the confiscation of illegally parked bicycles last year due to shortage of bicycle parking spaces over the territory, will the Government advise this Committee on the insufficiency of bicycle parking spaces and details of the confiscated bicycles, including the locations, number and ways of disposal (including auctions) involved? Please also estimate the expenditure and manpower required for increasing the provision of bicycle parking spaces in the coming year.

Asked by: Hon WU Chi-wai (Member Question No. 117)

Reply:

The Government has been monitoring the supply and demand situation of bicycle parking spaces through various channels, including collating comments from various District Councils. Currently, there are over 50 000 free public bicycle parking spaces throughout the territory. Last year, the Transport Department (TD) and the Civil Engineering Development Department provided a total of about 1 200 additional bicycle parking spaces for public use. The Government will continue to identify suitable locations to provide additional public bicycle parking spaces. As far as the TD is concerned, increasing the number of bicycle parking spaces is part of the work of TD's staff. There is no separate breakdown of expenditure and manpower.

As regards illegally parked bicycles and illegal occupation of bicycle parking spaces, relevant departments, including the TD, the Lands Department, the Food and Environmental Hygiene Department and the Hong Kong Police Force, take enforcement actions under their respective purviews to tackle the problem, which include carrying out joint clearance actions co-ordinated by relevant District Offices.

In 2014, a total of 8 284 illegally parked bicycles were confiscated in Hong Kong. Clearance actions were mainly carried out in the New Territories, such as the Sha Tin, Yuen Long and North districts. Confiscated bicycles will be auctioned by the Government Logistics Department (GLD). In 2014, the number of confiscated bicycles that were auctioned by the GLD was 3 840.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4057)

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

When will the Government implement the MTR South Island Line (West) [SIL(W)] project, linking Wong Chuk Hang Station and Hong Kong University Station with intermediate stations at Aberdeen, Wah Fu, Cyberport and Queen Mary Hospital? Will any consideration be given to the suggestion by the residents of Residence Bel-Air of constructing the Cyberport Station underground? If no, what are the reasons? What will be the cost as estimated by the Government?

Asked by: Hon SIN Chung-kai (Member Question No. 33)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The Transport and Housing Bureau announced the Railway Development Strategy 2014 (RDS-2014) on 17 September 2014, recommending that seven new railway projects be completed in the planning horizon up to 2031. The South Island Line (West) (SIL(W)) is one of the recommended railway projects. For planning purpose, it is preliminarily proposed in the RDS-2014 to implement the SIL(W) from 2021 to 2026, subject to the actual programme for the development and redevelopment of public housing in the Wah Fu area as well as the build-up of transport demand.

The implementation of the SIL(W), as with other projects recommended in the RDS-2014, is subject to the outcome of detailed engineering, environmental and financial studies, as well as updated assessment of passenger transport demand and availability of resources.

Prior to the finalisation of the new railway scheme, we will consult the public on the detailed alignment and the location of the stations, among others.

As shown in the RDS-2014, the preliminary cost estimate for the SIL(W) is in the order of \$25 billion (in 2013 prices). This figure is only indicative and is subject to review based on in-depth studies to be carried out at the detailed planning stage.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)425

(Question Serial No. 4058)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government enhance feeder transport for connection to the Wong Chuk Hang Station and the HKU Station, i.e. to improve the traffic flow at traffic lights, bus stops and public transport interchanges (PTIs) on strategic routes such as Pok Fu Lam Road, Shek Pai Wan Road, Aberdeen Praya Road, Wong Chuk Hang Road, Nam Long Shan Road and Heung Yip Road, to facilitate citizens to use public transport for connection to various locations in the district after the commissioning of the West Island Line (WIL) and the South Island Line (East) (SIL(E))? If yes, what are the details? If no, what are the reasons? What is the estimated expenditure involved?

Asked by: Hon SIN Chung-kai (Member Question No. 34)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The Government entrusted to the MTR Corporation Limited the construction of essential public infrastructure works (EPIW) to enhance the accessibility to the WIL and the SIL(E). For the WIL, transport facilities for passengers transit are located at the Kennedy Town Station.

The EPIW for the WIL near the HKU Station and the Kennedy Town Station, which were all opened to the public along with the commissioning of the WIL in December 2014, are outlined below:

- (a) a covered footbridge link connecting the HKU Station with the University of Hong Kong Centennial Campus;
- (b) a green minibus (GMB) boarding and alighting area adjacent to the Kennedy Town Station; and
- (c) a covered pedestrian link at Sands Street, which offers a convenient and safe access to the Kennedy Town Station.

The EPIW for the SIL(E) near the Wong Chuk Hang Station are outlined below:

- (a) the construction of a ground level PTI underneath the Wong Chuk Hang Station, with a general loading / unloading bay and lay-bys for buses, GMBs and taxis to facilitate passengers transit to and from the SIL(E);
- (b) the improvement of the existing road network in the vicinity of the Wong Chuk Hang Station, which includes the widening of sections of Heung Yip Road, Nam Long Shan Road, Police School Road, and the modifications to the road junctions at Heung Yip Road / Ocean Park Road, Heung Yip Road / Police School Road, Heung Yip Road / Nam Long Shan Road, Wong Chuk Hang Road / Nam Long Shan Road, and Wong Chuk Hang Road / Tong Bing Lane, to cope with the anticipated traffic growth and create a better walking environment for pedestrians;
- (c) the modification of a section of the existing Wong Chuk Hang Nullah between Ocean Park Road and Nam Long Shan Road for supporting the PTI and the widened Heung Yip Road; and
- (d) the construction of a covered footbridge connecting the Wong Chuk Hang Station with the adjacent industrial area.

The total project costs of the EPIW for the WIL and the SIL(E) are \$103.6 million and \$927.0 million respectively.

In addition to the above, the Transport Department will continue to monitor the traffic situation and transport demand in the areas concerned after the opening of the two railways, and will consider and implement further improvements as necessary.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)426

(Question Serial No. 4059)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Does the Government have any plans to expand the public transport interchange (PTI) at the Wong Chuk Hang Station and the bus terminus nearby and to install large display panels to provide real-time information about bus departures? If yes, what are the details? If no, what are the reasons? What is the estimated expenditure involved?

Asked by: Hon SIN Chung-kai (Member Question No. 35)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

Under the South Island Line (East) (SIL(E)) railway project, a franchised bus lay-by will be re-provided along Nam Long Shan Road to accommodate the bus routes terminating at the former Wong Chuk Hang Estate Bus Terminus. In addition, new public transport facilities will be provided along Heung Yip Road underneath the Wong Chuk Hang Station, to facilitate passengers interchanging between various road-based public transport services and the railway service. These facilities will include two franchised bus lay-bys (for eight double-deck buses), a green minibus (GMB) lay-by (for four GMBs), a taxi stand (for six taxis), and a general loading and unloading bay of 38 metres in length. The provision of the facilities is funded as part of the railway project. The approximate expenditure involved is \$18.7 million.

The Transport Department has been encouraging the franchised bus companies concerned to provide appropriate facilities for the dissemination of service information to the passengers at the re-provisioned franchised bus lay-by and the new facilities at the Wong Chuk Hang Station. Display panels to provide real-time bus departure information is a possible option that can be considered, taking into account the need of the passenger and cost effectiveness.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4060)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

When will the Government implement the provision of pedestrian links from Aberdeen and Shek Pai Wan to the future Wong Chuk Hang Station? What is the estimated expenditure?

Asked by: Hon SIN Chung-kai (Member Question No. 36)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

At present, pedestrians from the Aberdeen Town Centre can use the existing subway underneath Aberdeen Praya Road to reach the Aberdeen Promenade as well as the Wong Chuk Hang Nullah. A footbridge across the Wong Chuk Hang Nullah and a walkway with associated landscaping features are under construction as essential public infrastructure works (EPIW) for the South Island Line (East) (SIL(E)). Pedestrians can use the footbridge and walkway to access the future Wong Chuk Hang Station. The footbridge and walkway will be open to public in phases from the third quarter of 2015. The estimated cost of the aforesaid EPIW is \$68 million.

As for pedestrians from Shek Pai Wan, they can make use of the existing passenger lifts connecting Yue Kwong Road with Yue Fai Road to reach the Aberdeen Town Centre, and follow the above-mentioned route to reach the future Wong Chuk Hang Station. In addition, residents in Aberdeen and Shek Pai Wan may use public transport feeder services for connection to the Wong Chuk Hang Station. Upon commissioning of the SIL(E), the Transport Department will monitor the pedestrian flow in the area, and consider enhancement to the pedestrian links where necessary and practicable.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)428

(Question Serial No. 4062)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Does the Government have any plan to build bus-bus interchange (BBI) points in the Southern district in view of the gradual increase of the BBI schemes in the Southern district with a view to reducing passengers' demand for point-to-point long haul service? If yes, what are the details and expenditure involved? If no, what are the reasons?

Asked by: Hon SIN Chung-kai (Member Question No. 38)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The Transport Department (TD) has all along been working with the franchised bus companies in setting up the BBI schemes at appropriate and feasible locations, to enable passengers to reach more destinations through interchanging with fare concessions. Such interchange schemes reduce the need for new long haul and direct point-to-point bus service, enable better utilisation of limited road space and bus resources, enhance the efficiency of the overall bus network, alleviate the traffic congestion, and reduce roadside emissions.

At present, there are about 90 bus routes serving the Southern district. Around 90% of them provide the BBI fare concessions to passengers interchanging at various bus stops on Wong Chuk Hang Road, Aberdeen Praya Road and Pok Fu Lam Road. The current interchange packages and associated fare concession arrangements have been well-received by passengers. Meanwhile, the TD will continue to explore with franchised bus companies on the provision of new / enhanced interchange facilities at suitable locations. Owing to

the lack of suitable sites, the TD has no plan at the moment to set up large-scale BBI in the Southern district.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)429

(Question Serial No. 4064)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Government conduct a consultancy study to improve the traffic around the centre of Aberdeen that includes additional connection between Aberdeen Praya Road and Aberdeen Main Road; re-organising all bus stops to reduce buses using Chengtu Road, Tung Sing Road and Aberdeen Main Road; improving existing bus stop facilities, such as increasing queuing space and providing shelters; increasing the capacity of pedestrian crossings and formulating proposals to improve the location of the pedestrian crossings to cater for the pedestrian flow? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon SIN Chung-kai (Member Question No. 40)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The Transport Department (TD) has been working closely with the Southern District Council (SDC) on traffic and transport issues in Aberdeen. A working group is formed under the Traffic and Transport Committee of the SDC, comprising District Councillors, and representatives from the Southern District Office and the TD, with a view to exploring and identifying improvement measures to address traffic and transport issues in Aberdeen, such as traffic and pedestrian flow conditions as well as bus service and bus stop arrangements.

The SDC once suggested constructing a roundabout at the western junction of Aberdeen Main Road / Aberdeen Praya Road, with a view to reducing traffic flow into the centre of Aberdeen. After studying the traffic condition and site constraints thereat, the TD found the proposal not technically feasible. The finding was reported to the SDC in November 2014. The TD is looking into the feasibility of widening the footpath of Chengtu Road and lengthening the bus stop road marking thereat to improve passenger queuing arrangement.

Since November 2014, the en-route stop of the Airport route No. A10 has been relocated from the Aberdeen Bus Terminus to the layby at Aberdeen Praya Road to reduce the number of routes / stops and waiting passengers at the Aberdeen Bus Terminus, thereby improving the nearby pedestrian and road traffic situation. In addition, the TD and the franchised bus companies are considering rationalising the routing of a number of bus routes to reduce the number of bus trips near the town centre area. Consultation with the District Councils and local residents will be conducted.

The TD has no plan to conduct a consultancy study at the moment. Nevertheless, the TD will continue to monitor the traffic and transport arrangements of the area and implement improvement measures as necessary. The work is absorbed as part of the regular work of the TD and no additional manpower or resource is required.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4447)

Head: (706) Capital Works Reserve Fund: Highways

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Has the Government evaluated the impact of the full commissioning of the West Island Line (WIL) on the bus routes (in particular cross-harbour routes) along the line? What are the details and expenditure involved?

Asked by: Hon WONG Pik-wan, Helena (Member Question No. 87)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

Prior to the opening of the WIL, the Transport Department (TD) commissioned a consultancy study to assess the changes of passenger demand and travelling pattern as well as the impact on the road based public transport services after the opening of the new railway. The TD then prepared public transport re-organisation plans (PT Plans) to enhance the co-ordination among various public transport services. The consultancy study, which covered both the WIL and the South Island Line (East), was completed in mid-2013 at a cost of \$4.27 million.

Since July 2013, the TD has consulted the Traffic and Transport Committee of the District Councils concerned, and conducted the Area Consultative Forums to collect views of the public on the PT Plans. Improvements have been made to the PT Plan taking into account the views collected. A summary of the latest proposed PT Plan is set out below:

Proposals	Number of franchised bus routes involved	Number of green minibus (GMB) routes involved
New routes	1	3
Route adjustment (including amalgamation and/or diversion)	28 (including 2 cross-harbour routes)	-
Frequency adjustment	10 (including 7 cross-harbour routes)	18
New section fare	-	2
Total	39	23

After the opening of the Kennedy Town Station and the HKU Station in December 2014, the TD has started implementing the PT Plan. One franchised bus and three GMB routes for feeder services to the WIL stations have been introduced. Frequencies of some franchised bus routes have been adjusted in response to the changes in travelling pattern of passengers. The remaining proposals under the PT Plan will be implemented after the full opening of the WIL in late March 2015.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)431

(Question Serial No. 4448)

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the provision of lifts in Kowloon West, does the Government have a timetable for the implementation at (1) across Princess Margaret Road near Wylie Road and the Oi Man Estate; and (2) Waterloo Hill? If yes, what are the details and expenses involved? If no, what are the reasons?

Asked by: Hon WONG Pik-wan, Helena (Member Question No. 88)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The retrofitting of lifts for the footbridge across Princess Margaret Road near Wylie Road and the Oi Man Estate (Highways Department Structure No. KF6) is one of the items under the "Universal Accessibility" Programme. The construction works commenced in August 2014, and are anticipated for completion by 2017. The estimated construction cost is \$28 million.

As regards the "Lift and Pedestrian Walkway System at Waterloo Hill" project, the proposed scheme was authorised under the Roads (Works, Use and Compensation) Ordinance (Cap 370) in 2014. We are now carrying out detailed design of the project, and will take forward the project according to the established procedures under the Public Works Programme.

- End -

CONTROLLING OFFICER'S REPLY

THB(T)432

(Question Serial No. 4556)

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the details of the road improvement works for the West Kowloon Reclamation Development - Phase 1? What are the schedule of the works and the expenses involved?

Asked by: Hon WONG Pik-wan, Helena (Member Question No. 98)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

The scope of the "Road Improvement Works for the West Kowloon Reclamation Development (Phase 1)" project includes (a) the construction of a single lane elevated carriageway connecting Hoi Po Road to West Kowloon Highway northbound; (b) the construction of a single lane elevated carriageway connecting the elevated Nga Cheung Road to the toll plaza of Western Harbour Crossing; (c) the construction of a single lane at-grade carriageway connecting West Kowloon Highway southbound to the elevated Nga Cheung Road; (d) the widening of the junction of Canton Road with Austin Road and Austin Road West, the junction of Canton Road with Wui Cheung Road and the junction of Canton Road with Jordan Road and Ferry Street; and (e) associated civil and road works, slope and geotechnical works, public lighting facilities, drainage and water works, and landscaping works. With the funding approved by the Finance Committee on 27 February 2015, we plan to commence construction works in March 2015 for completion by mid-2018. The estimated cost of the project is \$845.8 million in money-of-the-day prices.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3806)

Head: (707) Capital Works Reserve Fund - New Towns and Urban Area Development

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

Programme: (-) Not Specified

Controlling Officer: Acting Director of Civil Engineering and Development (F M LUK)

Director of Bureau: Secretary for Transport and Housing

Question:

What is the progress of Subhead 7842TH - Tsuen Wan Bypass, Widening of Tsuen Wan Road between Tsuen Tsing Interchange and Kwai Tsing Interchange and the Associated Junction Improvement Works - Detailed Design? What are the reasons for no expenditure in 2014-15? In what areas will the expenditure for 2015-16 be used? Can the whole project be finished by the expected completion date as stated in the approved estimate?

Asked by: Hon FAN Kwok-wai, Gary (Member Question No. 46)

Reply:

According to Rule 49 of the Finance Committee Procedures, special meetings of the Finance Committee are convened to examine the annual Estimates of Expenditure prepared by the Government in support of the Appropriation Bill.

Expenditure charged to the Capital Works Reserve Fund do **not** form part of the Appropriation Bill. As such, questions relating to expenditure under the Fund are **not** relevant to the examination of the Estimates of Expenditure or the Appropriation Bill.

According to the traffic survey carried out in 2012, the traffic growth along Tsuen Wan Road was slower than expected. We have since been closely monitoring the traffic conditions of Tsuen Wan Road in order to firm up the justifications for the project before proceeding with detailed design.

The recent traffic surveys carried out along Tsuen Wan Road still indicated that there would not be substantial increase in the traffic volume in the long term. The fund allocated for the project in 2014-15 has therefore not been used. The Government will continue to closely monitor the traffic conditions and review the implementation programme of the project in a timely manner. A total of \$0.696 million is reserved for the project in 2015-16 to take forward further work (such as traffic impact assessment) if needed during the financial year.

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