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### Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2016-17

**Director of Bureau : Secretary for Transport and Housing**

**Session No. : 14**

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<a href="#">THB(T)211</a>	3441	WU Chi-wai	28	(5) Air Services and Safety Management
<a href="#">THB(T)212</a>	3442	WU Chi-wai	28	(-) Not Specified
<a href="#">THB(T)213</a>	4658	WU Chi-wai	28	(4) Air Traffic Engineering Services
<a href="#">THB(T)214</a>	4687	WU Chi-wai	28	(5) Air Services and Safety Management
<a href="#">THB(T)215</a>	4688	WU Chi-wai	28	(3) Air Traffic Management
<a href="#">THB(T)216</a>	4016	James To Kun-sun	33	(2) Port and Marine Facilities
<a href="#">THB(T)217</a>	4660	WU Chi-wai	33	(3) Provision of Land and Infrastructure
<a href="#">THB(T)218</a>	4690	WU Chi-wai	33	(3) Provision of Land and Infrastructure
<a href="#">THB(T)219</a>	4614	Michael TIEN Puk-sun	42	(2) Mechanical Installations Safety
<a href="#">THB(T)220</a>	5441	CHAN Chi-chuen	60	(1) Capital Projects
<a href="#">THB(T)221</a>	3508	Kenneth CHAN Ka-lok	60	(1) Capital Projects
<a href="#">THB(T)222</a>	3509	Kenneth CHAN Ka-lok	60	(1) Capital Projects
<a href="#">THB(T)223</a>	3510	Kenneth CHAN Ka-lok	60	(2) District and Maintenance Works
<a href="#">THB(T)224</a>	5855	Kenneth CHAN Ka-lok	60	(2) District and Maintenance Works
<a href="#">THB(T)225</a>	6305	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)226</a>	6307	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)227</a>	6308	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)228</a>	6309	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)229</a>	6310	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)230</a>	6311	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)231</a>	6312	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)232</a>	6313	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)233</a>	6314	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)234</a>	6315	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)235</a>	6316	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)236</a>	6317	KWOK Ka-ki	60	(3) Railway Development

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<a href="#">THB(T)237</a>	6318	KWOK Ka-ki	60	(3) Railway Development
<a href="#">THB(T)238</a>	7257	Alan LEONG Kah-kit	60	(3) Railway Development
<a href="#">THB(T)239</a>	7258	Alan LEONG Kah-kit	60	(1) Capital Projects
<a href="#">THB(T)240</a>	4290	Priscilla LEUNG Mei-fun	60	(1) Capital Projects
<a href="#">THB(T)241</a>	4584	Claudia MO	60	(1) Capital Projects
<a href="#">THB(T)242</a>	4603	Claudia MO	60	(1) Capital Projects
<a href="#">THB(T)243</a>	4604	Claudia MO	60	(3) Railway Development
<a href="#">THB(T)244</a>	4048	Abraham SHEK Lai-him	60	(-) Not Specified
<a href="#">THB(T)245</a>	3453	WU Chi-wai	60	(1) Capital Projects
<a href="#">THB(T)246</a>	4724	WU Chi-wai	60	(1) Capital Projects
<a href="#">THB(T)247</a>	4725	WU Chi-wai	60	(4) Technical Services
<a href="#">THB(T)248</a>	7274	Albert HO Chun-yan	91	(1) Land Administration
<a href="#">THB(T)249</a>	3603	KWOK Ka-ki	91	(1) Land Administration
<a href="#">THB(T)250</a>	3513	Kenneth CHAN Ka-lok	100	(3) Local Services
<a href="#">THB(T)251</a>	5955	KWOK Ka-ki	100	(1) Infrastructure
<a href="#">THB(T)252</a>	5957	KWOK Ka-ki	100	(5) Government Fleet
<a href="#">THB(T)253</a>	5958	KWOK Ka-ki	100	(1) Infrastructure
<a href="#">THB(T)254</a>	5959	KWOK Ka-ki	100	(2) Port Services
<a href="#">THB(T)255</a>	5960	KWOK Ka-ki	100	(2) Port Services
<a href="#">THB(T)256</a>	5961	KWOK Ka-ki	100	(3) Local Services
<a href="#">THB(T)257</a>	6263	KWOK Ka-ki	100	(3) Local Services
<a href="#">THB(T)258</a>	6264	KWOK Ka-ki	100	(4) Services to Ships
<a href="#">THB(T)259</a>	6266	KWOK Ka-ki	100	(4) Services to Ships
<a href="#">THB(T)260</a>	6268	KWOK Ka-ki	100	(4) Services to Ships
<a href="#">THB(T)261</a>	6652	KWOK Ka-ki	100	(2) Port Services
<a href="#">THB(T)262</a>	4932	TANG Ka-piu	100	(3) Local Services
<a href="#">THB(T)263</a>	4010	James TO Kun-sun	100	(3) Local Services
<a href="#">THB(T)264</a>	4011	James TO Kun-sun	100	(-) Not Specified
<a href="#">THB(T)265</a>	4119	WONG Kwok-hing	100	(-) Not Specified
<a href="#">THB(T)266</a>	4120	WONG Kwok-hing	100	(-) Not Specified
<a href="#">THB(T)267</a>	4121	WONG Kwok-hing	100	(-) Not Specified
<a href="#">THB(T)268</a>	4738	WU Chi-wai	100	(3) Local Services
<a href="#">THB(T)269</a>	5422	CHAN Chi-chuen	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)270</a>	5431	CHAN Chi-chuen	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)271</a>	5450	CHAN Chi-chuen	158	(1) Director of Bureau's Office

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<a href="#">THB(T)272</a>	3518	Kenneth CHAN Ka-lok	158	(2) Land and Waterborne Transport
<a href="#">THB(T)273</a>	3519	Kenneth CHAN Ka-lok	158	(2) Land and Waterborne Transport
<a href="#">THB(T)274</a>	3520	Kenneth CHAN Ka-lok	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)275</a>	3521	Kenneth CHAN Ka-lok	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)276</a>	3522	Kenneth CHAN Ka-lok	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)277</a>	3523	Kenneth CHAN Ka-lok	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)278</a>	3524	Kenneth CHAN Ka-lok	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)279</a>	6198	Kenneth CHAN Ka-lok	158	(1) Director of Bureau's Office
<a href="#">THB(T)280</a>	6199	Kenneth CHAN Ka-lok	158	(2) Land and Waterborne Transport
<a href="#">THB(T)281</a>	6860	CHEUNG Kwok-che	158	(-) Not Specified
<a href="#">THB(T)282</a>	3593	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)283</a>	3611	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)284</a>	4862	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)285</a>	5916	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)286</a>	5917	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)287</a>	5918	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)288</a>	5919	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)289</a>	5921	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)290</a>	5931	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)291</a>	5933	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)292</a>	5934	KWOK Ka-ki	158	(3) Air and Sea Communications and

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				Logistics Development
<a href="#">THB(T)293</a>	5935	KWOK Ka-ki	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)294</a>	5936	KWOK Ka-ki	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)295</a>	5937	KWOK Ka-ki	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)296</a>	5938	KWOK Ka-ki	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)297</a>	5939	KWOK Ka-ki	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)298</a>	5940	KWOK Ka-ki	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)299</a>	5941	KWOK Ka-ki	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)300</a>	4248	LAM Tai-fai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)301</a>	4419	Alan LEONG Kah-kit	158	(1) Director of Bureau's Office
<a href="#">THB(T)302</a>	5706	LEUNG Kwok-hung	158	(2) Land and Waterborne Transport
<a href="#">THB(T)303</a>	5713	LEUNG Kwok-hung	158	(2) Land and Waterborne Transport
<a href="#">THB(T)304</a>	4032	LEUNG Yiu-chung	158	(2) Land and Waterborne Transport
<a href="#">THB(T)305</a>	4779	MA Fung-kwok	158	(2) Land and Waterborne Transport
<a href="#">THB(T)306</a>	4577	Claudia MO	158	(2) Land and Waterborne Transport
<a href="#">THB(T)307</a>	4597	Claudia MO	158	(2) Land and Waterborne Transport
<a href="#">THB(T)308</a>	4598	Claudia MO	158	(2) Land and Waterborne Transport
<a href="#">THB(T)309</a>	4599	Claudia MO	158	(2) Land and Waterborne Transport
<a href="#">THB(T)310</a>	4608	Claudia MO	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)311</a>	5271	Charles Peter MOK	158	(-) Not Specified
<a href="#">THB(T)312</a>	5285	Charles Peter MOK	158	(-) Not Specified

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<a href="#">THB(T)313</a>	5306	Charles Peter MOK	158	(-) Not Specified
<a href="#">THB(T)314</a>	5353	Charles Peter MOK	158	(-) Not Specified
<a href="#">THB(T)315</a>	5754	Charles Peter MOK	158	(2) Land and Waterborne Transport
<a href="#">THB(T)316</a>	5755	Charles Peter MOK	158	(2) Land and Waterborne Transport
<a href="#">THB(T)317</a>	5757	Charles Peter MOK	158	(2) Land and Waterborne Transport
<a href="#">THB(T)318</a>	7259	Abraham SHEK Lai-him	158	(2) Land and Waterborne Transport
<a href="#">THB(T)319</a>	4026	James TO Kun-sun	158	(2) Land and Waterborne Transport
<a href="#">THB(T)320</a>	4568	WONG Yuk-man	158	(2) Land and Waterborne Transport
<a href="#">THB(T)321</a>	4569	WONG Yuk-man	158	(2) Land and Waterborne Transport
<a href="#">THB(T)322</a>	4570	WONG Yuk-man	158	(2) Land and Waterborne Transport
<a href="#">THB(T)323</a>	4571	WONG Yuk-man	158	(2) Land and Waterborne Transport
<a href="#">THB(T)324</a>	4572	WONG Yuk-man	158	(2) Land and Waterborne Transport
<a href="#">THB(T)325</a>	3452	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)326</a>	4721	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)327</a>	4722	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)328</a>	4723	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)329</a>	4740	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)330</a>	5443	CHAN Chi-chuen	186	(1) Planning and Development
<a href="#">THB(T)331</a>	5539	CHAN Chi-chuen	186	(3) District Traffic and Transport Services
<a href="#">THB(T)332</a>	3528	Kenneth CHAN Ka-lok	186	(1) Planning and Development
<a href="#">THB(T)333</a>	3529	Kenneth CHAN Ka-lok	186	(1) Planning and Development
<a href="#">THB(T)334</a>	3530	Kenneth CHAN Ka-lok	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)335</a>	3531	Kenneth CHAN Ka-lok	186	(3) District Traffic and Transport Services
<a href="#">THB(T)336</a>	3532	Kenneth CHAN Ka-lok	186	(-) Not Specified



<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)337</a>	4542	Albert CHAN Wai-yip	186	(3) District Traffic and Transport Services
<a href="#">THB(T)338</a>	6030	Fernando CHEUNG Chiu-hung	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)339</a>	6416	Fernando CHEUNG Chiu-hung	186	(3) District Traffic and Transport Services
<a href="#">THB(T)340</a>	6456	Fernando CHEUNG Chiu-hung	186	(3) District Traffic and Transport Services
<a href="#">THB(T)341</a>	6542	CHEUNG Kwok-che	186	(3) District Traffic and Transport Services
<a href="#">THB(T)342</a>	6543	CHEUNG Kwok-che	186	(3) District Traffic and Transport Services
<a href="#">THB(T)343</a>	6850	CHEUNG Kwok-che	186	(3) District Traffic and Transport Services
<a href="#">THB(T)344</a>	6851	CHEUNG Kwok-che	186	(3) District Traffic and Transport Services
<a href="#">THB(T)345</a>	6852	CHEUNG Kwok-che	186	(3) District Traffic and Transport Services
<a href="#">THB(T)346</a>	6853	CHEUNG Kwok-che	186	(3) District Traffic and Transport Services
<a href="#">THB(T)347</a>	3594	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)348</a>	4854	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)349</a>	4855	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)350</a>	4856	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)351</a>	4857	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)352</a>	4858	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)353</a>	4859	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)354</a>	4860	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)355</a>	4861	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)356</a>	4863	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)357</a>	4864	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)358</a>	4865	KWOK Ka-ki	186	(3) District Traffic and Transport Services

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)359</a>	4866	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)360</a>	4867	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)361</a>	4868	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)362</a>	4869	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)363</a>	4870	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)364</a>	4871	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)365</a>	4872	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)366</a>	4873	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)367</a>	4874	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)368</a>	4875	KWOK Ka-ki	186	(-) Not Specified
<a href="#">THB(T)369</a>	6660	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)370</a>	6661	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)371</a>	6662	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)372</a>	6663	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)373</a>	6664	KWOK Ka-ki	186	(3) District Traffic and Transport Services
<a href="#">THB(T)374</a>	4027	LEUNG Yiu-chung	186	(3) District Traffic and Transport Services
<a href="#">THB(T)375</a>	4030	LEUNG Yiu-chung	186	(3) District Traffic and Transport Services (4) Management of Transport Services
<a href="#">THB(T)376</a>	4576	Claudia MO	186	(3) District Traffic and Transport Services
<a href="#">THB(T)377</a>	4585	Claudia MO	186	(3) District Traffic and Transport Services
<a href="#">THB(T)378</a>	4586	Claudia MO	186	(3) District Traffic and Transport Services
<a href="#">THB(T)379</a>	4600	Claudia MO	186	(1) Planning and Development
<a href="#">THB(T)380</a>	4601	Claudia MO	186	(1) Planning and Development
<a href="#">THB(T)381</a>	3458	Charles Peter MOK	186	(3) District Traffic and Transport Services

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)382</a>	5756	Charles Peter MOK	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)383</a>	4930	TANG Ka-piu	186	(3) District Traffic and Transport Services
<a href="#">THB(T)384</a>	4931	TANG Ka-piu	186	(3) District Traffic and Transport Services
<a href="#">THB(T)385</a>	4937	TANG Ka-piu	186	(3) District Traffic and Transport Services
<a href="#">THB(T)386</a>	4128	WONG Kwok-hing	186	(-) Not Specified
<a href="#">THB(T)387</a>	4129	WONG Kwok-hing	186	(-) Not Specified
<a href="#">THB(T)388</a>	4130	WONG Kwok-hing	186	(-) Not Specified
<a href="#">THB(T)389</a>	4546	WONG Yuk-man	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)390</a>	4741	WU Chi-wai	186	(1) Planning and Development
<a href="#">THB(T)391</a>	4742	WU Chi-wai	186	(1) Planning and Development
<a href="#">THB(T)392</a>	4743	WU Chi-wai	186	(1) Planning and Development
<a href="#">THB(T)393</a>	4744	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)394</a>	4745	WU Chi-wai	186	(4) Management of Transport Services
<a href="#">THB(T)395</a>	4746	WU Chi-wai	186	(1) Planning and Development
<a href="#">THB(T)396</a>	4747	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)397</a>	7247	Gary FAN Kwok-wai	706	(-) Not Specified
<a href="#">THB(T)398</a>	7245	Gary FAN Kwok-wai	707	(-) Not Specified
<a href="#">THB(T)399</a>	7241	Gary FAN Kwok-wai	708	(-) Not Specified

**CONTROLLING OFFICER'S REPLY****THB(T)001****(Question Serial No. 0720)**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:

It is mentioned in the Estimates that the Civil Aviation Department (CAD) will “provide schedule co-ordination and slot allocation services to airlines and other aircraft operators”. Please advise on the respective percentages of delays caused by non-weather reasons out of all departing flights over the past five years (please list by reason).

Asked by: Hon CHAN Kam-lam (Member Question No. 2)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 total 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	Total number of passenger departure flights	Year-on-year percentage change of total number of passenger departure flights	Number of passenger flights delayed by more than 15 minutes on departure <small>Note</small>	Percentage of delayed passenger departure flights <small>Note</small>
2011-12	141 750	+6.1%	31 185	22%
2012-13	148 593	+4.8%	40 120	27%
2013-14	155 723	+4.8%	48 274	31%
2014-15	166 441	+6.9%	56 590	34%
2015-16 (Up to 31 January 2016)	142 793	---	57 117	40%

Note

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.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)002**

**(Question Serial No. 1092)**

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 2016-17. 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 respective estimated expenditure on salaries for the Assistant Director-General of Civil Aviation (Airport Standards) and Senior Operations Officer (Environmental Management) under the Programme of Airport Standards;
- (3) of the reasons for failing to solve the problem of aircraft noise at root over the years;
- (4) whether it will set standards for the problem of aircraft noise to assess the effectiveness of noise abatement measures; and
- (5) 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 Albert CHAN Wai-yip (Member Question No. 3)

Reply:



(1) to (4)

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) 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 2016-17, the estimated expenditure for the maintenance of the ANFTMS is \$2.5 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).

For 2016-17, the notional annual salary cost at mid-point of the Assistant Director-General of Civil Aviation (Airport Standards) and the Senior Operations Officer (Environmental Management) under Programme (2) Airport Standards are \$1,973,400 and \$1,309,080 respectively.

- (5) The NEF contours, which are used primarily for land use planning purpose, do not measure or monitor the daily noise level of aircraft. For daily monitoring purpose, the ANFTMS is a more appropriate tool. The noise data collected by the ANFTMS are consolidated and regularly uploaded onto the CAD's website for the information of the public.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)003**

**(Question Serial No. 1093)**

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:

Will the Government inform this Committee of the estimated full-year expenditure on the salaries of the Director-General of Civil Aviation and Deputy Director-General of Civil Aviation in 2016-17?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 4)

Reply:

For 2016-17, the notional annual salary cost at mid-point of the Director-General of Civil Aviation is \$2,831,400. The total notional annual salary cost at mid-point of the two Deputy Directors-General of Civil Aviation is \$4,581,600, including one permanent post and one supernumerary post.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)004**

**(Question Serial No. 2560)**

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 Civil Aviation Department (CAD) states in this Programme that it will continue to co-ordinate with neighbouring Area Control Centres to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region in 2016-17. Please inform this Committee of the following:

- (1) Whether there is a schedule for optimising the airspace design of the PRD region? If yes, what are the details?
- (2) What are the operating expenses, staff establishment and salary expenditure for the aforesaid work in 2016-17?
- (3) What are the operating expenses, staff establishment and salary expenditure under Programme (3) in 2016-17?
- (4) What is the salary expenditure for the Assistant Director-General of Civil Aviation (Air Traffic Engineering Services) in 2016-17?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 47)

Reply:

(1) and (2)

The Civil Aviation Administration of China, the CAD and the Civil Aviation Authority of Macao jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the PRD region in order to rationalise and optimise the PRD airspace management. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, based on the principles of joint airspace planning, use of common

standards, and harmonised flight procedure design, setting out various air traffic management enhancement measures to be adopted.

Over the years, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc. In January 2016, through the co-operation platform of the TWG, new air routes for the eastern part of the Mainland and an additional handover point for flights operating between Hong Kong, Macao and the eastern part of the Mainland have also been successfully implemented. This measure enhances the efficiency of air routes for the eastern part of the Mainland.

In 2016-17, the CAD will continue discussions on the PRD airspace management through the TWG in order to enhance the use of airspace in a progressive manner.

The above co-ordination work is undertaken by the existing CAD staff as part of their normal duties under Programme (3). No additional expenses are involved.

(3) For 2016-17, the total number of staff involved under Programme (3) including general administrative support staff is 487. The total provision for 2016-17 is \$425.8 million, comprising operating expenses of \$100.6 million, and annual salaries in terms of notional annual mid-point salary of \$325.2 million.

(4) For 2016-17, the notional annual salary cost at mid-point of the Assistant Director-General of Civil Aviation (Air Traffic Engineering Services) is \$1,973,400.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)005**

**(Question Serial No. 2464)**

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:

- (1) Please provide the annual number and details of the measures to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region in the past 10 years.
- (2) Please provide the annual number and details of the reviews and evaluations of air traffic control and flight procedures for airports in the PRD region in the past 10 years.
- (3) Please provide details of arrival flights on missed approaches in the past five years, including the number of flights, flight number, aircraft type, time and date of occurrence, Standard Instrument Arrival (STAR) procedures or other arrival procedures, missed approach procedures and reasons.
- (4) Please provide details of the flights using Route M503 since the commissioning of it, including the number of flights, flight number, aircraft type and date.

Asked by: Hon Albert HO Chun-yan (Member Question No. 40)

Reply:

(1) and (2)

The Civil Aviation Administration of China, the Civil Aviation Department (CAD) and the Civil Aviation Authority of Macao 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 with a view to supporting air traffic growth in the PRD region. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, based on the principles of joint airspace planning, use of



common standards, and harmonised flight procedure design, setting out various air traffic management enhancement measures to be adopted.

Over the years, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc. In January 2016, through the co-operation platform of the TWG, new air routes for the eastern part of the Mainland and an additional handover point for flights operating between Hong Kong, Macao and the eastern part of the Mainland have been successfully implemented. This measure enhances the efficiency of air routes for the eastern part of the Mainland.

Since the establishment of the TWG in 2004, more than 40 meetings at different levels have been held in the Mainland, Hong Kong and Macao, which were mainly attended by officers of the aviation authorities of the three sides.

(3)

The statistics of missed approaches for the past five years are tabulated below:

Year	Due to weather (Note 1)	Due to operational reasons (Note 2)	Total
2011	139	73	212
2012	145	92	237
2013	238	114	352
2014	233	102	335
2015	235	121	356

Note 1: The term “weather” here refers to unfavourable wind conditions, heavy rain, low visibility, significant windshear, etc.

Note 2: Reasons include runway not available (e.g. due to other traffic or suspected foreign objects), and other flight operations considerations as reported by pilots, etc.

The CAD does not have a breakdown of missed approaches in respect of flight number, type of aircraft, occurrence time or type of approach. Typically, missed approaches could take place on all four runways i.e. 07L, 07R, 25L and 25R irrespective of types of approach and aircraft types, and the published standard missed approach procedure for the respective runway would be followed by aircraft carrying out missed approach.

(4)

From the implementation of air route M503 on 7 January 2016 to 29 February 2016, a total of 1 981 flights had operated on air route M503. Flight operation via M503 is on a daily basis. Aircraft types include A330, A320, B737, B747 and B777.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)006**

**(Question Serial No. 0220)**

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 Hong Kong International Airport (HKIA) is targeted for completion in 2023. With the expansion of the HKIA, 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 2016-17 financial year? If so, what are the estimated expenditure and details of the plan? If not, what are the reasons?

Asked by: Hon Jeffrey LAM Kin-fung (Member Question No. 4)

Reply:

The CAD will take into account the latest development at the HKIA 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 2016-17.

In-house training courses are conducted by the CAD staff as part of their normal duties and no additional expenses will be incurred. In 2016-17, 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, Flight Procedure design, Air Traffic Management Safety Investigation and Analysis, Instructional Techniques, etc. The estimated expenditure involved is \$4.35 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)007**

**(Question Serial No. 0221)**

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:

It is mentioned in Matters Requiring Special Attention in 2016-17 that the Civil Aviation Department (CAD) will continue to co-ordinate with neighbouring Area Control Centres (ACCs) to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region. Please elaborate on the staffing provision and work involved.

Asked by: Hon Jeffrey LAM Kin-fung (Member Question No. 5)

Reply:

The Civil Aviation Administration of China, the CAD and the Civil Aviation Authority of Macao jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the PRD region in order to rationalise and optimise the PRD airspace management. The TWG drew up the “Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)” (the Plan) in 2007, based on the principles of joint airspace planning, use of common standards, and harmonised flight procedure design, setting out various air traffic management enhancement measures to be adopted.

Over the years, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc. In January 2016, through the co-operation platform of the TWG, new air routes for the eastern part of the Mainland and an additional handover point for flights operating between Hong Kong, Macao and the eastern part of the Mainland have also been successfully implemented. This measure enhances the efficiency of air routes for the eastern part of the Mainland.

In 2016-17, the CAD will continue discussions on the PRD airspace management through the TWG in order to enhance the use of airspace in a progressive manner, with a view to further increasing the air transport capacity in the PRD region.

The above co-ordination work is undertaken by the existing CAD staff as part of their normal duties under Programme (3). No additional expenses are involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)008****(Question Serial No. 0140)**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:

It is expected that there will be a net increase of nine posts including one supernumerary post in the Civil Aviation Department (CAD) in 2016-17. Please state why the supernumerary post is required and also the nature of the other eight posts.

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

The net increase of nine posts in 2016-17 involves the creation of ten new posts and deletion of one time-limited post upon its expiry. The rank, nature and purpose of the posts concerned are summarised as follows:

<b>No. of post to be created (+)/ deleted (-) and rank</b>	<b>Nature</b>	<b>Purpose</b>
+1 Administrative Officer Staff Grade B (AOSGB)	Supernumerary	To strengthen the administrative control and management of the CAD, and to take forward various key projects, e.g. review manpower demand and supply for the Three-Runway System (3RS) project, regulation of unmanned aircraft systems, etc.
+1 Chief Executive Officer	Time-limited	To provide executive, clerical and secretarial support to the supernumerary AOSGB post.
+1 Senior Executive Officer		
+1 Personal Secretary I		
+1 Assistant Clerical Officer		
+1 Senior Operations Officer	Time-limited	To perform planning and co-ordination work in respect of the implementation of the 3RS.
+1 Air Traffic Control Officer I		
+1 Electronic Engineer		
+1 Operations Officer	Permanent	To strengthen the air cargo security controls under the Regulated Agent Regime.
+1 Air Traffic Flight Services Officer II		
-1 Operations Officer	Time-limited	To reinforce the new air cargo security standards.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)009**

**(Question Serial No. 2768)**

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:

The provision for Programme (1) Flight Standards in 2016-17 is \$115.6 million. Will the Government advise on:

- (1) the amount of provision earmarked for examining the applications for flying Unmanned Aircraft System (UAS); and
- (2) whether there is any estimation of the number of applications for flying the UAS weighing more than seven kilogrammes (kgs) (without its fuel)? If yes, on what basis is such estimation arrived at? If no, what are the reasons?

Asked by: Hon Andrew LEUNG Kwan-yuen (Member Question No. 16)

Reply:

- (1) Processing of applications for operating the UAS is undertaken by the Civil Aviation Department (CAD)'s existing staff as part of their normal duties. There is no separate breakdown of expenditure for this purpose.
- (2) In the past three years, less than 3% of applications processed by the CAD for operating the UAS involved UAS exceeding seven kgs (without its fuel). Presently, the UASs available in market in Hong Kong are mostly small in size, weighing not more than seven kgs (without its fuel). Therefore, the number of the applications for operating the UAS exceeding seven kgs (without its fuel) is not expected to rise significantly. The CAD will continue to monitor the trend of applications received.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)010**

**(Question Serial No. 2882)**

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:

In Matters Requiring Special Attention in 2016-17 under Programme (4), the Civil Aviation Department (CAD) stated that it will “continue to enhance the maintenance programme for the existing air traffic control (ATC) systems to meet the air traffic growth”. Will the Government inform this Committee of the following:

- (1) How much resources and manpower has the CAD allocated to air traffic control in the past three years? What are the results?
- (2) In a recent fatal aircraft accident in the Tolo Channel, a Senior Safety Officer of the CAD, who was also an experienced flying instructor, died when a light aircraft he was flying at his leisure time plunged into the sea. What emergency actions has the CAD taken in this accident? Will the CAD provide death gratuity and suitable psychological counselling to the bereaved family? If yes, what are the details?
- (3) With the growth in air traffic, Hong Kong's demand for flight crew increases steadily. Will the CAD process more local and overseas flight crew examination papers in line with the circumstances? If yes, what are the details? If no, what are the reasons?

Asked by: Dr Hon Priscilla LEUNG Mei-fun (Member Question No. 11)

Reply:

- (1) In order to meet the air traffic growth at the Hong Kong International Airport (HKIA) as well as traffic transiting the Hong Kong Flight Information Region (HKFIR), the CAD has been deploying resources to perform air traffic control services. The total number of relevant staff in the CAD establishment viz. Air Traffic Control Officers I (ATCO I), ATCO II, ATCO III and Student Air Traffic Control Officers (SATCO)

who provide such services, and the total annual salaries, in the past three financial years are tabulated as follows:

	No. of staff	Total Annual Salaries (notional annual mid-point salary) \$ million
2013-14	273	212.70
2014-15	273	224.98
2015-16	274	243.16

The CAD also provides training to ATCOs to ensure that they meet and maintain the standard required for discharging the air traffic control duties. In the past three years, over 120 Certificates of Competence were issued to the licensed ATCOs. In addition to in-house training courses conducted by the CAD existing staff, the actual expenditure on overseas specialised training courses attended by various ranks of the ATC staff on various aspects related to the performing of the ATC duties and related work are listed as follows:

	Actual Expenditure \$ million
2013-14	1.22
2014-15	0.91
2015-16	7.41 <sup>Note</sup> (provisional)

Note: Including training for the newly appointed SATCOs

The CAD has continued to refine and implement various air traffic management enhancement measures such that the runway capacity of the HKIA has been increased from 63 runway movements per hour in 2013 to the maximum capacity of 68 for the existing two-runway system in October 2015. At the same time, improvement measures have also been implemented in the HKFIR to enhance route capacity, the number of transiting flights handled has accordingly been increased from about 223 000 in 2013 to 250 000 in 2015.

In addition, the CAD has stepped up maintenance efforts for the existing ATC systems. The average annual expenditure for the existing Air Traffic Management System (ATMS) in 2013-14 and 2014-15 was \$5.9 million. The system's capability has been enhanced to handle increasing volume of air traffic and ensure its safe and reliable operations. This proactive maintenance programme, as part of the regular equipment maintenance work, has been in place and no additional cost would be incurred from 2015-16 onwards.

- (2) In the event of aircraft accident or incident occurs within the HKFIR, there is a Departmental Emergency Procedures Manual which sets out the instructions on emergency arrangement. For the aircraft accident occurred on 27 February 2016, upon receipt of the notification of the incident from the Hong Kong Police Force, the CAD followed the established procedures and activated immediately the emergency alerting procedures and deployed the search and rescue operation with the relevant departments and search and rescue units. The Chief Inspector of Accidents had

ordered an inspector's investigation of the accident in accordance with the Hong Kong Civil Aviation (Investigation of Accidents) Regulations. The investigation is on-going. The investigation team had conducted witness interviews and examined the aircraft wreckage for an initial assessment.

As the deceased pilot of this aircraft accident was an officer of the CAD, the CAD had closely liaised with the officer's family to follow up on the payment of the death gratuity in accordance with established civil service rules and procedures, and would provide necessary assistance to the family as far as possible.

- (3) As a result of the expanding airline businesses, the number of applications for flight crew examinations has increased in recent years. In this connection, the number of local and overseas flight crew examination papers processed by the CAD in 2015 is about two times the number in 2014. However, as the examination is conducted on a one-off basis for each flight crew, the CAD expects that the number will remain at a similar level in 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)011**

**(Question Serial No. 0206)**

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 "tariff filings processed", will the Civil Aviation Department (CAD) advise this Committee:

- (a) whether the estimation that the number of filings processed this year will be 186 less than that of last year is based on considerations about economic outlook; if yes, the details; if no, the reasons for that;
- (b) of the circumstances that warrant making tariff filings to the CAD; and
- (c) of the number of filings rejected in the past three years and the reasons concerned?

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 1)

Reply:

(a) and (b)

In accordance with bilateral Air Services Agreements (ASAs) signed between Hong Kong and its aviation partners, tariffs for the carriage of passengers and cargo to be charged by airlines shall be approved by the relevant aeronautical authorities. The CAD is the aeronautical authority in Hong Kong responsible for the processing of tariff filings by airlines. Airlines providing scheduled air services to and from Hong Kong shall file with the CAD tariffs according to the provisions in the ASAs. Airlines file tariffs with the CAD from time to time depending on their sales strategy and the prevailing demand for their services, etc. The CAD observes that the number of filings is rather stable in the past years. The estimated number of tariff filings for 2016 reflects a moving average of a three-year period.

- (c) In the past three years, the CAD processed about 8 900 tariff filings and about 120 filings were not approved. According to the provisions in the ASAs, tariffs shall be

charged at reasonable levels, due regard being paid to all relevant factors including the cost of operating the services, interests of users, reasonable profit, etc. The CAD will take into account all relevant factors and the justifications provided by airlines. In accordance with the provisions in the ASAs, the CAD will reject the filings if such proposed tariffs are considered not reasonable or the justifications provided for such proposed tariffs are considered insufficient.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)012**

**(Question Serial No. 0461)**

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:

Under Matters Requiring Special Attention in 2016-17, during 2016-17, the Department will commission the new air traffic control (ATC) systems and ensure their safe, stable and reliable operation. Given that the Administration has stated that the new ATC systems will be ready for operation in the first half of 2016, will the Administration inform this Committee the latest progress and the latest commission date? Has the Civil Aviation Department (CAD) overcome all the outstanding hardware-related problems and software-related problems concerning the new ATC systems? Please provide details about the outstanding problems.

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 29)

Reply:

Ensuring aviation safety and expeditious air traffic management is the topmost priority of the CAD. The CAD has conducted stringent acceptance tests and comprehensive safety assessment on the new ATC systems in accordance with international aviation safety management standards and established government procedures, to ensure that the systems operation is in compliance with the contract conditions and safety arrangement requirements. Seven out of the eight major systems of the new ATC systems have been put into use by phases since 2013.

For the remaining Air Traffic Management System (ATMS), all the acceptance test events have been completed in September 2015 in accordance with the requirements specified in the contract. The CAD is generally satisfied with the test results with all outstanding priority items addressed by the system supplier.

Meanwhile, the CAD has been delivering training sessions to ATC staff and relevant operation staff on an on-going basis, to help them acquire the necessary competency and build up confidence to perform operational duties with the new ATMS.

According to the current progress and subject to further review on the system and staff readiness, the new ATMS should be ready for operation by June 2016 to handle live air traffic in a progressive manner. The Government reported the latest progress of the implementation plan of the new ATMS to the Legislative Council Panel on Economic Development on 24 March 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)013**

**(Question Serial No. 2380)**

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:

During 2016–17, the Civil Aviation Department (CAD) will “continue to monitor aircraft noise and flight tracks, and implement the noise abatement programme.” What are the specific measures? What is the estimated expenditure involved? What are the specific criteria for assessing the effectiveness? In addition, concerning the long-standing aircraft noise problem suffered by the residents in Ma Wan, are there any specific measures to rectify the problem? Will more resources be allocated in this respect?

Asked by: Hon Michael TIEN Puk-sun (Member Question No.42 )

Reply:

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization (ICAO) to alleviate the noise impact on local communities, including Ma Wan. These measures include:

- (a) aircraft departing to the northeast of the Hong Kong International Airport (HKIA) are required to adopt the noise abatement take-off procedures so as to reduce noise impact on areas 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;
- (b) the CAD has implemented a set of flight procedures whereby aircraft which 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, in particular Ma Wan, and reduces the impact of aircraft noise on these areas;



- (c) 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; and
- (d) 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.

Apart from the above measures which can alleviate the noise impact in Ma Wan, with the advancement of aviation technology, aircraft engines are quieter than before, and the improved design of airframe has also helped reduce noise significantly. 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 ratios of newer-model aircraft in their fleets are on the rise. To alleviate the aircraft noise impact at Ma Wan, the CAD will continue to monitor and liaise actively with airlines on progress in fleet modernisation.

In addition to the above, the CAD has implemented other measures which can alleviate the overall noise impact on local communities:

- (a) 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;
- (b) 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; and
- (c) 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.

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. One of the NMTs is located

at Ma Wan. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website.

In 2016-17, the estimated expenditure for the maintenance of the ANFTMS is \$2.5 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).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)014**

**(Question Serial No. 1899)**

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 Civil Aviation Department (CAD) has adopted the new Air Traffic Control (ATC) systems to improve air traffic control and air navigation services. However, the media have alleged many times that there are deficiencies in the ATC systems. While the CAD has denied any malfunctioning of the system, has it put in place any air traffic control contingency or emergency measures? If yes, please give an overview of the relevant measures.

The Transport and Housing Bureau and the Airport Authority Hong Kong insist on building the third runway. In the face of increasing air traffic in future, how will the CAD ensure air traffic safety, apart from updating the system and employing staff?

Asked by: Hon WONG Yuk-man (Member Question No. 24)

Reply:

Ensuring aviation safety and expeditious air traffic management is the topmost priority of the CAD. The CAD has conducted stringent acceptance tests and comprehensive safety assessment on the new Air Traffic Management System (ATMS), which is part of the ATC systems, in accordance with international aviation safety management standards and established government procedures to ensure that the system operation is in compliance with the contract conditions and safety management requirements.

The ATMS is designed with three levels of operating systems, namely the Main System, the Fallback System and the Ultimate Fallback System (UFS). The Main System is a self-contained system capable to deliver on its own the full ATMS system capacity, functions and capabilities. The Fallback System is a separate but identical system to the Main System for continuing the operations of the ATMS in case the Main System becomes inoperative or defective. At all times, the Main System and the Fallback System will back

up each other, allowing operational staff to discharge air traffic control duties without interruption. The UFS is a separate system fully independent from the Main System and the Fallback System. Although highly unlikely, in the event that both the Main and Fallback Systems fail, the UFS will be used for the provision of air traffic control service.

The CAD has always strived to ensure aviation safety with high professionalism and rigour. To this end, the CAD will continue to:

- (a) refine air traffic operating procedures to enhance flight safety and route capacity of the Hong Kong Flight Information Region; and
- (b) implement the safety management system in accordance with International Civil Aviation Organization's requirements to reduce risk and ensure a high level of safety in our air traffic services.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)015**

**(Question Serial No. 1562)**

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 list by year and type the complaints concerning airlines received in the past five years, including but not limited to complaints relating to services, oversale of air tickets and overcharging of fuel surcharge.

Asked by: Hon YIU Si-wing (Member Question No. 338)

Reply:

The number of complaints concerning airlines' services received by the Civil Aviation Department in the past five years is summarised in the table below:

Year	2011	2012	2013	2014	2015
No. of complaints	25	65	128	213	147

The complaints received concern diverse issues and there is no ready breakdown on the nature of the complaints.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)016**

**(Question Serial No. 0103)**

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  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

*Matters Requiring Special Attention in 2016-17 of Provision of Land and Infrastructure* mentions the commencement of the construction works for the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT).

The Civil Engineering and Development Department (CEDD) is carrying out the detailed design of the two projects of the TKO-LTT and the Cross Bay Link (CBL). Meanwhile, this year's Policy Address stated that Tseung Kwan O Area 137 would be re-planned. In the detailed design, would the CEDD extend these roads to Area 137 in order to meet future traffic demand? If no, why?

Asked by: Hon IP Kwok-him (Member Question No. 56)

Reply:

The Government has been identifying suitable land for the long-term development (including the housing development) of Hong Kong. In view of this, the Planning Department and the CEDD will conduct a planning and engineering (P&E) study with a view to re-planning Tseung Kwan O Area 137, which is a sizeable piece of land in the urban area with potential for large-scale developments. The CEDD anticipates that the P&E study will be commissioned in end 2016/early 2017 the earliest. The Transport and Housing Bureau and relevant departments will closely monitor the progress of the P&E study, and evaluate the feasibility of proposed measures which form the basis for planning the long-term transport infrastructure required.

On the other hand, the TKO-LTT connects Po Shun Road and the proposed CBL, Tseung Kwan O in the east and the Eastern Harbour Crossing (EHC) and Cha Kwo Ling Road of Kwun Tong in the west. We will seek funding approval for the construction of the main tunnel and associated works of TKO-LTT (excluding the Cha Kwo Ling tunnel section)

within this legislative year with a view to commencing construction works in July 2016 for completion in mid 2021. In future, residents of Tseung Kwan O Area 137 and nearby areas will be able to travel to East Kowloon via Wan Po Road, the CBL and the TKO-LTT, and travel to the Eastern District via the EHC.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)017**

**(Question Serial No. 2437)**

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  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

When will the works for the Tseung Kwan O - Lam Tin Tunnel (TKO-LTT) be formally commenced? What are the details of the design, commissioning date and progress of works? Besides, is the cost of the tunnel higher than the estimate in 2015-16? If yes, what are the reasons?

Asked by: Dr Hon Elizabeth QUAT (Member Question No. 17)

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 does 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. Nonetheless, the information sought is provided below:

The detailed design of the TKO-LTT project was substantially completed in end-2015. The Transport and Housing Bureau and the Civil Engineering and Development Department (CEDD) will seek funding approval for the main tunnel and associated works of the TKO-LTT (excluding the Cha Kwo Ling tunnel section) from the Legislative Council within this legislative session with a view to commencing construction works in July 2016 for completion by mid-2021.

In the preliminary design study completed in 2013, the cost of the TKO-LTT (inclusive of the Cha Kwo Ling tunnel section) was estimated to be \$8.2 billion in September 2013 prices. The provision for price adjustment was not included at that time. The CEDD advised the public in May 2014 and May 2015 that this cost estimate was under review as the detailed design had not yet been completed at the time. At present, based on the



detailed design, the CEDD estimates that the cost for the main tunnel and associated works of the TKO-LTT project is around \$15 billion in money-of-the-day (MOD) prices.

Compared with the preliminary design, the detailed design has included several new facilities such as bus-bus-interchange and footbridge system to meet public requirements. The design has also been modified to comply with the latest engineering design standards and to take into account the latest site investigation results. In addition, there has been significant increase in construction prices compared to the price level adopted in the preliminary design stage. Furthermore, the current project estimate in MOD prices includes provision for price adjustment.

The CEDD will implement suitable cost control measures, including packaging the project into several contracts for implementation, so as to increase the number of contractors capable of undertaking the works with a view to achieving more competitive tender prices, and adopting standard designs and precast units wherever practicable.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)018**

**(Question Serial No. 2597)**

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  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the widening of Tai Po Road (Sha Tin Section), what is the progress of the design; and the progress and timetable of the site investigation? Besides, how much works expenditures are involved?

Asked by: Dr Hon Elizabeth QUAT (Member Question No. 55)

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 does 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. Nonetheless, the information sought is provided below:

The detailed design of the “Widening of Tai Po Road (Sha Tin Section)” project commenced in December 2015. The site investigation works are expected to commence in mid-2016. Both the detailed design and site investigation works are scheduled for completion by end-2017.

The estimated cost of the detailed design and site investigation works for the project is \$43.2 million (in money-of-the-day prices).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)019**

**(Question Serial No. 2388)**

Head: (33) Civil Engineering and Development Department

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

Programme: (2) Port and Marine Facilities

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

During 2016-17, the Civil Engineering and Development Department will complete the improvement works to the Sai Kung Public Pier. Will the Government inform this Committee of the completion date and the latest estimated expenditures of the related works?

Asked by: Hon James TIEN Pei-chun (Member Question No. 41)

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 does 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. Nonetheless, the information sought is provided below:

The improvement works to the Sai Kung Public Pier is expected to be completed by mid-2016. The project estimate is about \$30 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)020**

**(Question Serial No. 1446)**

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 2016-17, the Electrical and Mechanical Services Department (EMSD) will continue to promote and implement the voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops, as well as to conduct an in-depth study on the development of a mandatory registration system for both vehicle mechanics and vehicle maintenance workshops. Please advise this Committee:

- (a) the number and the percentage of registered vehicle mechanics and workshops under the voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops in 2015-16;
- (b) the resources for handling the work and work details and targets of the voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops in 2016-17; and
- (c) the progress of the study on the development of a mandatory registration system for both vehicle mechanics and workshops, and when the system will be implemented.

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

Reply:

- (a) As of 18 March 2016, there were 6 773 vehicle mechanics registered under the voluntary registration scheme, representing about 74% of the total vehicle mechanics in Hong Kong. Besides, since the implementation of the voluntary registration scheme for vehicle maintenance workshops on 15 July 2015, 740 vehicle maintenance workshops have been successfully registered so far, amounting to about 27% of the total vehicle maintenance workshops in Hong Kong. The EMSD is processing about 400 applications.

- (b) The EMSD will continue to promote the voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops in 2016-17 through various means, including television and radio announcements in the public interest, as well as newsletters and promotional visits to vehicle mechanics and vehicle maintenance workshops. The budgeted expenditure involved in implementing and promoting the voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops is \$6.77 million in 2016-17. There is no separate breakdown of the budgeted expenditure for the two schemes.
- (c) The EMSD has commenced an in-depth study on the feasibility of putting in place a mandatory registration system for the vehicle maintenance trade (including both mechanics and workshops), with regard to the experience of the two voluntary registration schemes for vehicle mechanics and vehicle maintenance workshops. In considering a possible regulatory framework for a mandatory registration system, a survey is being carried out to gauge the general acceptance by the trade and the public in respect of such mandatory registration. A regulatory impact assessment is also being carried out to assess the net benefits of mandating the registration of vehicle mechanics and vehicle maintenance workshops. The EMSD will also review the two voluntary registration schemes in the third quarter of 2016. The EMSD will work closely with the trade on the study.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)021**

**(Question Serial No. 2026)**

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:

The Kap Shui Mun Bridge (the Bridge) was struck by a vessel in October 2015. In this regard, please provide information on the damage to the bridge, the repair works concerned and the details of repair costs. Has the Government taken any action against any person or company to recover the relevant costs? If no, what are the reasons?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 163)

Reply:

During the ship collision incident at the Bridge in October 2015, the optical fibres of the ship impact alarm system and six rails for supporting the inspection platform near the mid-span of the Bridge, which are non-structural installations attached to the Bridge's soffit, were found damaged by the collision. Some bolts near these rails were also found missing. The optical fibres were repaired in November 2015 and the missing bolts replaced in January 2016. The damaged rails of the inspection gantry were removed in January 2016 and will be replaced by mid-2016. The costs of the relevant works have yet to be finalised. The relevant parties at fault will be pursued, by court action if necessary, in order to recover the relevant repair costs arising from the collision incident.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)022**

**(Question Serial No. 0734)**

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 “provision of barrier-free access (BFA) facilities at public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme” as stated in the Estimates, please advise on the following:

- (a) How many BFA facilities have been under planning and construction since the commencement of the UA Programme? (Please list out by year with progress included.)
- (b) How many new BFA facilities are planned for this year? How much is allocated for the expenses?

Asked by: Hon CHAN Kam-lam (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 does 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. Nonetheless, the information sought is provided below:

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 a number of years (the Original Programme) on the recommendation of the Equal Opportunities Commission. The implementation of 150 items under the Original Programme continues in the past three years, with most of the items anticipated for progressive completion by 2018 as scheduled. As at 29 February 2016, 29 items (one item

in 2013, nine items in 2014, 15 items in 2015 and four items in early 2016) have been completed, 91 items (21 items commenced construction in 2013, 34 items in 2014 and 36 items in 2015) are under construction, and 13 items are anticipated to commence in 2016-17. The construction works for the remaining 17 items will commence as soon as possible upon completion of detailed design and obtaining of support from the relevant 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). The implementation of these priority items under the Expanded Programme is well underway. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 29 February 2016, 49 priority items (one item commenced in 2014 and 48 items in 2015) are under construction, seven priority items are anticipated to commence construction in 2016-17 and one priority item will commence construction as soon as possible upon completion of the investigation and design works, and obtaining of support from the DC concerned.

The estimated expenditure on the UA Programme in 2016-17 is \$788.7 million.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)023**

**(Question Serial No. 1523)**

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:

It is noted that the Railway Development Office (RDO) of the Highways Department (HyD) is responsible for the tasks under this programme. Will the Government inform this Committee of the main duties, operational expenditure, staff establishment and full year salary expenditure for the RDO of the HyD in the 2016-17 estimates?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 25)

Reply:

In 2016-17, the major duties of the RDO are to –

- (a) 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) oversee the progress of 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) continue to take forward the railway schemes recommended under the Railway Development Strategy 2014;
- (d) scrutinise submissions including project estimates by the MTR Corporation Limited on the implementation of railway projects;
- (e) co-ordinate with the Mainland authorities on cross-boundary infrastructure developments; and
- (f) continue to undertake route protection of the recommended railway projects and other longer term proposals.

The HyD deploys in-house staff resources (with a projected staff establishment of 134 as at 31 March 2017), 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 2016-17 will be about \$125.5 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)024**

**(Question Serial No. 2075)**

Head: (60) Highways Department

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:

Will the Government inform this Committee of the full year salary expenditure for the Director of Highways in 2016-17?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 36)

Reply:

For 2016-17, the notional annual salary cost at mid-point of the Director of Highways is \$2,831,400.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)025**

**(Question Serial No. 3206)**

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 this Programme, the expenditure on highways maintenance has increased from \$921 million in 2015 to \$1,054 million in 2016 while 36 posts will be created in 2016-17. In this regard, will the Government inform this Committee:

- (a) the reason for the substantial increase in expenditure on highways maintenance; and
- (b) the post titles, duties and full year estimated expenditure for the 36 posts.

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

Reply:

- (a) The increase in expenditure on highways maintenance is due to –
  - (i) cost escalation, especially for works-related costs; and
  - (ii) the commissioning and handing over of new highway and associated facilities to the Highways Department (HyD) for maintenance.
- (b) Thirty-six non-directorate posts will be created in 2016-17 in the HyD. 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
Senior Engineer	1	1,309,080	To strengthen the capability of the New Territories Regional Office in dealing with district and maintenance matters.
Engineer/Assistant Engineer	1	702,060	
Inspector of Works	1	621,660	
Assistant Inspector of Works	1	390,720	
Works Supervisor I (Civil)	2	642,840	
Works Supervisor II (Civil)	1	258,600	

<b>Rank</b>	<b>Number of posts</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Senior Engineer	1	1,309,080	To assist in the taking over and maintenance of the Eastern Harbour Crossing.
Engineer/Assistant Engineer	1	702,060	
Inspector of Works	2	1,243,320	
Assistant Inspector of Works	2	781,440	
Works Supervisor I (Civil)	4	1,285,680	
Senior Engineer	1	1,309,080	To strengthen the capability of the Urban Regional Office in dealing with district and maintenance matters.
Engineer/Assistant Engineer	2	1,404,120	
Inspector of Works	2	1,243,320	
Assistant Inspector of Works	1	390,720	
Works Supervisor I (Civil)	5	1,607,100	
Works Supervisor II (Civil)	4	1,034,400	
Engineer/Assistant Engineer	1	702,060	To support the delivery of projects related to local traffic improvement and connectivity enhancement under the Energising Kowloon East initiative.
Assistant Inspector of Works	1	390,720	
Assistant Supplies Officer	1	372,240	To strengthen the support in the Supplies Section for procurement and supplies matters.
Motor Driver	1	202,680	To strengthen transport services for staff.
<b>Total:</b>	<b>36</b>	<b>17,902,980</b>	

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)026**

**(Question Serial No. 3207)**

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:

Will the Government inform this Committee of the staff establishment, full year salary expenditure and operational expenditure for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Project Management Office (HKPMO) of the Highways Department (HyD) in 2016-17?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 54)

Reply:

There will be a staff establishment of 123 (as at 31 March 2017) under the HZMB HKPMO of the HyD. The operating expenses of the Office, including staff salaries, will be about \$100.9 million in 2016-17.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)027**

**(Question Serial No. 1974)**

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 estimates of the Highways Department (HyD) for 2016-17, 228 capital projects will be undertaken by consultants, involving approximately \$224.9 billion. Please provide the following –

- (a) a breakdown of the projects by consultants over the past three years, including the names of the consultants, the project costs, the consultant fees payable and the anticipated dates of completion;
- (b) a list of the projects undertaken by consultants over the past three years ending in overrun or delay with cause, overrun amount and length of delay; and
- (c) the criteria which the Government adopts to decide whether a project should be undertaken by in-house staff or a consultant.

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 13)

Reply:

- (a) The capital projects undertaken by consultants for detailed design and/or supervision of construction works in the past three years are listed in the following table –

<b>Project Title</b>	<b>Responsible consultant</b>	<b>Approved Project Estimate (APE) (\$ million)</b>	<b>Consultancy fee (\$ million)</b>	<b>Anticipated / Actual Completion Date</b>
Retrofitting of noise barriers on Fanling Highway (MTR Fanling Station to Wo Hing Road)	Meinhardt Infrastructure and Environment Limited	247.1	2.68	December 2013 (Actual)
Retrofitting of noise barriers on Fanling Highway (Po Shek Wu Road to MTR Fanling Station)		506.9		February 2013 (Actual)
Retrofitting of noise barriers on Tai Po Tai Wo Road near Po Nga Court	Mannings (Asia) Consultants Limited	96.6	1.86	May 2014 (Actual)
Retrofitting of noise barriers on Tuen Mun Road (Town Centre Section)	Mannings (Asia) Consultants Limited	826.5	2.91	mid-2019 (Anticipated)
Extension of footbridge network in Tsuen Wan - Footbridge A along Tai Ho Road	AECOM Consulting Services Limited	169.0	5.90	April 2013 (Actual)
Provision of barrier-free access (BFA) facilities at public footbridges, elevated walkways and subways - design works and Phase 1 construction works	Mannings (Asia) Consultants Limited	292.1	2.09	January 2016 (Actual) (for construction works)
Central-Wan Chai Bypass and Island Eastern Corridor Link	AECOM Asia Company Limited	36,038.9	138.70	Under review
Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2	Hyder-Arup-Black & Veatch Joint Venture	4,320.0	13.40	2019 (Anticipated)
Reconstruction and improvement of Tuen Mun Road	AECOM Asia Company Limited	6,804.3	41.88	December 2014 (Actual)



<b>Project Title</b>	<b>Responsible consultant</b>	<b>APE (\$ million)</b>	<b>Consultancy fee (\$ million)</b>	<b>Anticipated / Actual Completion Date</b>
Traffic improvements to Tuen Mun Road Town Centre section	AECOM Asia Company Limited	1,967.9	10.50	February 2014 (Actual)
Improvement to Sham Tseng Interchange	AECOM Asia Company Limited	99.6	2.78	January 2014 (Actual)
Widening of Tolo Highway between Island House Interchange and Tai Hang	Hyder-Arup-Black & Veatch Joint Venture	4,486.9	26.90	March 2014 (Actual)
Hong Kong-Zhuhai-Macao Bridge (HZMB) - Hong Kong Link Road	Ove Arup & Partners Hong Kong Ltd.	25,047.2	40.00	end-2017 (Anticipated)
HZMB - Hong Kong boundary crossing facilities - reclamation and superstructures	Ove Arup & Partners Hong Kong Ltd. & AECOM Asia Company Limited	35,895.0	354.72	end-2017 (Anticipated)
Tuen Mun-Chek Lap Kok (TM-CLK) Link - construction works	AECOM Asia Company Limited	44,798.4	108.00	end-2018 (Anticipated)
Bus-bus interchanges on Tuen Mun Road	AECOM Asia Company Limited	205.3	1.95	July 2013 (Actual)
Road improvement works for West Kowloon Reclamation Development (Phase 1)	Parsons Brinckerhoff (Asia) Limited	845.8	3.28	mid-2018 (Anticipated)
Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung	Meinhardt Infrastructure and Environment Limited	1,774.4	5.30	end-2020 (Anticipated)

Note:

The above are the active Category A projects undertaken by consultants for detailed design and/or supervision of construction works, forming part of the 228 capital projects in 2016 (Estimate). Other projects (such as Category D projects) are not listed. Compilation of information pertaining to all the 228 projects will require lengthy preparation.

- (b) The active capital projects in the past three years undertaken by consultants which involve increase in the APE are listed in the following table –

<b>Project Title</b>	<b>Original APE (\$ million)</b>	<b>Latest APE (\$ million)</b>	<b>Difference (\$ million)</b>
Central-Wan Chai Bypass and Island Eastern Corridor Link	28,104.6	36,038.9	7,934.3
Reconstruction and improvement of Tuen Mun Road	4,620.5	6,804.3	2,183.8
Traffic improvements to Tuen Mun Road Town Centre section	1,814.4	1,967.9	153.5
HZMB - Hong Kong Link Road	16,189.9	25,047.2	8,857.3
HZMB - Hong Kong Boundary crossing facilities - reclamation and superstructures	30,433.9	35,895.0	5,461.1
Bus-bus interchanges on Tuen Mun Road	162.3	205.3	43.0

The reasons for increasing the APE include higher than expected tender prices, increase in provision for price adjustment, expansion of project scope, etc.

The capital projects undertaken by consultants which are ongoing or substantially completed in the past three years with the actual/anticipated completion date later than the original target completion date in the relevant Public Works Subcommittee (PWSC) papers or under review are listed in the following table –

<b>Project Title</b>	<b>Original target completion date in PWSC paper</b>	<b>Actual/ Anticipated Completion Date</b>
Bus-bus interchanges on Tuen Mun Road	Second quarter of 2013	July 2013 (Actual)
Retrofitting of noise barriers on Fanling Highway (MTR Fanling Station to Wo Hing Road)	August 2012	December 2013 (Actual)
Retrofitting of noise barriers on Fanling Highway (Po Shek Wu Road to MTR Fanling Station)	August 2012	February 2013 (Actual)
Extension of footbridge network in Tsuen Wan - Footbridge A along Tai Ho Road	January 2012	April 2013 (Actual)
Widening of Tolo Highway between Island House Interchange and Tai Hang	April 2013	March 2014 (Actual)
Traffic improvements to Tuen Mun Road Town Centre section	December 2013	February 2014 (Actual)
Retrofitting of noise barriers on Tai Po Tai Wo Road near Po Nga Court	December 2013	May 2014 (Actual)

<b>Project Title</b>	<b>Original target completion date in PWSC paper</b>	<b>Actual/ Anticipated Completion Date</b>
Reconstruction and improvement of Tuen Mun Road	September 2014	December 2014 (Actual)
Provision of BFA facilities at public footbridges, elevated walkways and subways - design works and Phase 1 construction works	mid-2014 (for construction works)	<i>Note</i>
Central-Wan Chai Bypass and Island Eastern Corridor Link	2017	Under review
Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2	2018	2019 (Anticipated)
HZMB - Hong Kong Link Road	end-2016	end-2017 (Anticipated)
HZMB - Hong Kong boundary crossing facilities - reclamation and superstructures	end-2016	end-2017 (Anticipated)
TM-CLK Link - construction works	Southern Connection end-2016	Southern Connection end-2017 (Anticipated)
	Northern Connection end-2018	Northern Connection end-2018 (Anticipated)

Note:

For this project, six structures were completed by mid-2014; two structures were completed in October 2014, with the remaining two structures completed in August 2015 and January 2016 respectively.

The reasons for a later actual/anticipated completion date as compared with the original target completion date include more than expected inclement weather, difficult ground conditions, technical difficulties adjacent to existing traffic, more extensive utility diversion encountered during construction, unstable supply of materials, design revision to address the additional requests, and longer than expected time for land resumption and clearance.

- (c) Outsourcing to consultants would be considered when there is a shortage of manpower resources or necessary in-house expertise. Outsourcing to consultants can provide the HyD with the flexibility to respond rapidly to changing demands.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)028**

**(Question Serial No. 1975)**

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 Government's estimates, there are 16 active capital projects under design and construction entrusted to the railway corporation or other agencies in 2016, involving approximately \$174.4 billion. Please provide the following –

- (a) a breakdown of such capital projects, including the names of the agencies entrusted, the project costs, the sums payable and the anticipated dates of completion;
- (b) a list of those capital projects which involve cost overrun or delay with overrun amount, length and cause of delay; and
- (c) a list of the two railway development projects with studies and other tasks being carried out by consultants in 2016 according to the Government's estimates, including project names, details and implementation timetable.

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 15)

Reply:

- (a) The subhead, project titles, parties entrusted, estimated total expenditures and anticipated completion dates of the projects are shown in the table below –

Subhead	Project Title	Entrusted to	Estimated Total Expenditure (\$ million)	Anticipated Completion Date
6038TR	West Rail (WR) (phase 1) - Essential Public Infrastructure Works (EPIW) for Tuen Mun section	MTR Corporation Limited (MTRCL)	409.3	Works substantially completed

<b>Subhead</b>	<b>Project Title</b>	<b>Entrusted to</b>	<b>Estimated Total Expenditure (\$ million)</b>	<b>Anticipated Completion Date</b>
6039TR	WR (phase 1) – EPIW for Sham Shui Po section	MTRCL	378.7	Works substantially completed
6045TR	WR (phase 1) – EPIW for Yuen Long section	MTRCL	576.0	Works substantially completed
6055TR	West Island Line - EPIW	MTRCL	79.6*	Works substantially completed
6052TR	Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) - design and site investigation	MTRCL	2,782.6	Works substantially completed
6053TR	XRL - construction of railway works	MTRCL	70,405.0	Third quarter of 2018 (including a six-month contingency period)
6057TR	XRL - construction of non-railway works	MTRCL	16,015.0	Third quarter of 2018 (including a six-month contingency period)
6051TR	Shatin to Central Link (SCL) - design and site investigation	MTRCL	2,407.5*	Works substantially completed
6058TR	SCL - construction of railway works - protection works	Major Works Project Management Office of the Highways Department	440.6*	Works substantially completed
6059TR	SCL - construction of railway works - protection works in Wan Chai Development Phase II	Civil Engineering and Development Department	119.5*	Works substantially completed
6063TR	SCL - construction of railway works - advance works	MTRCL	6,254.9*	End 2016

<b>Subhead</b>	<b>Project Title</b>	<b>Entrusted to</b>	<b>Estimated Total Expenditure (\$ million)</b>	<b>Anticipated Completion Date</b>
6064TR	SCL - construction of non-railway works - advance works	MTRCL	1,328.7*	End 2016*
6061TR	SCL - construction of railway works - remaining works	MTRCL	65,433.3*	2021
6062TR	SCL - construction of non-railway works - remaining works	MTRCL	5,983.1*	2021
6056TR	South Island Line (East) [SIL(E)] - EPIW	MTRCL	927.0*	First half of 2016
6060TR	Kwun Tong Line Extension (KTE) - EPIW	MTRCL	826.9*	Third or fourth quarter of 2016
<b>Total</b>			<b>174,367.7</b>	

\* under review

- (b) The subhead, project titles, original and forecast completion dates, and estimated budget overrun for the projects, which involve delay or budget overrun, are shown in the table below –

<b>Subhead</b>	<b>Project Title</b>	<b>Original Completion Date</b>	<b>Forecast Completion Date</b>	<b>Estimated Budget Overrun (\$ million)</b>
6053TR	XRL - construction of railway works	August 2015	Third quarter of 2018 (including a six-month contingency period)	15,387.5
6057TR	XRL - construction of non-railway works	August 2015	Third quarter of 2018 (including a six-month contingency period)	4,215.0
6063TR	SCL - construction of railway works - advance works	Fourth quarter of 2015	End 2016	under review
6064TR	SCL - construction of non-railway works - advance works	Fourth quarter of 2015	End 2016*	under review

<b>Subhead</b>	<b>Project Title</b>	<b>Original Completion Date</b>	<b>Forecast Completion Date</b>	<b>Estimated Budget Overrun (\$ million)</b>
6061TR	SCL - construction of railway works - remaining works	December 2020	2021	under review
6062TR	SCL - construction of non-railway works - remaining works	December 2020	2021	under review
6056TR	SIL(E) - EPIW	2015	First half of 2016	under review
6060TR	KTE - EPIW	In tandem with the completion of KTE in 2015	Third or fourth quarter of 2016	under review

\* under review

The reasons for the delay and budget overrun generally include unfavourable ground conditions encountered, production rates lower than anticipated, workmanship and logistic issues, interface and co-ordination of contractors, site constraints such as utilities diversion, temporary traffic diversion, inclement weather, price escalations, etc.

- (c) The titles, anticipated total expenditures and anticipated dates of completion of the consultancy studies under the Programme are shown in the table below –

<b>Title of Study</b>	<b>Anticipated Total Expenditure (\$ million)</b>	<b>Anticipated Completion Date</b>
SCL - Monitoring and verification (M&V) consultancy for construction, testing and commissioning phase	190.9	2021
XRL - M&V consultancy for construction, testing and commissioning phase	199.2	2019**

\*\* The main task for the M&V consultant after commissioning of the XRL is to review the submissions and claims assessment reports made by the MTRCL's internal Project Control Group (which focuses on cost controls, consultancies and other contract procurements, reviews of proposals, strategic issues and project risks) in relation to preparing the final account.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)029**

**(Question Serial No. 2032)**

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 staff establishment under the Highways Department (HyD)'s Programme (3) Railway Development is 134. In this respect, please provide a breakdown of the entire staff establishment by post, salary, duties and responsibilities for overseeing:

- (a) the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project;
- (b) the Shatin to Central Link (SCL) project; and
- (c) the South Island Line (East) [(SIL(E))] project.

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 60)

Reply:

- (a) A dedicated division in the Railway Development Office (RDO) of the HyD 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 –
  - (i) monitoring the planning, design, implementation and commissioning of the XRL entrusted to the MTR Corporation Limited (MTRCL);
  - (ii) administering the Public Works Programme items relating to the XRL, including the associated EPIW, e.g. pedestrian linkage to the West Kowloon Terminus;
  - (iii) administering the Entrustment Agreement for the construction of the XRL with the MTRCL, and resolving claims and disputes arising from the XRL project;
  - (iv) with the assistance of the monitoring and verification (M&V) consultant, monitoring the MTRCL to ensure proper adoption of appropriate strategy, procedures and programmes on the engineering and financial aspects of the XRL;
  - (v) preparing the documents for the gazettal of the schemes under relevant



- ordinances and resolving objections under the ordinances;
- (vi) co-ordinating with other government bureaux/departments and resolving interface matters related to the XRL; and
- (vii) 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 2016, there are six Senior Engineers (SEs), ten Engineers and one Assistant Engineer in the division\*, with a total estimated staff cost of \$15.6 million in 2016-17. A number of staff provide support to the dedicated division and other divisions in the RDO.

\* A supernumerary Chief Engineer (CE) post in the dedicated division for the XRL project lapsed on 7 July 2015. Pending approval of the Finance Committee of the Legislative Council to re-create the post, the duties of the post are shared by the other CEs in the RDO either directly or indirectly.

- (b) Two divisions (one of the divisions is also responsible for overseeing the Kwun Tong Line Extension project) in the RDO of the HyD are responsible for the planning and implementation of the SCL project, including the associated EPIW. The major duties and responsibilities of the divisions include –
  - (i) monitoring the planning, design, implementation and commissioning of the SCL entrusted to the MTRCL;
  - (ii) administering the Public Works Programme items relating to the SCL, including the associated EPIW, e.g. pedestrian walkway system at Tsz Wan Shan;
  - (iii) administering the Entrustment Agreement for the construction of the SCL with the MTRCL, and resolving claims and disputes arising from the SCL project;
  - (iv) with the assistance of the M&V consultant, monitoring the MTRCL to ensure proper adoption of appropriate strategy, procedures and programmes on the engineering and financial aspects of the SCL;
  - (v) preparing the documents for the gazettal of the schemes under relevant ordinances and resolving objections under the ordinances;
  - (vi) co-ordinating with other government bureaux/departments and resolving interface matters related to the SCL; and
  - (vii) monitoring and reviewing the assessment of claims by the MTRCL for the SCL construction contracts.

The HyD deploys in-house staff resources, with the assistance of its M&V consultant, to monitor the implementation of the SCL project. As at March 2016, there are two CEs, six SEs and eight Engineers in the divisions, with a total estimated staff cost of \$16.8 million in 2016-17. A number of staff provide support to the two divisions and other divisions in the RDO.

- (c) A dedicated division in the RDO of the HyD is responsible for facilitating and monitoring the implementation of the SIL(E) project by the MTRCL, including the associated EPIW. The major duties and responsibilities of the division include –

- (i) monitoring the planning, design, implementation and commissioning of the SIL(E) owned by the MTRCL;
- (ii) administering the Public Works Programme item relating to the SIL(E), that is the EPIW;
- (iii) administering the Entrustment Agreement for the construction of the EPIW for the SIL(E) with the MTRCL, and resolving claims and disputes arising from the EPIW;
- (iv) preparing the documents for the gazettal of the schemes under relevant ordinances and resolving objections under the ordinances; and
- (v) co-ordinating with other government bureaux/departments and resolving interface matters related to the SIL(E).

The HyD deploys in-house staff resources to monitor the implementation of the SIL(E) project. As at March 2016, there are one CE, two SEs and three Engineers in the division, with a total estimated staff cost of \$6.4 million in 2016-17. A number of staff provide support to the dedicated division and other divisions in the RDO.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)030**

**(Question Serial No. 3113)**

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:

In 2015-16, the expenditure of the Government on electricity for public lighting is lower than that of the approved estimate. Please inform this Committee:

- (a) why is there a reduction in the expenditure for electricity for public lighting as compared to the original estimate?
- (b) what are the electricity expenditures of the Government on road lighting for the past three years?
- (c) regarding the pledge of the Highways Department (HyD) to implement a trial scheme in all districts across the territory to assess the performance and cost-effectiveness of light emitting diode (LED) road lights, please provide in a list the updated figures of road lights and low wattage LED road lights erected in the 18 districts of Hong Kong.

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 46)

Reply:

- (a) Subhead 272 Electricity for public lighting covers the expenditure for electricity of all highways facilities, including public lighting, traffic signals, lifts and escalators for footbridges and subways, and ventilation systems for public transport interchanges. The decrease in the expenditure for 2015-16 is generally due to the one-off special fuel rebate by a power company in August 2015, decrease in tariff by both power companies in 2016, and lower than expected electricity consumption for the programmed upgrading of some ventilation equipment at public transport interchanges.
- (b) The electricity charges for road lighting in the past three years (2013-14 to 2015-16) is set out below –

	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16 (Estimate)</b>
Electricity charges for road lighting (\$'000)	98,055	101,645	101,550

- (c) It was noted that 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 171 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 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 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 lights are available in the market, and they are far more expensive than high-wattage high pressure sodium lamps. Utilisation of high-wattage LED lights is therefore not considered justifiable at the moment.

The HyD will continue to replace the aged lighting by installing more low- and medium-wattage LED lights as appropriate under the trial scheme with a view to further assessing the performance and cost-effectiveness of LED lights.

The geographical distribution of road lights and LED road lights installed under our trial scheme is as follows –

<b>District</b>	<b>Number of road lights (rounded to nearest ten)</b>	<b>Number of LED road lights installed under the trial scheme</b>
Central and Western	5 170	0
Eastern	4 420	24
Southern	4 420	0
Wan Chai	3 530	23
Kowloon City	4 740	8
Kwun Tong	5 150	55
Sham Shui Po	4 600	0
Wong Tai Sin	2 490	0
Yau Tsim Mong	5 040	0
Islands	7 980	0

<b>District</b>	<b>Number of road lights (rounded to nearest ten)</b>	<b>Number of LED road lights installed under the trial scheme</b>
Kwai Tsing	7 900	0
North	13 840	22
Sai Kung	9 740	30
Sha Tin	12 430	9
Tai Po	10 090	0
Tsuen Wan	7 700	0
Tuen Mun	9 140	0
Yuen Long	24 360	0

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)031****(Question Serial No. 3114)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Technical ServicesControlling Officer: Director of Highways (K K LAU)Director of Bureau: Secretary for Transport and HousingQuestion:

In the 2016-17 Estimates, 6 600 road lighting points will be completed by the Government, which is less than that in 2015. Please provide information on:

- (a) the reason for the drop in road lighting points; and
- (b) in table form the numbers and details of complaints associated with excessive lighting level of road lights received from the 18 districts across the territory in the past three years –

2015	Total number of complaints	Processing	Lighting level reduced
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			

2014	Total number of complaints	Processing	Lighting level reduced
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	Processing	Lighting level reduced
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 Gary FAN Kwok-wai (Member Question No. 47)

Reply:

- (a) The Highways Department (HyD) installed a total of 6 992 road lighting points in 2015 including replacement of existing aged road lights on a need basis to maintain serviceability and standard. The difference in the planned road lighting points to be installed in 2016 as compared with the actual lighting points installed in 2015 is mainly due to the decrease in the planned quantities of aged road lights to be replaced in 2016 as compared with those in 2015 based on site inspection results.
- (b) There were 17, 12 and 29 complaints on excessive lighting level received by the HyD in 2013, 2014 and 2015 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	Number of Complaints Received	Follow-up Actions		
		Reduction of Lighting Level	Installation of Light Shields	Relocation of Lights
		Number of Cases in 2013 / 2014 / 2015		
Central and Western	1/1/3	-/1/2	1/-/1	-/-/-
Wan Chai	1/-/2	-/-/-	1/-/2	-/-/-
Eastern	4/1/3	1/1/2	3/-/1	-/-/-
Southern	-/1/1	-/1/1	-/-/-	-/-/-
Kowloon City	-/-/-	-/-/-	-/-/-	-/-/-
Wong Tai Sin	1/-/-	-/-/-	1/-/-	-/-/-
Kwun Tong	1/-/-	-/-/-	-/-/-	1/-/-
Yau Tsim Mong	-/-/2	-/-/1	-/-/-	-/-/1
Sham Shui Po	1/-/-	1/-/-	-/-/-	-/-/-
Tsuen Wan	1/1/4	1/1/4	-/-/-	-/-/-
Kwai Tsing	-/-/-	-/-/-	-/-/-	-/-/-
Sai Kung	-/1/1	-/1/1	-/-/-	-/-/-
Sha Tin	2/1/-	2/1/-	-/-/-	-/-/-
Tai Po	1/-/2	1/-/-	-/-/-	-/-/2
North	-/-/2	-/-/1	-/-/1	-/-/-
Tuen Mun	-/-/1	-/-/1	-/-/-	-/-/-
Yuen Long	3/5/4	3/5/1	-/-/2	-/-/1



District	Number of Complaints Received	Follow-up Actions		
		Reduction of Lighting Level	Installation of Light Shields	Relocation of Lights
Islands	1/1/4	1/1/2	-/-/1	-/-/1
<b>Total</b>	<b>17/12/29</b>	<b>10/12/16</b>	<b>6/-/8</b>	<b>1/-/5</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)032**

**(Question Serial No. 0097)**

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 point 7 under Programme (1), the Highways Department (HyD) will seek funding approval in 2016-17 for three hillside escalator links and elevator systems (HELs) at Tsing Yi, Kwai Chung and Kowloon City with a view to commencing construction progressively in the fourth quarter of 2016.

- (a) What are the details of the three projects mentioned above? What is the estimated number of residents to be benefitted therefrom?
- (b) Is there a need to apply funding for the three projects from the Finance Committee of the Legislative Council (LegCo)? If so, how will the HyD respond in case funding cannot be granted as scheduled?

Asked by: Hon IP Kwok-him (Member Question No. 49)

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 does 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. Nonetheless, the details of the three HELs are provided below:

- (a) Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi

The project will involve construction of a lift tower at Tsing Yu Street, construction of a covered elevated walkway connecting the above lift tower to the footpath along the southbound carriageway of Tsing Yi Road West, construction of a lift tower at

the eastern side of the existing footbridge across Tsing Yi Road West, and widening of a section of footpath along the southbound carriageway of Tsing Yi Road West between the proposed elevated walkway and the existing footbridge across Tsing Yi Road West. The project will form a lift and pedestrian walkway system for the existing footbridge across Tsing Yi Road West, the proposed lift tower at Tsing Yu Street and the elevated walkway. This system will connect the Cheung Hang Estate area and Tsing Yu Street and directly connect to Tsing Yi Hui / Tsing Yu New Village. At the same time, barrier-free access facilities for the existing footbridge and for the entire pedestrian walkway system will be provided. The estimated cost of the project is \$222.7 million. The area currently accommodates about 44 200 residents (including about 7 400 elderly).

(b) Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung

The project will involve construction of a lift tower adjacent to Hing Shing Road, construction of a covered elevated walkway to connect the above lift tower, widening of the southern footpath along Kwai Shing Circuit between Shing Fuk Street and Hing Shing Road, and widening of the western footpath along Ko Fong Street. The project will provide a convenient, direct and comfortable access connecting Kwai Shing Circuit and Hing Shing Road. The estimated cost of the project is \$239.4 million. The area currently accommodates about 23 800 residents (including about 4 100 elderly).

(c) Lift and Pedestrian Walkway System at Waterloo Hill

The project will involve construction of a lift tower at Waterloo Road and construction of an elevated walkway connecting the above lift tower to Man Fuk Road Garden. The project will provide a convenient and barrier-free access for commuting between Waterloo Road and Man Fuk Road. The estimated cost of the project is \$116.7 million. The area currently accommodates about 19 300 residents (including about 3 700 elderly).

We will seek funding approval from the LegCo within this legislative session to implement the three projects. If the funding approval cannot be obtained within this legislative session, the commencement of the construction works will be delayed.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)033**

**(Question Serial No. 0099)**

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 *Matters Requiring Special Attention in 2016-17* under Capital Projects, it was stated that with the implementation of the phase 4 of the Universal Accessibility (UA) Programme, 18 District Councils (DCs) would be invited to nominate not more than three walkways in each district. Please advise this Committee on –

- (a) whether there is a cap on the total expenditure of the items in each district? If yes, what is the cap?
- (b) whether there is a cap on the cost of each item? If yes, what is the cap?
- (c) whether the Highways Department plans to seek funding approval from the Finance Committee (FC) of the Legislative Council for all the items of phase 4 of the UA Programme in one-go or for each DC separately?

Asked by: Hon IP Kwok-him (Member Question No. 50)

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 does 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. Nonetheless, the information sought is provided below:

The Government is progressively enhancing barrier-free access facilities at public walkways under the UA Programme. Having completed more than 20 projects, the Government will press ahead with the remainder of about 180 projects in all 18 districts, including the three priority projects identified by each DC. It is expected that about 80% of the projects will be completed in phases within three years. From the fourth quarter of this year, the

Government will again invite the DCs to further nominate not more than three existing walkways in each district for the next phase of the UA Programme.

In January 2013, the FC approved the creation of a new block allocation Subhead 6101TX – UA Programme under the Capital Works Reserve Fund Head 706 – Highways to fund the implementation of the UA Programme. Under this Subhead 6101TX, each item is subject to a financial ceiling of \$75 million.

The Government will follow the established practice of respective block allocation and apply to the FC every year a block allocation on a lump-sum basis according to the forecast on the nature, scale and number of the retrofitting works for the coming year.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)034****(Question Serial No. 0101)**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” in the Railway Development Programme, it is estimated that two projects are to be conducted in 2016 with an expenditure of \$390 million, i.e. nearly \$200 million for each study on average.

- (a) What are the details of the two studies? Please provide a detailed breakdown of the expenditures for each study; and
- (b) What are the timetables for the two studies?

Asked by: Hon IP Kwok-him (Member Question No. 52)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 – Monitoring and verification for construction, testing and commissioning phase (M&V consultancy)	190.9	2021
Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) – M&V consultancy	199.2	2019*

\* The main task for the M&V consultant after commissioning of the XRL is to review the submissions and claims assessment reports made by the MTR Corporation Limited's internal Project Control Group (which focuses on cost controls, consultancies and other contract procurements, reviews of proposals, strategic issues and project risks) in relation to preparing the final account.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 0274)**

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:

- (a) Please provide details about the staff establishment of the Highways Department (HyD) dedicated for monitoring the progress and expenditure of projects, including the rank, number and salary point.
- (b) Please provide details about methods the HyD employs to monitor the projects and the procedures concerned. How many project items is each staff member responsible for? What professional qualifications and knowledge must a staff member possess for performing the task? What statutory power does the Government have in handling cases of projects being delayed or with a possible cost overrun? In the past, what means were employed to deal with project delay or cost overrun?
- (c) Regarding the number and the cost of capital projects at the design and construction stages, those that involve in-house staff are apparently different from those involving consultants. Please provide details about the establishment of the HyD's in-house staff tasked with the duties of design and construction. On what grounds does the Government decide whether to outsource?

Asked by: Hon Jeffrey LAM Kin-fung (Member Question No. 21)

Reply:

- (a) Project teams in the HyD who are involved in administering projects normally comprise professional, technical and general grades officers, as well as other supporting staff. The pay points for professional staff range from Point D2 on the Directorate Pay Scale for a Government Engineer to Point 19 on the Master Pay Scale for an Assistant Engineer, while officers in other grades follow respectively the Master Pay Scale or the Model Scale 1 Pay Scale. There are currently about 600 staff in the HyD responsible for administration of capital projects.

- (b) There are established mechanisms, comprehensive guidelines and stringent requirements put in place for administering the procurement, delivery and quality control of works projects; as well as for monitoring and auditing project costs, with a view to achieving satisfactory completion of projects in a timely manner. A project team comprising various levels of in-house staff would be set up to take forward the corresponding project and to administer the relevant contracts. Depending on the scale and complexity of the project, consultants may be commissioned to take part in the administration of the projects. Professional and technical grade officers deployed to administer a contract must possess the relevant academic and professional qualifications. The HyD currently manages about 200 projects at different stages of implementation.

In general, the progress and expenditure of contracts are closely monitored under the provisions of the contract through regular meetings with various parties, vetting of submissions and reporting mechanisms. In case of delay identified, the HyD would liaise with all relevant parties to work out measures to mitigate delay and to catch up with the programme in accordance with the terms and conditions of the contract. The performance of the relevant contractors would be reflected in their regular performance appraisal reports.

- (c) The capital projects at the design and construction stages involve either solely in-house staff or outsourcing to consultants. For the former, there are about 300 staff in the HyD responsible for the design and construction of in-house capital projects. Outsourcing to consultants would be considered when there is shortage of manpower resources or necessary in-house expertise, such that the HyD may respond rapidly to changing demands.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)036**

**(Question Serial No. 0049)**

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 investigation study and preliminary design for the proposed pedestrian footbridge system in Mong Kok, what are the expenditure and the staff establishment involved? What is the expected date of completion for the study? Is there any need to raise the estimated budget?

Asked by: Dr Hon LAU Wong-fat (Member Question No. 1)

Reply:

The Highways Department (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 studies are anticipated to be completed in mid-2016. The estimated expenditure for the studies and site investigation is about \$5.5 million and there is no need to increase the budget. The HyD deploys existing staff resources to oversee the studies and site investigation of the project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)037**

**(Question Serial No. 0146)**

Head: (60) Highways Department

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

Programme: (4) Technical Services

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding road lighting, is the Highways Department (HyD) currently exploring the utilisation of light emitting diode (LED) road lights to replace the original lighting system so as to reduce electricity expenditure and carbon emission? If yes, what are the staff establishment for the study and the annual expenses?

Asked by: Dr Hon LAU Wong-fat (Member Question No. 8)

Reply:

It was noted that 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 171 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 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 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 lights are available in the market, and they are far more expensive than high-wattage high pressure sodium lamps. Utilisation of high-wattage LED lights is therefore not considered justifiable at the moment.

The HyD will continue to replace the aged lighting by installing more low- and medium-wattage LED lights as appropriate under the trial scheme with a view to further

assessing the performance and cost-effectiveness of LED lights.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)038**

**(Question Serial No. 0150)**

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 stated that in the coming year, co-ordinated actions with bodies and departments concerned would be undertaken to speed up land resumption to facilitate implementation of the railway projects. What are the estimated size and location of the land to be resumed? What are the costs involved?

Asked by: Dr Hon LAU Wong-fat (Member Question No. 9)

Reply:

In 2016-17, it is estimated that about 0.59 hectares of underground strata will need to be resumed for the implementation of the Shatin to Central Link project. The land concerned is located at Wan Chai, Admiralty and Mid-Levels.

Any expenditure on the compensation to the affected land owners will be subject to assessment of claims, if any, submitted by the relevant land owners in accordance with the Railways Ordinance.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)039**

**(Question Serial No. 2898)**

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) stated that it will continue to take forward the Central Kowloon Route (CKR) for its early implementation. In this regard, please advise -

- (a) what is the latest estimate for this project and when will the works commence? What are the details concerning its progress?
- (b) is the latest estimate a large multiple of the 2002 estimate of \$10 billion? If yes, what are the reasons?
- (c) will district consultation exercise be conducted in the future? What are the relevant estimated expenses and plans?
- (d) will the underground strata of the buildings alongside the alignment be resumed? What are the details? Please provide in a list the names and addresses of the buildings affected, and the related impact; and
- (e) what is the estimated utilisation rate after the commissioning of the project and when was this projection made?

Asked by: Hon Claudia MO (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 does 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. Nonetheless, the information sought is provided below:

- (a) The CKR will link Yau Ma Tei Interchange in West Kowloon with the Kowloon Bay and Kai Tak Development in East Kowloon. It is anticipated that the commissioning of the CKR will reduce the traffic volumes along the major east-west corridors in

Kowloon, thus relieving the existing traffic congestion problem and coping with future traffic needs. We are actively planning the implementation of the CKR project for its early implementation. The construction of the CKR project takes approximately over seven years; and upon its commissioning, the journey time between West Kowloon and Kowloon Bay via the CKR would take around five minutes in busy hours, resulting in a saving of about 25 minutes when compared to the journey time without the CKR now.

- (b) The Panel on Transport of the Legislative Council (LegCo) was informed in June 2002 that a rough estimate of the project was about \$10 billion (in December 2000 prices) based on a conceptual scheme. In the course of further investigations and detailed design process, the HyD has further enhanced the design and incorporated additional requirements to meet the latest fire safety, environmental protection, building safety and technical requirements. Further strengthening of heritage and landscaping works have also been incorporated to address the concerns of the public. These factors, together with price adjustments and change in market conditions, will all affect the project cost. The rough order of cost of the CKR project in the Budget this year is only a preliminary estimate. After finalising the estimate of the project cost, the Transport and Housing Bureau and the HyD will consult the LegCo on the funding application, and seek approval from the Finance Committee when appropriate.
- (c) The HyD conducted Phase One and Phase Two public engagement exercises in 2007 to 2009 and December 2012 to March 2013 respectively to collect public views. A Community Liaison Centre in Yau Ma Tei started operation in April 2013 to enhance communication with the public on the project. These views, together with those received during the gazettal period of the project, have been taken into account where appropriate in the design development. The Chief Executive-in-Council authorised the works of the CKR on 5 January 2016, and the authorisation notice was gazetted on 15 January 2016. The HyD will continue to liaise with the relevant District Councils and the stakeholders as and when appropriate.
- (d) Since the CKR tunnel would mainly be constructed deep underground in the rock stratum, its construction would not affect the structural integrity, use of the private buildings concerned and the future re-development potential of the lots concerned under the existing laws, land leases and the Outline Zoning Plan. To allow for the construction, operation and maintenance, and usage of the CKR, the project will require the creation of easements and other permanent rights underneath about 81 private lots in accordance with the Roads (Works, Use and Compensation) Ordinance (Cap 370). The relevant statutory procedures will be carried out before commencement of the works concerned. Nevertheless, no land resumption will be required.
- (e) According to the projection conducted by the consultants of the HyD in 2012, the CKR is expected to be well used after commissioning, with a predicted average daily traffic flow of about 110 000 vehicles in 2026.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)040**

**(Question Serial No. 1785)**

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 2016-17, the Highways Department (HyD) will co-ordinate with the Mainland authorities on cross-boundary infrastructure developments; and continue to undertake route protection of the recommended railway projects and other longer term proposals. 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 James TIEN Pei-chun (Member Question No. 5)

Reply:

Regarding the co-ordination with the Mainland authorities on the development of cross-boundary facilities, 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.

As regards the route protection of the recommended railway projects and other longer term proposals, the projects and proposals in question refer to those recommended for implementation in the Railway Development Strategy 2014.

The HyD deploys in-house resources to carry out the above tasks.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)041**

**(Question Serial No. 2451)**

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 plans to seek funding approval for an elevated walkway and a footbridge at Tseung Kwan O and Tsuen Wan respectively, with a view to commencing construction progressively in the fourth quarter of 2016. Will the Government provide details of the proposed project in Tseung Kwan O (including the location and date of completion) and the estimated allocation?

Asked by: Hon James TIEN Pei-chun (Member Question No. 3)

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 does 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. Nonetheless, the information sought is provided below:

The proposed project at Tseung Kwan O involves the construction of an elevated walkway of approximate 180 metres in length and approximate five metres in clear width, with a lift at Tong Tak Street, to connect the existing footbridge across Tong Ming Street, forming an uninterrupted elevated walkway between Sheung Tak Estate and the Tseung Kwan O MTR Station and the public transport interchange. Subject to funding approval by the Finance Committee within the 2015-16 legislative session, construction will commence in the fourth quarter of 2016 for completion in mid-2019. The estimated cost of the project is about \$221.6 million (in money-of-the-day prices).

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)042**

**(Question Serial No. 2452)**

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:

Will the Highways Department (HyD) provide the latest progress, including the schedule of works and estimated expenses, of the following highway projects:

- (a) dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove; and
- (b) improvement to local access to Ho Chung.

Asked by: Hon James TIEN Pei-chun (Member Question No. 4)

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 does 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. Nonetheless, the information sought is provided below:

The HyD plans to commence construction works of the "Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung" project at the end of March 2016 for completion by the end of 2020. The estimated cost of the project is \$1,774.4 million in money-of-the-day prices.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)043**

**(Question Serial No. 2453)**

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:

What are the progress, date of commissioning and estimated expenses for the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2?

Asked by: Hon James TIEN Pei-chun (Member Question No. 68)

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 does 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. Nonetheless, the information sought is provided below:

The “Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2” project commenced in July 2013. The Approved Project Estimate of the project is \$4,320 million (in money-of-the-day prices). The works are in progress and are anticipated to be completed in 2019.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)044**

**(Question Serial No. 2393)**

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 2016-17, the Highways Department will continue to take forward the construction of the Tuen Mun-Chek Lap Kok Link (TM-CLKL). What is the estimated expenditure involved? What is the schedule for progress?

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 45)

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 does 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. Nonetheless, the information sought is provided below:

The estimated expenditure for the TM-CLKL project in 2016-17 is about \$7,173.4 million.

The TM-CLKL involves the Southern Connection and the Northern Connection. The completion date of the Southern Connection will tie in with that of the Hong Kong-Zhuhai-Macao Bridge Main Bridge whilst the Northern Connection is targeted for completion in 2018.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)045**

**(Question Serial No. 0318)**

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 implementation of the Universal Accessibility (UA) Programme, please provide the following information:

- (a) the construction costs, staff establishment, construction time and maintenance expenses after commissioning for respective works items taken forward under the UA Programme in each year over the past three years; and
- (b) the progress and anticipated time of implementation for each of the outstanding works item under the Original and Expanded Programmes.

Asked by: Hon WONG Kwok-hing (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 does 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. Nonetheless, the information sought is provided below:

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 a number of years (the Original Programme) on the recommendation of the Equal Opportunities Commission. The implementation of 150 items under the Original Programme continues in the past three years, with most of the items anticipated for progressive completion by 2018 as scheduled. As at 29 February 2016, 29 items (one item in 2013, nine items in 2014, 15 items in 2015 and four items in

early 2016) have been completed, 91 items (21 items commenced construction in 2013, 34 items in 2014 and 36 items in 2015) are under construction, and 13 items are anticipated to commence in 2016-17. The construction works for the remaining 17 items will commence as soon as possible upon completion of detailed design and obtaining of support from the relevant 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). The implementation of these priority items under the Expanded Programme is well underway. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 29 February 2016, 49 priority items (one item commenced in 2014 and 48 items in 2015) are under construction, seven priority items are anticipated to commence construction in 2016-17 and one priority item will commence construction as soon as possible upon completion of the investigation and design works, and obtaining of support from the DC concerned.

The expenditure on the UA Programme in 2013-14, 2014-15 and 2015-16 was \$232.2 million, \$554.3 million and \$720.9 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The annual maintenance cost for each lift is around \$300,000.

Overall, the UA Programme is being implemented as scheduled. The Government has been deploying existing staff resources to oversee the implementation of the UA Programme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)046**

**(Question Serial No. 2908)**

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:

Please provide information according to (i) the project name, (ii) the total costs for works contracts, (iii) the costs of works contracts awarded, (iv) the completion rate of works for 2015-16, and (v) the completion rate of works for 2016-17 for the following projects:

- (a) road improvement works for West Kowloon Reclamation Development - Phase 1;
- (b) widening of Tolo Highway between Island House Interchange and Fanling;
- (c) widening of Fanling Highway - Stage 2;
- (d) Central-Wan Chai Bypass and Island Eastern Corridor Link;
- (e) improvement to Pok Oi Interchange;
- (f) Tuen Mun-Chek Lap Kok Link; and
- (g) provision of barrier-free access facilities at public footbridges, elevated walkways and subways - phases 1 to 3 under the Universal Accessibility (UA) Programme.

Asked by: Hon WU Chi-wai (Member Question No. 51)

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 does 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. Nonetheless, the information sought is provided below:

Project Title (i)	Estimated Total Project Cost (\$ million) (ii)	Total Estimated Cost of Awarded Contracts (\$ million) (iii)	For all contracts	
			Estimated % of completion (up to 2015-16) (iv) <sup>Note 1</sup>	Estimated % of completion (up to 2016-17) (v) <sup>Note 2</sup>
(a) Road improvement works for West Kowloon Reclamation Development (Phase 1)	845.8	647.5	14%	40%
(b) Widening of Tolo Highway between Island House Interchange and Tai Hang	4,486.9	4,170.0	93%	100%
(c) Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2	4,320.0	3,390.0	29%	44%
(d) Central-Wan Chai Bypass and Island Eastern Corridor Link	36,038.9	26,000.0	71%	82%
(e) Improvement to Pok Oi Interchange	264.8	229.0	88%	100%
(f) Tuen Mun-Chek Lap Kok Link	46,708.0	31,079.7	30%	48%
(g) Provision of barrier-free access facilities at public footbridges, elevated walkways and subways - phases 1 to 3 under the UA Programme	4,128.2	2,780.0	47%	63%

Note 1: Estimated expenditures of all contracts up to March 2016 / total estimated cost of all contracts

Note 2: Estimated expenditures of all contracts up to March 2017 / total estimated cost of all contracts

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)047**

**(Question Serial No. 2909)**

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 relation to monitoring the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) project by the Highways Department (HyD), please inform this Committee of the following:

- (a) In response to the recommendations by the Government's Independent Expert Panel (IEP), are there any measures to prevent supervision problems arising from the XRL project, including the inability to detect the MTR Corporation Limited (MTRCL)'s concealment of crucial information concerning the progress of the project, the lack of indicators to scrutinise the delay recovery measures put forward by the MTRCL and the intervention mechanism against the poor performance of MTRCL as the project manager; and
- (b) Whether consideration will be given to relinquish the approach adopted in the XRL project in relation to monitoring new railway projects in the future?

Asked by: Hon WU Chi-wai (Member Question No. 52)

Reply:

- (a) In the light of the delay of the construction of the XRL, the Chief Executive appointed in May 2014 an IEP chaired by Mr Justice Hartmann to review the implementation of the XRL project. The report of the IEP, which was released on 30 January 2015, put forward recommendations to improve the monitoring work by the HyD on the XRL project. Under the framework of the three-tiered monitoring mechanism (i.e. the Project Supervision Committee (PSC) chaired by the Director of Highways, the Project Co-ordination Meetings held by an officer at Assistant Director level of the HyD with the MTRCL's General Managers and Project Managers, and the Contract Review Meetings held by an officer at Chief Engineer level of the HyD with site



supervision staff of the MTRCL) and risk-based approach, the dedicated division of the Railway Development Office (RDO) of the HyD has implemented the following measures to enhance the monitoring of the progress and financial status of the XRL project since mid-2014 –

- (i) an increase in the number of staff in the dedicated division for the XRL project under the RDO of the HyD from 13 to 18 at present;
  - (ii) submission of monthly progress reports to the Transport and Housing Bureau (THB) for the XRL project with the adoption of “traffic light” system to facilitate THB’s understanding of current project status;
  - (iii) requesting the MTRCL to submit detailed reports on critical construction activities including the production rates of critical contracts;
  - (iv) monitoring of the achievement of milestones established by the MTRCL’s Independent Board Committee through the monthly progress reports and the PSC meetings chaired by the Director of Highways;
  - (v) liaising more closely with the MTRCL’s project team and requesting the MTRCL to provide more detailed information;
  - (vi) arranging the Monitoring and Verification (M&V) Consultant to attend the PSC meetings;
  - (vii) establishment of a working group amongst the HyD, the M&V Consultant and the MTRCL with members from the respective specialised teams to review the programme and progress of the XRL project in detail on a regular basis with all aspects and levels of works covered; and
  - (viii) arranging the M&V Consultant to conduct more frequent and focused audits on critical contracts.
- (b) In response to the observations and recommendations of the IEP Report, the Government will review the appropriateness of adopting the concession approach for implementing new railway projects in future taking into account the experience of the implementation of the XRL project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)048**

**(Question Serial No. 0747)**

Head: (100) Marine Department

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

Programme: (1) Infrastructure

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the enhancement of port facilities, please provide the following:

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

Asked by: Hon CHAN Kam-lam (Member Question No.41)

Reply:

- (a) The Government is implementing a dredging project to deepen the Kwai Tsing Container Basin and its approach channel from 15 metres to 17.5 metres. The estimated capital cost of the project was \$488.2 million. The project commenced in August 2013 and will be substantially completed in April 2016.
- (b) Upon completion of the project, ultra-large containerships (ULCSs) with a draft exceeding 15 metres can access the Kwai Tsing Container Terminals at all tides. The timely dredging works allow ULCSs, which are increasingly common in the liner shipping trade, to use the Hong Kong Port, thus maintaining its competitiveness as a hub port in the region.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)049**

**(Question Serial No. 1672)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

In the “*Matters Requiring Special Attention in 2016-17*” under this programme, it is mentioned that the Marine Department (MD) will “consult the trade on the outcome of the review on Public Cargo Working Areas (PCWAs) with a view to establishing the way forward for reallocation of PCWA berths when the current Berth License Agreements expire in July 2016”. In this connection, will the Government inform this Committee:

- (a) the details of such work and whether the related trade unions will be consulted; and
- (b) whether the above work will involve additional manpower and expenditure.

Asked by: Hon CHAN Yuen-han (Member Question No. 20)

Reply:

- (a) The Review on PCWAs (the Review) focuses on the future land use and management of PCWAs, which should not involve labour concerns. The MD is consulting the trade (including PCWA operators and relevant cargo operation organisations) and relevant bodies (including the Hong Kong Port Development Council, the Harbourfront Commission, the Port Operations Committee, relevant District Councils and the Panel on Economic Development of the Legislative Council).
- (b) The work related to the Review does not involve additional manpower and expenditure.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)050**

**(Question Serial No. 1158)**

Head: (100) Marine Department

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

Programme: (3) Local Services , (5) Government Fleet

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) Please provide information on the respective annual service and idling (non-maintenance) time of the “43 government vessels operated by the Marine Department”. Regarding the three vessels with the lowest annual utilisation rate (utilisation rate / idling time), please account for the reasons.
- (b) Please advise on the progress of work of the Marine Department (MD) regarding “private mooring owners who have not renewed the licences of their designated vessels” subsequent to the issue of the Director of Audit’s Report No. 59 in 2012, and the irregularities identified by year.

Asked by: Hon Albert HO Chun-yan (Member Question No. 67)

Reply:

- (a) The utilisation of the 43 government vessels operated by the MD is set out at Annex. The three vessels with the lowest annual utilisation in 2015-16 were “Tin Hau”, “Seaway” and “Port Health”.

Tin Hau is a government VIP launch for receiving government guests and VIPs. Its utilisation is dependent on booking requests by government bureaux / departments.

Seaway is used by the Correctional Services Department (CSD) for conveying prisoners to and from the outlying islands. It has served as a standby vessel since February 2015 pending the result of the CSD’s trial on the use of land transport for the conveyance of prisoners.

Port Health is used by the Department of Health for carrying out health inspections on board during weekdays (Mondays to Fridays) and emergency port health duties for ships entering Hong Kong during other times (Saturdays, Sundays and public

holidays). Out of the 120 days of idling time, about 80% were weekends and public holidays, during which the vessel was on standby for emergency port health duties, such as assessment of severe infectious disease cases and management of disease outbreaks. The utilisation of the vessel during those days varies according to the occurrence of such emergency.

- (b) Following the Director of Audit's recommendation, the MD has stepped up patrol at designated mooring areas and strengthened enforcement action against vessels with expired licences using the private moorings. To enhance the effectiveness of the above measures, the MD has upgraded the computer system to facilitate patrol officers in identifying vessels with expired licences. A total of 14, 16 and 19 cases were prosecuted in 2013, 2014 and 2015 respectively. The MD will continue to conduct on-site inspection and take enforcement action against any irregularities identified.

**Utilisation of 43 Government vessels manned by Marine Department (April 2015 - February 2016)**

No. of Vessel	Name	User	Scheduled Working hours	Idling time (days) excluding maintenance & scheduled non-working days (up to 29.2.2016)
1	Dr Catherine Lam	Environmental Protection Department	Mon to Fri 0800-1700	61
2	Eversafe 1	Civil Engineering and Development Department	Mon to Fri 0800-1700	94
3	Eversafe 2	Civil Engineering and Development Department	Mon to Fri 0800-1700	76
4	Fisheries 1	Agriculture, Fisheries and Conservation Department	5 days/week 0800-1700 and 1200-2100 in alternate week	11
5	Fisheries 2	Agriculture, Fisheries and Conservation Department	5 days/week 0800-1700 and 1200-2100 in alternate week	7
6	Hydro 1	Hydrographic Office, MD	Mon to Fri 0800-1700	33
7	Hydro 2	Hydrographic Office, MD	Mon to Fri 0800-1700	44
8	Hydro 3	Hydrographic Office, MD	Mon to Fri 0800-1700	60
9	Immigration 1	Immigration Department	Mon to Fri 1230-2130	0
10	Immigration 2	Immigration Department	24 hours daily	2
11	Immigration 3	Immigration Department	24 hours daily	0
12	Immigration 4	Immigration Department	24 hours daily	0
13	Immigration 5	Immigration Department	24 hours daily	0
14	Immigration 6	Immigration Department	24 hours daily	0
15	Immigration 7	Immigration Department	24 hours daily	0
16	Lighthouse 1	Aids to Navigation and Mooring Unit, MD	Mon to Fri 0800-1700	0
17	Lighthouse 2	Aids to Navigation and Mooring Unit, MD	Mon to Fri 0800-1700	3
18	Marine 1	Harbour Patrol Section, MD	Mon to Sun 0700-1830	1

No. of Vessel	Name	User	Scheduled Working hours	Idling time (days) excluding maintenance & scheduled non-working days (up to 29.2.2016)
19	Marine 2	Harbour Patrol Section, MD	24 hours daily	26
20	Marine 5	Harbour Patrol Section, MD	Mon to Fri 0830-1730	2
21	Marine 6	Harbour Patrol Section, MD	24 hours daily	13
22	Marine 7	Harbour Patrol Section, MD	Mon to Fri 0800-1700	5
23	Marine 8	Harbour Patrol Section, MD	Mon to Sun 0930-2100	1
24	Marine 23	Harbour Patrol Section, MD	Mon to Sun 2100-0830	17
25	Marine 28	Harbour Patrol Section, MD	Mon to Sun 0800-1930	6
26	Marine 30	Harbour Patrol Section, MD	Mon to Fri 0800-1700	10
27	Marine 32	Government Dockyard Work Boat	Mon to Fri 0745-1745	0
28	Marine 73	Harbour Patrol Section, MD	Mon to Sun 0700-1830	6
29	Marine 74	Harbour Patrol Section, MD	Mon to Sun 0930-2100	1
30	Marine 75	Harbour Patrol Section, MD	Mon to Fri 0800-1700	11
31	Marine 76	Harbour Patrol Section, MD	Mon to Fri 0800-1700	0
32	Marine 77	Harbour Patrol Section, MD	Mon to Sun 0700-1830	3
33	Marine 113	Harbour Patrol Section, MD	Mon to Fri 0800-1700	1
34	Marine 116	Harbour Patrol Section, MD	Mon to Fri 0800-1700	10
35	Marine 117	Harbour Patrol Section, MD	Mon to Fri 0800-1700	0
36	Marine 118	Pollution Control Unit, MD	Mon to Fri 0800-1700	0
37	Marine 119	Harbour Patrol Section, MD	Mon to Fri 0800-1700	5
38	Marine 203	Harbour Patrol Section, MD	Mon to Fri 0800-1700	0
39	Port Health	Department of Health	Mon to Sun 0800-2200	120
40	Port Work 5	Civil Engineering and Development Department	Mon to Fri 0800-1700	55
41	Seaward	Correctional Services Department	Mon to Fri 0800-1700	0
42	Seaway	Correctional Services Department	Mon to Fri 0800-1700	199
43	Tin Hau	VIP launch	as per booking request	270

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)051**

**(Question Serial No. 0241)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the fuelling of fishing vessels under the Merchant Shipping (Local Vessels) (General) Regulation, please advise on:

- (a) the respective numbers of floating marine fuelling points and mobile oil barges in the past three years (2013-14 to 2015-16);
- (b) the changes, if any, of the Designated Bunkering Areas in the past three years (2013-14 to 2015-16);
- (c) the number of refuelling trucks for fishing vessels in the past three years (2013-14 to 2015-16) and the locations where such fuelling is allowed; and
- (d) the improvement measures that will be taken by the Government to avoid affecting fishing operations in response to the lack of supporting facilities for bunkering of fishing vessels as suggested by some fishermen.

Asked by: Hon Steven HO Chun-yin (Member Question No. 8)

Reply:

- (a) & (b) In the past three years, the number of designated bunkering areas within Hong Kong waters and licensed oil carrier are set out as follows:

Year (As at year end)	Number of Designated Bunkering Areas	Number of Licensed Oil Carriers
2013	8	171
2014		165
2015		162



- (c) The Marine Department does not have information on refuelling trucks for fishing vessels.
- (d) There are currently eight designated bunkering areas within Hong Kong waters for oil carriers to supply bunker to vessels, including Yau Tong, Cheung Sha Wan, Outside Aberdeen West Typhoon Shelter, Outside Cheung Chau Typhoon Shelter, Outside Tuen Mun Typhoon Shelter, South of Tuen Mun Immigration Anchorage, North of Yau Ma Tei Anchorage and Sai Kung Harbour. Furthermore, some fuelling stations ashore also supply bunker to vessels. In response to the suggestion made by the industry, the MD established three trial bunkering areas, i.e. southwest of Cheung Chau, southwest of Tung Lung Chau and west of Lamma in 2007. However, due to low utilisation, the former two trial bunkering areas were cancelled in March 2013 and the third one would be cancelled in June 2016.

-End-

**CONTROLLING OFFICER'S REPLY**

**THB(T)052**

**(Question Serial No. 0262)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

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

- (a) the size of the 14 typhoon shelters and sheltered anchorages in Hong Kong and the area of typhoon shelters with permitted length overall of 30.4 metres (m), 50m and 75m respectively over the past three years (2013-14 to 2015-16);
- (b) the respective numbers of fishing vessels, pleasure vessels, cargo vessels, dwelling vessels and vessels of other categories berthing at the 14 typhoon shelters and sheltered anchorages in Hong Kong over the past three years (2013-14 to 2015-16);
- (c) the average occupancy, the highest and lowest occupancy or relevant data of typhoon shelters (please provide information on each individual typhoon shelter and typhoon shelters with permitted length overall of 30.4m, 50m and 75m) and sheltered anchorages for each month over the past three years (2013-14 to 2015-16);
- (d) the expenditure on, staffing for and progress of the relevant work and review conducted by the Government on the berthing and sheltered spaces for local vessels over the past three years (2013-14 to 2015-16); and
- (e) the respective numbers of “overlength endorsement” applications approved by the Government for the 14 typhoon shelters in Hong Kong for each month over the past three years (2013-14 to 2015-16).

Asked by: Hon Steven HO Chun-yin (Member Question No. 29)

Reply:

- (a) In the past three years (i.e. 2013-14 to 2015-16), the total area of the 14 gazetted typhoon shelters and sheltered anchorages in Hong Kong remained unchanged,

i.e. 419 hectares (ha) for typhoon shelters and 143.8 ha for sheltered anchorages. The area of gazetted typhoon shelters with vessels' permitted length overall of 30.4m, 50m and 75m also remained unchanged in the past three years at 109.5 ha, 232.9 ha and 76.6 ha respectively.

- (b) All local vessels, with certain exceptions (such as vessels carrying dangerous goods and vessels exceeding the permitted length of respective typhoon shelters), may enter and remain in any typhoon shelters at any time. The Marine Department (MD) does not keep track of local vessels moored in each typhoon shelter and sheltered anchorage. In 2013, 2014 and 2015, the number of dwelling vessels moored at the Causeway Bay Typhoon Shelter remained at four.
- (c) The MD does not maintain records of occupancy of typhoon shelters and sheltered anchorages in normal days, but keep track of the highest occupancy of each typhoon shelter during typhoons to ensure that their provision can meet demands. The highest occupancy of typhoon shelters by class of vessels is set out at *Annex A*.
- (d) The MD is conducting a review on berthing and sheltered space for local vessels 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. A consultant is engaged for Stage I at around \$1.5 million to conduct a large-scale survey on berthing arrangements of local vessels. The survey data is being analysed and the projection of berthing and sheltered space is being conducted. Interviews with stakeholders are in progress and the work of Stage I is expected to be completed around mid-2016. The work related to Stages II and III will be absorbed by existing resources of the MD. The regulatory and management work of the berthing and sheltered space for local vessels are undertaken by the existing staff of the MD as part of their routine patrol duties under Programme (3), and the expenditure for the work is not separately accounted for.
- (e) The number of Permits issued by the MD for over-length vessels to enter the 14 typhoon shelters in 2013, 2014 and 2015 are set out in *Annex B*.

Table I – The Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2013

	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't 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 <sup>#</sup> <sub>1</sub>	15	37	15	0	47	8	0	0	91	88	665	0	590	0	6	1562	73%
Causeway Bay TS <sub>1</sub>	0	56	5	0	10	2	0	0	4	6	63	0	196	0	0	342	60%
Cheung Chau TS <sub>2</sub>	3	20	0	0	45	4	5	0	6	20	144	45	40	0	2	334	50%
Hei Ling Chau TS <sub>3</sub>	2	12	0	31	20	0	4	0	0	0	0	0	0	0	2	71	6%
Kwun Tong TS <sub>2</sub>	0	1	0	36	0	21	0	0	0	0	25	0	0	168	0	251	70%
New Yau Ma Tei TS <sub>2</sub>	18	54	8	150	40	32	0	5	5	39	35	0	64	49	6	505	94%
Rambler Channel TS <sub>2</sub>	0	4	0	30	18	3	0	7	0	0	21	0	19	94	1	197	100%
Sam Ka Tsuen TS <sub>1</sub>	0	7	0	0	2	0	0	0	4	0	50	0	12	0	0	75	40%
Shaukeiwan TS <sub>1</sub>	2	12	0	0	0	0	0	0	28	0	380	0	60	45	0	527	100%
Shuen Wan TS <sub>1</sub>	0	4	0	0	0	0	0	0	0	2	10	35	34	0	4	89	50%
To Kwa Wan TS <sub>2</sub>	8	18	0	85	5	25	0	2	0	16	10	0	8	8	0	185	75%
Tuen Mun TS <sub>2</sub>	0	25	0	89	45	30	7	30	4	60	253	0	30	75	8	656	100%
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	0	0	0	23	0	3	26	25%

Note: The figures above refer to the highest occupancy of each typhoon shelter in 2013

\*The % refers to the highest percentage of occupancy of each typhoon shelter

#Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: <sub>1</sub> – 30.4 metres, <sub>2</sub> – 50 metres, <sub>3</sub> – 75 metres

Table II – The Numbers and Types of Vessels Observed in Typhoon Shelters in 2014

	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't 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 <sup>#</sup> <sub>1</sub>	10	45	80	3	35	1	0	0	91	83	804	0	750	0	12	<b>1914</b>	<b>86%</b>
Causeway Bay TS <sub>1</sub>	0	35	3	6	19	2	0	15	4	10	60	0	182	0	2	<b>338</b>	<b>45%</b>
Cheung Chau TS <sub>2</sub>	3	24	0	0	25	3	4	0	7	10	131	45	20	0	3	<b>275</b>	<b>36%</b>
Hei Ling Chau TS <sub>3</sub>	2	3	0	5	8	2	0	5	0	3	0	0	1	0	1	<b>30</b>	<b>4%</b>
Kwun Tong TS <sub>2</sub>	2	1	0	11	0	15	0	0	0	4	6	0	4	136	0	<b>179</b>	<b>48%</b>
New Yau Ma Tei TS <sub>2</sub>	18	50	14	110	30	27	0	12	5	35	30	0	62	47	6	<b>446</b>	<b>91%</b>
Rambler Channel TS <sub>2</sub>	0	4	0	30	18	7	0	13	0	30	15	0	14	83	2	<b>216</b>	<b>100%</b>
Sam Ka Tsuen TS <sub>1</sub>	0	5	0	0	3	0	0	0	2	0	41	0	8	0	0	<b>59</b>	<b>45%</b>
Shaukeiwan TS <sub>1</sub>	5	14	0	0	15	2	0	0	30	0	265	0	23	0	2	<b>356</b>	<b>62%</b>
Shuen Wan TS <sub>1</sub>	0	7	0	0	4	0	0	0	0	2	28	40	36	0	10	<b>127</b>	<b>50%</b>
To Kwa Wan TS <sub>2</sub>	3	10	0	42	10	60	0	8	0	61	0	0	4	5	6	<b>209</b>	<b>55%</b>
Tuen Mun TS <sub>2</sub>	0	26	0	90	30	15	10	6	4	45	510	22	23	12	3	<b>796</b>	<b>100%</b>
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	0	1	0	20	0	2	<b>23</b>	<b>23%</b>

Note: The figures above refer to the highest occupancy of each typhoon shelter in 2014

\*The % refers to the highest percentage of occupancy of each typhoon shelter

<sup>#</sup>Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: <sub>1</sub> – 30.4 metres, <sub>2</sub> – 50 metres, <sub>3</sub> – 75 metres

Table III – The Numbers and Types of Vessels Observed in Typhoon Shelters in 2015

	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't 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 <sup>#</sup> <sub>1</sub>	10	44	58	3	4	1	0	0	89	88	698	0	573	0	9	<b>1577</b>	<b>78%</b>
Causeway Bay TS <sub>1</sub>	0	52	5	0	0	2	0	12	4	8	54	15	206	0	0	<b>358</b>	<b>60%</b>
Cheung Chau TS <sub>2</sub>	5	32	0	0	18	1	4	0	6	0	190	60	50	0	4	<b>370</b>	<b>65%</b>
Hei Ling Chau TS <sub>3</sub>	2	2	0	5	1	4	12	8	0	2	2	1	0	4	4	<b>47</b>	<b>4%</b>
Kwun Tong TS <sub>2</sub>	1	13	0	20	0	2	0	3	0	2	0	0	16	37	3	<b>97</b>	<b>25%</b>
New Yau Ma Tei TS <sub>2</sub>	18	50	10	115	30	48	0	12	4	28	49	0	54	56	5	<b>479</b>	<b>90%</b>
Rambler Channel TS <sub>2</sub>	0	3	0	30	15	0	0	5	0	0	20	30	5	110	2	<b>220</b>	<b>100%</b>
Sam Ka Tsuen TS <sub>1</sub>	0	8	0	0	3	0	0	0	2	2	44	0	20	0	0	<b>79</b>	<b>50%</b>
Shaukeiwan TS <sub>1</sub>	4	12	0	0	11	0	0	0	28	10	274	0	47	0	2	<b>388</b>	<b>62%</b>
Shuen Wan TS <sub>1</sub>	0	7	0	0	4	0	0	0	0	2	28	42	39	0	8	<b>130</b>	<b>51%</b>
To Kwa Wan TS <sub>2</sub>	2	14	0	120	0	19	2	6	0	3	1	0	8	1	0	<b>176</b>	<b>70%</b>
Tuen Mun TS <sub>2</sub>	0	53	0	78	65	30	4	5	4	60	210	40	30	45	8	<b>632</b>	<b>100%</b>
Yim Tin Tsai TS <sub>1</sub>	0	0	0	0	0	0	0	0	0	0	0	0	20	0	2	<b>22</b>	<b>13%</b>

Note: The figures above refer to the highest occupancy of each typhoon shelter in 2015

\*The % refers to the highest percentage of occupancy of each typhoon shelter

<sup>#</sup>Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

Permitted Length: <sub>1</sub> – 30.4 metres, <sub>2</sub> – 50 metres, <sub>3</sub> – 75 metres

**Number of Permits issued for over-length vessels to enter 14 typhoon shelters from 2013 to 2015**

Year	Number of Permits for Over-length Vessels											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2013	78	82	82	75	118	76	63	39	25	27	52	54
2014	74	25	60	64	114	65	60	75	106	71	45	101
2015	85	116	82	82	113	75	55	65	54	58	51	53

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)053****(Question Serial No. 0264)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (1) Infrastructure, (3) Local Services, (4) Services to ShipsControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding fishing vessels and industry-related vessels, please advise on:

the respective numbers of pair trawlers, stern trawlers, shrimp trawlers, hang trawlers, fishing sampans (C7), purse seiners with light, purse seiners, liners and gillnetters, outboard open sampans (P4), fish carriers, other fishing vessels and industry-related vessels in the past three years (2013-14 to 2015-16).

Asked by: Hon Steven HO Chun-yin (Member Question No. 31)Reply:

Vessels licensed as Class III vessel (i.e. fishing vessel) under the Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation are categorised into four types. The number of each type of vessels in the past three years is set out as follows:

<b>Types</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Fish carrier	23	25	26
Fishing sampan (known as C7)	1 604	1 958	1 997
Fishing vessel	2 137	2 003	2 030
Outboard open sampan (known as P4)	2 772	2 613	2 575
<b>Total</b>	<b>6 536</b>	<b>6 599</b>	<b>6 628</b>

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)054**

**(Question Serial No. 3003)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding piers, please advise:

- (a) the number and locations of piers for various fishing vessels in Hong Kong;
- (b) the utilisation rate of the piers in the past three years;
- (c) whether any maintenance works were conducted for the piers in the past three years (2013-14 to 2015-16), and when these works were carried out; and
- (d) the staffing and expenditure for the above in the past three years (2013-14 to 2015-16) and the estimated staffing and expenditure in 2016-17.

Asked by: Hon Steven HO Chun-yin (Member Question No. 49)

Reply:

- (a) Fishing vessels may use over 180 public piers and landing facilities maintained by the Civil Engineering and Development Department (CEDD) all over Hong Kong (listed at Annex), as well as the piers at the Aberdeen Wholesale Fish Market and the Cheung Sha Wan Wholesale Fish Market managed by the Fish Marketing Organization (FMO).
- (b) Local vessels, including fishing vessels, are free to use the public piers. There is no record on the utilisation rate of the public piers. In the past three years, the piers at the two wholesale fish markets managed by the FMO were fully utilised during their business hours.
- (c) The CEDD carries out regular inspections and preventive maintenance works on public piers and other marine structures under their purview. In the past three years

(2013-14 to 2015-16), the CEDD has issued about 700 works orders to their contractors to maintain the public piers and the landing facilities concerned. Similarly, the FMO also undertakes maintenance for the piers at the Cheung Sha Wan Wholesale Fish Market and the Aberdeen Fish Market from time to time.

- (d) The total expenditure on maintaining public piers and the landing facilities managed by the CEDD in the past three years is about \$28.6 million. The estimated expenditure for 2016-17 is about \$15.5 million. Three in-house professional staff and 16 technical staff were deployed in relation to the maintenance of these facilities. The staffing and expenditure for the maintenance of the piers at the two wholesale fish markets were absorbed by the FMO.

**Public Piers and Landing Facilities  
maintained by the Civil Engineering and Development Department**

**(a) Public Piers**

	<b>Name of Public Piers</b>
1	Ap Chau Public Pier
2	Blake Pier at Stanley
3	Central Pier No. 10
4	Central Pier No. 9
5	Chek Keng Pier
6	Cheung Chau Public Pier
7	Chi Ma Wan Pier
8	Hap Mun Bay Public Pier
9	Joss House Bay Public Pier
10	Kadoorie Pier
11	Kat O Chau Pier
12	Kei Ling Ha Hoi Pier
13	Ko Lau Wan Public Pier
14	Kowloon Public Pier
15	Kwun Tong Public Pier
16	Lai Chi Chong Pier
17	Lo Tik Wan Pier
18	Luk Chau Tsuen Pier
19	Ma Liu Shui Ferry Pier
20	Ma Tau Kok Public Pier
21	Ma Wan Public Pier
22	Pak A Pier
23	Pak Mong Pier
24	Pak Sha Wan Pier No.2
25	Peng Chau Public Pier
26	Pier at Angler's Beach Sham Tseng
27	Po Toi O Pier No. 2
28	Po Toi Public Pier
29	Sai Kung New Public Pier
30	Sai Kung Public Pier
31	Sai Wan Jetty
32	Sam Mun Tsai Village Pier
33	Sha Kiu Public Pier

	<b>Name of Public Piers</b>
34	Sha Lo Wan Pier
35	Sha Tau Kok Public Pier
36	Sham Chung Pier
37	Sham Tseng Public Pier
38	Sok Kwu Wan Pier No. 2
39	Sok Kwu Wan Public Pier
40	St. Stephen's Beach (South) Pier
41	Tai Lei Island Pier
42	Tai Mei Tuk Pier No. 1
43	Tai Mei Tuk Pier No. 2
44	Tai O Public Pier
45	Tai Pai Tsui Pier
46	Tai Po Railway Pier
47	Tai Shui Hang Pier
48	Tai Tam Bay Pier
49	Tai Tau Chau Pier
50	Tap Mun Pier
51	Tiu Keng Leng Pier
52	Tong Shui Road Pier
53	Tsing Yi Public Pier
54	Tso Wo Hang Pier
55	Tsuen Wan Ferry Pier (West Rail)
56	Tsuen Wan Public Landing Steps (West Rail)
57	Tung Chung Development Pier (Public)
58	Tung Chung Public Pier
59	Tung Lung Chau (North) Pier
60	Tung Lung Chau Public Pier
61	Tung Ping Chau Public Pier
62	Wong Shek Public Pier
63	Wu Kai Sha Pier
64	Yau Kom Tau Pier
65	Yim Tin Tsai Pier
66	Yung Shue Wan Development Pier
67	Yung Shue Wan Public Pier

**(b) Public Landing Facilities**

	<b>Name of Public Landing Facilities</b>
68	Aberdeen Praya Road Landing No. 1
69	Aberdeen Praya Road Landing No. 2

	<b>Name of Public Landing Facilities</b>
70	Aberdeen Praya Road Landing No. 3
71	Aberdeen Praya Road Landing No. 4
72	Aberdeen Praya Road Landing No. 5
73	Aberdeen Praya Road Landing No. 6
74	Aberdeen Praya Road Landing No. 7
75	Aberdeen Wholesale Fish Market Landing No. 3
76	Ap Lei Chau Landing No. 1
77	Ap Lei Chau Landing No. 2
78	Ap Lei Chau Landing No. 3
79	Ap Lei Chau Landing No. 4
80	Ap Lei Chau Landing No. 5
81	Causeway Bay Typhoon Shelter Landing No. 7
82	Causeway Bay Typhoon Shelter Landing No. 8
83	Central Landing No. 10
84	Chai Wan Cargo Handling Basin Landing
85	Cheung Chau Complex Landing
86	Cheung Sha Wan Landing No. 3
87	Ha Wai Landing
88	Hong Kong Convention & Exhibition Centre Landing
89	Hung Hom Landing No. 8
90	Kai Tak Landing No. 1
91	Kai Tak Landing No. 2
92	King Wan Street Landing
93	Lee Nam Road Landing
94	Long Harbour Wan Tsai Landing
95	Ma Liu Shui Landing No. 1
96	Ma Liu Shui Landing No. 2
97	Ma Liu Shui Landing No. 3
98	Ma Wan Pak Lam Road Landing
99	Mui Wo Landing No. 1
100	Mui Wo Landing No. 2
101	Mui Wo Landing No. 3
102	Pak She Praya Road Landing
103	Pak Shek Kok Public Pier
104	Peng Chau Landing No. 1
105	Peng Chau Landing No. 2
106	Peng Chau Landing No. 3
107	Peng Chau Landing No. 4
108	Peng Chau Landing No. 5
109	Peng Chau Landing No. 6

	<b>Name of Public Landing Facilities</b>
110	Peng Chau Landing No. 7
111	Peng Chau Landing No. 8
112	Peng Chau Landing No. 9
113	Po Chong Wan Landing No. 1
114	Praya Street Landing
115	Quarry Bay Park Landing No. 1
116	Sai Kung Town Landing No. 1
117	Sai Kung Town Landing No. 2
118	Sai Kung Town Landing No. 3
119	Sai Kung Town Landing No. 5
120	Sai Ning Street Landing No. 1
121	Sai Ning Street Landing No. 2
122	Sai Wan Landing
123	Sam Ka Tsuen Landing No. 1
124	Sam Ka Tsuen Landing No. 2
125	Sam Ka Tsuen Landing No. 3
126	Sha Ha Landing No. 1
127	Sha Ha Landing No. 2
128	Sha Ha Landing No. 3
129	Sha Ha Landing No. 4
130	Sha Tau Kok Landing No. 1
131	Sha Tau Kok Landing No. 2
132	Shatin Area 77 Landing
133	Shau Kei Wan Typhoon Shelter Landing No. 1
134	Shau Kei Wan Typhoon Shelter Landing No. 2
135	Shau Kei Wan Typhoon Shelter Landing No. 3
136	Shau Kei Wan Typhoon Shelter Landing No. 4
137	Shau Kei Wan Typhoon Shelter Landing No. 5
138	Shau Kei Wan Typhoon Shelter Landing No. 6
139	Shau Kei Wan Typhoon Shelter Landing No. 7
140	Shau Kei Wan Typhoon Shelter Landing No. 10
141	Shek Pai Wan Landing No. 1
142	Shek Pai Wan Landing No. 2
143	Shek Pai Wan Landing No. 3
144	Sheung Wan Landing No. 1
145	Sheung Wan Landing No. 2
146	Shuen Wan Breakwater Landing No. 1
147	Shuen Wan Breakwater Landing No. 2
148	Shum Wan Landing No. 1
149	Siu Sai Wan Landing No. 1

	<b>Name of Public Landing Facilities</b>
150	Siu Sai Wan Landing No. 2
151	Tai A Chau Landing No. 1
152	Tai A Chau Landing No. 2
153	Tai A Chau Landing No. 3
154	Tai Hing Tai Road Landing No. 1
155	Tai Hing Tai Road Landing No. 2
156	Tai Kok Tsui Landing
157	Tai Mei Tuk Landing
158	Tai O Promenade Landing No.1
159	Tai O Promenade Landing No. 2
160	Tai Po Area 27 Landing
161	Tai Po Industrial Area Landing
162	Tai Shui Hang Landing
163	Tai Wan Shan Landing
164	Tseung Kwan O South Landing
165	Tsim Sha Tsui Landing No. 2
166	Tsim Sha Tsui Landing No. 5
167	Tsuen Wan Area 2 Landing No. 1
168	Tsuen Wan Area 2 Landing No. 2
169	Tuen Mun Area 27 Landing No. 1
170	Tuen Mun Area 27 Landing No. 2
171	Tuen Mun Area 40 Landing
172	Tuen Mun Area 44 Landing No. 2
173	Tui Min Hoi Landing No. 1
174	Tui Min Hoi Landing No. 2
175	Tung Chung Development Seawall Landing No. 1
176	Waglan Landing
177	Western PCWA Landing No. 1
178	Yau Ma Tei Typhoon Shelter Landing No. 1
179	Yau Ma Tei Typhoon Shelter Landing No. 2
180	Yau Ma Tei Typhoon Shelter Landing No. 3
181	Yau Ma Tei Typhoon Shelter Landing No. 4
182	Yau Ma Tei Typhoon Shelter Landing No. 5

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)055**

**(Question Serial No. 1204)**

Head: (100) Marine Department

Subhead (No. & title): (603) Plant, vehicles and equipment

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide justification for replacement of patrol launches under Subhead 603 Items 874, 875 and 876, and the estimated expenditures in 2016-17.

Asked by: Hon LEE Cheuk-yan (Member Question No. 15)

Reply:

The three patrol launches have been in service for more than 21 years, exceeding the normal life expectancy of 15 years for glass reinforced plastic constructed vessels. These aged vessels are beyond economical repair. The estimated expenditure for replacing them is around \$4.5 million in 2016-17.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)056**

**(Question Serial No. 0407)**

Head: (100) Marine Department

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

Programme: (5) Government Fleet

Controlling Officer: Director of Marine (Maisie CHENG)

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 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: Dr Hon Priscilla LEUNG Mei-fun (Member Question No. 36)

Reply:

- (a) To reduce pollution from government vessels, the Marine Department (MD) has in the past three years -
  - (i) installed environmentally-friendly engines on government vessels with emission level meeting the requirements set by the International Maritime Organization;
  - (ii) installed solar power facilities on a newly-built government vessel;
  - (iii) used maintenance-free batteries made of environmentally-friendly materials; and
  - (iv) used bio fuel for an MD launch.

The above improvements were carried out to vessels during their periodic routine overhaul. No separate breakdown on expenditure is available.

- (b) It is our established 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 the environmental protection requirements set out in our legislation. In addition, the Government Dockyard will continue to keep in view new requirements on reducing pollution from ships.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)057**

**(Question Serial No. 1416)**

Head: (100) Marine Department

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

Programme: (5) Government Fleet

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

What are the specific measures of the Marine Department (MD) for reducing fuel consumption and exhaust emission of vessels? What are the manpower and expenditure allocated for 2016-17?

Asked by: Ir Dr Hon LO Wai-kwok (Member Question No. 25)

Reply:

The measures taken by the MD to reduce fuel consumption and exhaust emission of vessels include:

- (a) using environmentally-friendly engine with emission levels meeting the applicable International Maritime Organization emission requirements;
- (b) operating vessels at economic speed and at optimal conditions as far as possible; and
- (c) providing shore power at the Government Dockyard and introducing shore power supply in new vessels as far as practicable.

The measures for reducing fuel consumption and exhaust emission of vessels are carried out as part of the vessels' periodic routine overhaul. There is no separate breakdown for the manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)058**

**(Question Serial No. 1417)**

Head: (100) Marine Department

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

Programme: (5) Government Fleet

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

It is stated under Programme (5) "Government Fleet" that the 2014 and 2015 actual figures for vessel availability to users are 87.1% and 86.4% respectively, and the 2016 planned figure is 87%. Does the Government have any plan to raise the utilisation rate? If yes, what is the specific work plan? If no, what are the reasons?

Asked by: Ir Dr Hon LO Wai-kwok (Member Question No. 26)

Reply:

Government vessels are overhauled periodically to ensure efficient operations. In general, the annual available service time of a vessel is about 87% taking into account the average time for routine maintenance, periodic overhaul and downtime due to factors such as weather and accidents. We will continue to monitor closely the conditions of government vessels and carry out necessary maintenance or periodic overhauls to ensure their optimal operational efficiency and availability.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)059**

**(Question Serial No. 2716)**

Head: (100) Marine Department

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

Programme: (5) Government Fleet

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the exploration by the Marine Department of installing additional shore power supplies to further reduce noise pollution and emission of lay-by vessels, what are the progress, implementation timetable and expenditure involved?

Asked by: Ir Dr Hon LO Wai-kwok (Member Question No. 41)

Reply:

Up to 2015, a total of nine shore power supply facilities have been installed in the Government Dockyard to provide basic electricity for government lay-by vessels. We will keep in view the operational needs of government vessels and install additional shore power supply facilities as necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)060**

**(Question Serial No. 0194)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Under *Matters Requiring Special Attention in 2016-17* of this programme, it is mentioned that the Marine Department (MD) will enhance navigation safety of ocean-going vessels and local vessels at the Ma Wan and Kap Shui Mun area by strengthening sea patrol around the Tsing Ma Bridge and the Kap Shui Mun Bridge. In this connection, will the Government inform this Committee:

- (a) the specific details of the arrangements; and
- (b) whether any additional staffing and expenditure is involved.

Asked by: Hon TANG Ka-piu (Member Question No. 14)

Reply:

- (a) The incident on 23 October 2015 where a barge scraped past the Kap Shui Mun Bridge indicated a need for strengthening sea patrol around the Kap Shui Mun and Ma Wan area. To provide round-the-clock patrol in the area, the MD will hire three patrol launches and recruit 16 marine inspectors. The tendering exercise is in progress with a view to commencing the new service in around April 2016. In the meantime, an additional patrol launch has been redeployed from existing resources to patrol in that area since October 2015 as a temporary measure.
- (b) To provide the aforesaid services in (a), we need to hire three patrol launches and create 16 Marine Inspector II posts. The annual expenditure is around \$15.9 million.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)061****(Question Serial No. 2283)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (4) Services to ShipsControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the examinations for different certificates of seafarers, please provide the following information:

- (a) the number and pass rates of examinations for different certificates of seafarers as well as the staffing and expenditure involved in the past three years; and
- (b) the provision of additional preparatory courses for examinations for certificates of seafarers, the progress of the relevant work as well as the staffing and expenditure involved.

Asked by: Hon TANG Ka-piu (Member Question No. 45)Reply:

- (a) The examinations conducted by the Marine Department (MD) for seafarers, and the respective number of examinations and pass rates for them, in the past three years are listed below:

Type of Certificate of Competency	Examinations Conducted (Passing Rate as at 31 December)		
	2013	2014	2015
<b>Sea-going Certificate of Competency</b>			
Deck Officer Class 1	11 (82%)	17 (35%)	18 (44%)
Deck Officer Class 2	15 (47%)	41 (32%)	58 (26%)
Deck Officer Class 3	75 (57%)	126 (26%)	463 (31%)
Marine Engineer Officer Class 1	11 (27%)	21 (0%)	13 (38%)
Marine Engineer Officer Class 2	18 (11%)	31 (16%)	83 (39%)
Marine Engineer Officer Class 3	11 (55%)	22 (36%)	27 (59%)

Type of Certificate of Competency	Examinations Conducted (Passing Rate as at 31 December)		
	2013	2014	2015
<b>River Trade Certificate of Competency</b>			
Deck Officer Class 1	23 (61%)	12 (25%)	11 (27%)
Deck Officer Class 2	46 (89%)	14 (29%)	26 (15%)
Deck Officer Class 3	72 (56%)	51 (33%)	90 (23%)
Marine Engineer Officer Class 1	0	0	0
Marine Engineer Officer Class 2	43 (5%)	37 (19%)	37 (5%)
Marine Engineer Officer Class 3	11 (36%)	13 (38%)	6 (50%)
<b>Type Rating Certificate</b>			
River Trade Master	62 (100%)	62 (100%)	29 (100%)
River Trade Chief Officer	61 (100%)	93 (100%)	47 (100%)
River Trade Night Vision Officer	38 (100%)	50 (100%)	21 (100%)
River Trade Chief Engineer	14 (93%)	10 (100%)	28 (96%)

Examinations for seafarers are conducted by the Seafarers' Certification Section (CRT) of the MD. The CRT has an establishment of 17 staff members. Conducting examinations forms part of their normal duties and there is no separate breakdown of the staffing and expenditure involved.

- (b) The MD does not organise preparatory courses for examinations for certificates of seafarers.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)062**

**(Question Serial No. 1444)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

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 2015-16. Regarding the review on the demand and supply of sheltered space for local and small visiting vessels, the Marine Department (MD) has indicated that the review is carried out in three stages. Was Stage I – Stocktaking of Supply and Demand Situation completed in 2015-16? What are the details of the findings? When are Stages II and III expected to be completed? What are the resources involved in the review?

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

Reply:

The MD does not maintain records of occupancy of typhoon shelters in normal days, but keeps track of the highest occupancy of each typhoon shelter during typhoons to ensure that their provision can meet demands. The breakdown for each typhoon shelter in 2015 is set out in *Annex A*.

In Stage I of the review on berthing and sheltered space for local vessels, the MD has engaged a consultant at around \$1.5 million to carry out a large-scale survey on berthing arrangements of local vessels. The survey has recently been completed. The survey data is being analysed, and the projections of berthing and sheltered space are being conducted. Interviews with stakeholders are in progress, and the work of Stage I is expected to be completed around mid-2016. Stages II and III are expected to be completed by end-2016. The work related to these two stages will be absorbed by existing resources of the MD.

## The Numbers and Types of Vessels Observed in Typhoon Shelters (TS) in 2015

	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u> Pleasure Vessel	River Trade Vessel	Gov't Launch	Total	%*
	Ferry	Launch	Others	Dumb Steel Ligher	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan					
Aberdeen TS <sup>#</sup>	10	44	58	3	4	1	0	0	89	88	698	0	573	0	9	<b>1577</b>	<b>78%</b>
Causeway Bay TS	0	52	5	0	0	2	0	12	4	8	54	15	206	0	0	<b>358</b>	<b>60%</b>
Cheung Chau TS	5	32	0	0	18	1	4	0	6	0	190	60	50	0	4	<b>370</b>	<b>65%</b>
Hei Ling Chau TS	2	2	0	5	1	4	12	8	0	2	2	1	0	4	4	<b>47</b>	<b>4%</b>
Kwun Tong TS	1	13	0	20	0	2	0	3	0	2	0	0	16	37	3	<b>97</b>	<b>25%</b>
New Yau Ma Tei TS	18	50	10	115	30	48	0	12	4	28	49	0	54	56	5	<b>479</b>	<b>90%</b>
Rambler Channel TS	0	3	0	30	15	0	0	5	0	0	20	30	5	110	2	<b>220</b>	<b>100%</b>
Sam Ka Tsuen TS	0	8	0	0	3	0	0	0	2	2	44	0	20	0	0	<b>79</b>	<b>50%</b>
Shaukeiwan TS	4	12	0	0	11	0	0	0	28	10	274	0	47	0	2	<b>388</b>	<b>62%</b>
Shuen Wan TS	0	7	0	0	4	0	0	0	0	2	28	42	39	0	8	<b>130</b>	<b>51%</b>
To Kwa Wan TS	2	14	0	120	0	19	2	6	0	3	1	0	8	1	0	<b>176</b>	<b>70%</b>
Tuen Mun TS	0	53	0	78	65	30	4	5	4	60	210	40	30	45	8	<b>632</b>	<b>100%</b>
Yim Tin Tsai TS	0	0	0	0	0	0	0	0	0	0	0	0	20	0	2	<b>22</b>	<b>13%</b>

Note: The figures above refer to the highest occupancy of each typhoon shelter in 2015

\*The % refers to the highest percentage of occupancy of each typhoon shelter

<sup>#</sup>Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)063**

**(Question Serial No. : 1445)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

In 2016-17, the Marine Department will enhance navigation safety of ocean-going vessels (OGVs) and local vessels at the Ma Wan and Kap Shui Mun area by strengthening sea patrol around the Tsing Ma Bridge and the Kap Shui Mun Bridge. Please advise on the number of marine accidents occurred around the Tsing Ma Bridge and the Kap Shui Mun Bridge in the past three years (2013, 2014 and 2015), and among which the number of accidents that are caused by excessive height of OGVs. Please also advise on the number of OGVs that did not sail past the Tsing Ma Bridge and the Kap Shui Mun Bridge owing to their height and thus bypassed Hong Kong.

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

Reply:

In the past three years (2013, 2014 and 2015), there were five marine accidents around the Tsing Ma Bridge or the Kap Shui Mun Bridge. None of these accidents were caused by excessive height of OGVs.

The Marine Department does not have information on the number of OGVs that have bypassed Hong Kong owing to their height.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)064****(Question Serial No. 2341)**

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 in the table below details of the duty visits made by the Secretary for Transport and Housing (STH), the Under Secretary for Transport and Housing (USTH) and the Political Assistant (PA) in the past three years, 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. What are the amounts and the names of the sponsors of the sponsorships received (if any) of each visit?

Please also set out the number of days of duty or personal visits made by the STH, the USTH and the PA in the past three years respectively.

Date of Visit	Country and Region of Visit	Department or Organisation Visited	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. 114)

Reply:

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

**STH**

Date of Visit (Number of visits)	Place of Visit	Number of entourage from the Director of Bureau's Office	Purpose of Visit	Hotel Accommodation Expenses (A)	Air Ticket Expenses (B)	Other Expenses <sup>#</sup> (C)	Total Expenditure (A)+(B)+(C)
2013-14 (11)	Singapore, Shanghai, Brussels, Frankfurt, Florence, Milan, Tokyo*, Beijing*, Zhuhai, Taipei, Shenzhen, Guangzhou	The Administrative Assistant to STH and/or the Press Secretary to STH would accompany the STH during duty visits having regard to operational needs.	<p>(i) To attend meetings (e.g to attend the 8th Asia-Pacific Economic Co-operation (APEC) Transportation Ministerial Meeting in Tokyo, Japan; and meetings relating to the HongKong-Zhuhai-Macao Bridge (HZMB) project)</p> <p>(ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to meet and exchange views with the Singapore Government officials to understand the latest development of transportation and housing in Singapore; and to meet and exchange views with Mainland officials on transportation issues, and meet the Hong Kong and Macao Affairs Office of the State Council (HKMAO))</p> <p>(iii) To lead delegation on overseas visits (e.g to lead a delegation of the Hong Kong Logistics Development Council (LOGSCOUNCIL) to Brussels, Frankfurt, Florence and Milan to promote Hong Kong's logistics industry; to lead a Hong Kong maritime delegation to participate in Marintec China 2013 in Shanghai; and to lead a Hong Kong maritime delegation to Taipei to meet and exchange views with the local maritime sectors)</p>	About \$89,900	About \$308,600	About \$63,500	About \$462,000

			(iv)To accompany the Chief Executive (CE) on his duty visit				
2014-15 (13)	Athens, Guangzhou*, London 、 Rotterdam and Amsterdam, Beijing*, Macao, Kuala Lumpur, Shenzhen, Zhuhai		<p>(i) To attend meetings (e.g to attend meetings relating to the HZMB project, the Hong Kong/Guangdong Co-operation Joint Conference and the Hong Kong-Shenzhen Co-operation Meeting)</p> <p>(ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to visit and exchange views with relevant authorities and key market players of the maritime industry and transportation in the UK, to visit the European Port in the Netherlands and learn about the logistics development; and to meet and exchange views with Mainland officials on transportation and civil aviation issues, and meet the HKMAO)</p> <p>(iii)To lead delegation on overseas visits (e.g to lead a delegation of the Hong Kong Maritime Industry Council (MIC) to Athens to attend Posidonia 2014, an international maritime exhibition; and lead a delegation of the LOGSCOUNCIL and the Hong Kong Port Development Council (PDC) to Malaysia to promote Hong Kong as a regional logistics hub)</p> <p>(iv)To accompany the CE on his duty visit</p>	About \$51,400	About \$585,800	About \$82,900	About \$720,100
2015-16@ (14)	Beijing, Hamburg, Shenzhen, Taoyuan, Zhuhai*, Guangzhou, Cebu*, Vienna, Seoul and Busan		(i) To attend meetings and events (e.g to attend the 9th APEC Transportation Ministerial Meeting in Cebu, The Philippines; to participate in the Intercity Forum 2015 in Taoyuan and the Walk 21 Vienna 2015 – XVI International Conference on Walking and Liveable Communities in	About \$65,000	About \$467,100	About \$61,300	About \$593,400

			Vienna, Austria; and to attend meetings relating to the HZMB project)				
			(ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to meet and exchange views with Mainland officials on transportation and civil aviation issues, and meet the HKMAO)				
			(iii) To lead delegation on overseas visits (e.g to lead a delegation of the MIC and the PDC to promote Hong Kong's maritime services and to strengthen links with the maritime sectors in Germany; and to lead a delegation of the LOGCOUNCIL and the PDC to South Korea to promote Hong Kong's strengths as a regional logistics hub)				
			(iv) To accompany the CE on his duty visit				

### USTH

Date of Visit (Number of visits)	Place of Visit	Number of entourage from the Director of Bureau's Office	Purpose of Visit	Hotel Accommodation Expenses (A)	Air Ticket Expenses (B)	Other Expenses <sup>#</sup> (C)	Total Expenditure (A)+(B)+(C)
2013-14 (1)	Wuhan	0	To participate in the Mainland visit for Under Secretaries and Political Assistants and visit Wuhan to understand the latest development in the Mainland	About \$1,200	About \$5,400	About \$900	About \$7,500
2014-15 (4)	London, Guangzhou, Shenzhen,	0	To represent STH to lead the delegation of the MIC to promote the maritime services offered by Hong Kong in London; to attend meetings relating to the HZMB project; and to visit the logistics facilities in Mainland to understand the latest development	About \$7,200	About \$61,400	About \$14,600	About \$83,200
2015-16@	No duty visit was made by the USTH in 2015-16						

## PA to STH

Date of Visit (Number of visits)	Place of Visit	Number of entourage from the Director of Bureau's Office	Purpose of Visit	Hotel Accommodation Expenses (A)	Air Ticket Expenses (B)	Other Expenses <sup>#</sup> (C)	Total Expenditure (A)+(B)+(C)
2013-14 (1)	Wuhan	0	To participate in the Mainland visit for Under Secretaries and Political Assistants and visit Wuhan to understand the latest development in the Mainland	About \$1,200	About \$5,400	About \$900	About \$7,500
2014-15 (1)	Zhuhai	0	To accompany STH to inspect the HZMB project	Nil	About \$400	Nil	About \$400
2015-16@	No duty visit was made by the PA to STH in 2015-16						

The above duty visits lasted for one to eight days per trip.

\* 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.

@ Included duty visits made between 1 April 2015 and 7 March 2016.

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

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)065**

**(Question Serial No. 1008)**

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 Programme (3), the provision for 2016-17 is \$58.7 million (M) (54.3%) higher than the revised estimate for 2015-16 with a net increase of seven posts. What are the duties of these posts? What are the details of the non-recurrent item for the Maritime and Aviation Training Fund (MATF) and the specific details of the training? Please provide a breakdown of expenditure for the Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System (3RS) Project.

Asked by: Hon CHAN Hak-kan (Member Question No. 15)

Reply:

There will be a net increase of seven non-directorate posts in Programme (3) in 2016-17. Among them, six posts, including two in the Executive Officer grade and four in the Clerical Officer grade, will be created to support the newly established Hong Kong Maritime and Port Board, which is a high-level platform for the Government to work closely with the industry to promote the growth of high value-added and professional maritime services in Hong Kong, foster the development of maritime manpower, and devise strategies and initiatives to enhance Hong Kong's status as an international maritime centre. The deployment of an Administrative Officer post is being finalised in the light of the latest operational requirement of the Transport and Housing Bureau (Transport Branch).

Details of the training and incentive schemes under the MATF are set out at Annex. \$13.32M was used in 2015-16 for the above MATF initiatives and promotion work.

The estimated costs for the employment of consultants to provide monitoring and verification services during detailed design stage and construction stage of the 3RS project are \$90.7M and \$93.7M respectively. The briefs of the consultants will mainly be as follows -

- (a) aiming to assist in the satisfactory delivery of the 3RS project having regard to cost-effectiveness, fit-for-purpose and value-for-money;
- (b) independent review of the design works by the Airport Authority Hong Kong (AA) to ensure full compliance with relevant statutory requirements and technical standards;
- (c) provision of expert advice on the tender documentation and contract procurement strategy, with particular focus on claims avoidance and mechanism for dispute resolution; and
- (d) keeping under close review the overall construction process with particular emphasis on cost control, progress monitoring, works quality and contract interfacing arrangements.

Subject to funding approval, the first consultancy is planned to commence in the latter half of 2016 for completion by end 2019 to provide monitoring and verification services during the detailed design stage of the 3RS project. The second consultancy is to cover the construction stage of the project, and its start date will tie in with the AA's construction programme for the 3RS project. The second consultancy is expected to last for eight years.

**Number of Beneficiaries under the  
Maritime and Aviation Training Fund since its Inception on 1 April 2014**

<b>Initiatives under MATF</b>	<b>Description</b>	<b>Number of Beneficiaries as at February 2016</b>
(a) Professional Training and Examination Refund Scheme	Eligible applicants are refunded with 80% of the fees after completing approved courses or passing examinations, subject to a cap of \$18,000.	466
(b) Maritime and Aviation Internship Network Scheme	The programme contributes up to 75% or \$6,000 (whichever is lower) towards each student's monthly honorarium for an internship period up to two months.	564
(c) Local Vessel Trade Training Incentive Scheme	The Scheme provides a monthly allowance up to \$30,000 for eligible deck or engine room ratings newly employed by the local vessel trade.	34
(d) Sea-going Training Incentive Scheme	The Scheme offers a monthly subsidy of \$6,000 to deck or engine room cadets on ocean-going vessels for a maximum period of 18 months.	114 <sup>1</sup>
(e) Ship Repair Training Incentive Scheme	The Scheme offers a monthly subsidy of \$1,500 to eligible graduates of the Vocational Training Council (VTC) who have enrolled for apprenticeship in the ship repair industry for a maximum period of 36 months.	20 <sup>1</sup>
(f) Hong Kong Maritime and Logistics Scholarship Scheme	Scholarship for selected students of the Master of Science in International Shipping and Transport Logistics of the Hong Kong Polytechnic University (HKPU).	21

<sup>1</sup> Excluding participants who had fully claimed the monthly subsidies or dropped out of the scheme

<b>Initiatives under MATF</b>	<b>Description</b>	<b>Number of Beneficiaries as at February 2016</b>
(g) The University of Hong Kong (HKU) - Dalian Maritime University (DMU) Academic Collaboration Scheme	For the DMU: provides scholarship for selected students to undertake the Master of Common Law course at the HKU.  For the HKU: supports students and in-service practitioners to undertake summer courses and professional seminars.	110
(h) Hong Kong Maritime Law Scholarship Scheme	Scholarship for selected students of the Master of Laws (Maritime and Transportation Law) programme of the City University of Hong Kong (CityU HK).	11
(i) Overseas Exchange Sponsorship Scheme	Provides financial support (\$30,000 - \$50,000) to undergraduates or postgraduates of selected maritime-related disciplines in the HKPU, the CityU HK, the Chinese University of Hong Kong and the Hong Kong University of Science and Technology to attend overseas exchange maritime-related courses.	17
(j) Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	Eligible applicants undertaking the Higher Diploma in Aircraft Maintenance Engineering or Diploma in Vocational Education (Aircraft Maintenance) offered by the VTC and joining the aircraft maintenance industry after graduation are refunded with 50% of the total tuition fee, subject to a cap of \$30,000.	100
(k) Hong Kong Aviation Scholarship Scheme	Scholarship for selected students of aviation-related degree or higher degree programmes of the HKPU.	3
<b>Total</b>		<b>1 460</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)066**

**(Question Serial No. 1831)**

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 progress of hillside works have been slow over the years. In this connection, will the Government advise on:

- (a) the expenditure and manpower involved in monitoring the works over the past three years;
- (b) whether the Government will consider providing additional resources to speed up the progress of the works.

Asked by: Hon CHAN Han-pan (Member Question No. 14)

Reply:

- (a) The Transport Branch of the Transport and Housing Bureau, the Highways Department (HyD), the Transport Department and the Electrical and Mechanical Services Department have been deploying in-house staff resources in taking forth the planning and related work of the hillside escalator links and elevator systems (hereafter referred to as "hillside escalator links"). Consultants have been engaged to provide technical assistance as necessary.
- (b) The Government established in 2009 a set of objective and transparent scoring criteria for assessing proposals for hillside escalator links to determine the priority for conducting preliminary technical feasibility studies for the 20 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 also conducted the preliminary technical feasibility studies for the proposals ranked eleventh and twelfth. The current progress of the top 18 ranked hillside escalator proposals is summarised at Annex.

We will seek funding approval from the LegCo within this legislative session for the “Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi” (ranked third), the “Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung” (ranked fifth) and the “Lift and Pedestrian Walkway System at Waterloo Hill” (ranked ninth). The respective project costs in money-of-the-day prices are \$222.7 million, \$239.4 million and \$116.7 million.

**Current progress of the 18 ranked proposals of the hillside escalator links**

<b>Rank</b>	<b>Proposal</b>	<b>Progress of the project</b>
1	Pedestrian Link at Tsz Wan Shan	This link is implemented under the Shatin to Central Link project. Construction works commenced in July 2012. As at January 2016, six out of 15 items of works have been completed and opened for public use and seven out of 15 items are expected to be completed by end 2016. For the remaining two items, the MTRCL is reviewing the construction programme.
2	Braemar Hill Pedestrian Link	The preliminary technical feasibility study has been completed. The HyD engaged consultants to undertake the investigation and preliminary design in June 2015.
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	<p>The preliminary technical feasibility study, investigation and preliminary design have been completed. The project was gazetted in February 2015. No objection was received and the project was subsequently authorised.</p> <p>The Government will seek funding approval from the LegCo within the 2015-16 legislative session with a view to commencing the construction works in the fourth quarter of 2016 for completion by mid-2019.</p>
4	Escalator Link and Pedestrian Walkway System at Pound Lane	The preliminary technical feasibility study has been completed. The HyD consulted the Central and Western District Council and held a public forum on the refined scheme in January and April 2015 respectively. The HyD is compiling and analysing the views received.

5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	<p>The preliminary technical feasibility study, investigation and preliminary design have been completed. The project was gazetted in October and November 2015. No objection was received and the project was subsequently authorised.</p> <p>The Government will seek funding approval from the LegCo within the 2015-16 legislative session with a view to commencing the construction works in the first quarter of 2017 for completion by 2020.</p>
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	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.</p> <p>The HyD consulted the Traffic and Transport Committee of the Wong Tai Sin District Council in July 2015. The Committee requested for a further study on alternative schemes. The HyD is reviewing it.</p>



9	Lift and Pedestrian Walkway System at Waterloo Hill	<p>The preliminary technical feasibility study, investigation and preliminary design have been completed. The project was gazetted in May 2014. No objection was received and the project was subsequently authorised.</p> <p>The Government will seek funding approval from the LegCo within the 2015-16 legislative session with a view to commencing the construction works in the fourth quarter of 2016 for completion by mid-2019.</p>
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	<p>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 responsible parties have completed repairing the dangerous slopes satisfactorily.</p>
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung	<p>Upon examining the progress of implementation of the higher-ranking proposals and reviewing its manpower resources, the HyD has commenced the preliminary technical feasibility study for this proposal. The study has been completed, and this proposal is initially considered technically feasible.</p> <p>The HyD engaged consultants to undertake the investigation and preliminary design in August 2015.</p>
12	Lift and Pedestrian Walkway at Luen On Street	<p>Upon examining the progress of implementation of the higher-ranking proposals and reviewing its manpower resources, the HyD has commenced the preliminary technical feasibility study for this proposal. The study has been completed, and this proposal is initially considered technically feasible.</p> <p>The HyD engaged consultants to undertake the investigation and preliminary design in August 2015.</p>

13	Yuet Wah Street Pedestrian Linkage	To complement the Kwun Tong Town Centre Redevelopment, the Civil Engineering and Development Department commenced the construction works of Yuet Wah Street Pedestrian Linkage in April 2013. Works are substantially completed and the Pedestrian Linkage has been open to the public since October 2015.
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road	This proposal will be followed up after the smooth implementation of the higher-ranking proposals.
14 (same ranking)	Lift System between Lai King Hill Road and Princess Margaret Hospital	The project is being implemented by the Hospital Authority. Construction commenced in November 2015 for completion by 2017.
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	This proposal will 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 will 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 will be followed up after the smooth implementation of the higher-ranking proposals.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)067****(Question Serial No. 1832)**

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 advise on the following:

- (a) the expenditure and manpower involved in the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) over the past three years;
- (b) the additional expenditure involved in the above works due to filibusters.

Asked by: Hon CHAN Han-pan (Member Question No. 15)

Reply:

- (a) The expenditures of the local projects of the HZMB and the Main Bridge (Hong Kong side's contribution) in the past three years are as follows:

Project	Expenditure (\$ million)		
	2013-14 (actual)	2014-15 (actual)	2015-16 (revised estimate)
Hong Kong Link Road (HKLR)	4,237.3	4,593.6	3,493.5
Hong Kong Boundary Crossing Facilities (HKBCF) <sup>Note 1</sup>	2,012.6	3,429.2	5,380.7
Tuen Mun-Chek Lap Kok Link (TM-CLKL) <sup>Note 2</sup>	1,729.9	4,938.7	4,223.4
HZMB Main Bridge	1,918.6	979.4	407.6
<b>Yearly Total</b>	<b>9,898.4</b>	<b>13,940.9</b>	<b>13,505.2</b>

Note 1: This comprises the Public Works Programme (PWP) Item 6839TH HZMB HKBCF – detailed design and site investigation and the PWP item 6845TH HZMB HKBCF – reclamation and superstructures.

Note 2: This comprises the PWP Item 6846TH TM-CLKL – detailed design, site investigation and advance works and the PWP item 6857TH TM-CLKL – construction works.

The works of the HZMB Main Bridge in the Mainland waters are overseen by the HZMB Authority. The supervision of the works of the HKBCF, the HKLR and the TM-CLKL is carried out by consultants engaged by the Highways Department (HyD). The HyD has been deploying existing staff to oversee the implementation of these projects.

- (b) The proposed increase in approved project estimate (APE) of PWP Item 6845TH (i.e. HZMB HKBCF–reclamation and superstructures) by \$5,461.1 million from \$30,433.9 million to \$35,895.0 million was discussed by the Legislative Council (LegCo) Panel on Transport on 16 January 2015. With the support of the Panel on Transport, the proposal was then submitted to the Public Works Subcommittee (PWSC) in April 2015 and discussed in six subsequent PWSC meetings. With the support of the PWSC on 19 December 2015, the proposal was further discussed by the LegCo Finance Committee (FC) in 11 FC meetings. The FC approved the proposed increase in APE on 30 January 2016.

Since the funding application was not approved by end December 2015, the landscape works at the southern portion of the HKBCF had to be excised from the relevant contract to ensure that there would not be any over-commitment beyond the original APE. The implementation of the excised landscape works, at a later date, either through re-incorporation into the original contract or award of a new contract, will involve additional costs. The amount of which is not yet known.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)068**

**(Question Serial No. 1833)**

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 advise on the manpower and expenditure involved in the implementation of the co-location of the boundary control facilities at the West Kowloon Terminus (WKT) of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) over the past three years?

Asked by: Hon CHAN Han-pan (Member Question No. 16)

Reply:

The Transport and Housing Bureau deploys existing manpower and resources to handle any work related to its policy responsibility in respect of the co-location of customs, immigration and quarantine facilities at the WKT of the XRL 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)069**

**(Question Serial No. 1834)**

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 the manpower and expenditure involved in the study on the development of logistics sites in Kwai Tsing District over the past three years?

Asked by: Hon CHAN Han-pan (Member Question No. 17)

Reply:

After selling two logistics sites through open tender in 2010 and 2012 respectively, we made preparations for the disposal of the remaining 2.1-hectare (ha) site in Tsing Yi, which was sold in 2013. As the development of logistics sites in Kwai Tsing is constrained by traffic capacity, we have since been identifying other potential sites in Tuen Mun West, the Hung Shui Kiu New Development Area and the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge. We are making preparations to make available a site at Tuen Mun Area 49 (around 3.5 ha) for disposal as soon as practicable. The work involved is undertaken by existing manpower in the Transport and Housing Bureau.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)070****(Question Serial No. 1837)**

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.

From the financial year 2014 up till now, the respective amounts applied for by the six outlying island ferry routes and approved by the Government for reimbursement in respect of items (a) to (d) below –

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

<b>“Inter – islands”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Government</b>
(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		

<b>“Central – Mui Wo”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Government</b>
(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		



<b>“Central – Peng Chau”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Government</b>
(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		

<b>“Central – Yung Shue Wan”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Government</b>
(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		

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

Asked by: Hon CHAN Han-pan (Member Question No. 20)

Reply:

The Finance Committee of the Legislative Council approved on 5 July 2013 a funding of \$190.359 million straddling over four financial years from 2014-15 onwards for providing 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”) with Special Helping Measures (SHM) during the current three-year licence period starting from 1 April/1 July 2014 <sup>Note</sup>.

Upon receiving ferry operators’ applications for reimbursement of SHM to the Transport Department (TD), the TD would carefully examine each application and its supporting documents before making reimbursement to the ferry operators.

As at end February 2016, the accumulated amounts of SHM reimbursement applied by the operators and approved by the TD in respect of each of the six major outlying island ferry routes since 2014-15 are given in the following tables:

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Note: The current three-year licence of “Central – Mui Wo” route commenced on 1 April 2014 whereas the three-year licences of the remaining five routes on 1 July 2014.

<b>“Central – Cheung Chau”</b>	<b>Details of application from the ferry operator and the amounts applied for</b> <b>(\$'000)</b>	<b>Progress of reimbursement and the amounts approved by the Government</b> <b>(\$'000)</b>
(a) Reimbursing annual vessel survey fee and private mooring fee	580	580
(b) Reimbursing pier water charges	117	117
(c) Reimbursing pier cleansing and electricity charges	3,043	3,043
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	7,875	6,405

<b>“Inter-islands”</b>	<b>Details of application from the ferry operator and the amounts applied for</b> <b>(\$'000)</b>	<b>Progress of reimbursement and the amounts approved by the Government</b> <b>(\$'000)</b>
(a) Reimbursing 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 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).	
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	290	220

<b>“Central – Mui Wo”</b>	<b>Details of application from the ferry operator and the amounts applied for (\$'000)</b>	<b>Progress of reimbursement and the amounts approved by the Government (\$'000)</b>
(a) Reimbursing annual vessel survey fee and private mooring fee	271	271
(b) Reimbursing pier water charges	45	45
(c) Reimbursing pier cleansing and electricity charges	1,820	1,820
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	2,347	1,931

<b>“Central – Peng Chau”</b>	<b>Details of application from the ferry operator and the amounts applied for (\$'000)</b>	<b>Progress of reimbursement and the amounts approved by the Government (\$'000)</b>
(a) Reimbursing annual vessel survey fee and private mooring fee	185	181
(b) Reimbursing pier water charges	24	20
(c) Reimbursing pier cleansing and electricity charges	1,857	1,680
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	4,360	2,977

<b>“Central – Yung Shue Wan”</b>	<b>Details of application from the ferry operator and the amounts applied for (\$'000)</b>	<b>Progress of reimbursement and the amounts approved by the Government (\$'000)</b>
(a) Reimbursing annual vessel survey fee and private mooring fee	111	101
(b) Reimbursing pier water charges	33	26
(c) Reimbursing pier cleansing and electricity charges	2,222	1,976
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	3,362	2,471

<b>“Central – Sok Kwu Wan”</b>	<b>Details of application from the ferry operator and the amounts applied for (\$'000)</b>	<b>Progress of reimbursement and the amounts approved by the Government (\$'000)</b>
(a) Reimbursing annual vessel survey fee and private mooring fee	62	62
(b) Reimbursing pier water charges	7	6
(c) Reimbursing pier cleansing and electricity charges	437	381
(d) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	767	541

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)071****(Question Serial No. 1840)**

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 information on the interchange fare concession arrangements between different public transport operators in the past three years.

2015-16

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 Han-pan (Member Question No. 23)

Reply:

To facilitate intermodal interchange, there are interchange fare concession arrangements between different public transport operators. Information on such arrangements in each of the past three years from 2013 to 2015 is set out in the tables below. Every year, some 300 bus, GMB and ferry routes were involved in such arrangements. Given the large number of routes involved, compilation of information on a per-route basis will require lengthy preparation. Information in an aggregate format is presented in the tables.

**2013** (Note 1)

<b>Public transport operators involved in the interchange schemes</b>	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefited</b>
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 2)
Ferry-ferry interchanges between different ferry operators (two routes)	Mondays to Saturdays: \$3.3 Sundays and Public Holidays: \$4.5	35

**2014** (Note 1)

<b>Public transport operators involved in the interchange schemes</b>	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefited</b>
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 3)	\$1.5	4 300
Bus-bus interchanges between different franchised bus companies (208 routes)	\$0.5 - \$24.0	15 800
GMB-GMB interchange between different GMB operators (29 routes)	\$1.0 - \$9.6	- (Note 2)
Ferry-ferry interchanges between different ferry operators (two routes)	Mondays to Saturdays: \$3.5 Sundays and Public Holidays: \$4.8	36

**2015** (Note 1)

<b>Public transport operators involved in the interchange schemes</b>	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefited</b>
Railway and franchised bus (six routes)	\$0.5 - \$1.0	9 900
Railway and GMB (57 routes)	\$0.3 - \$3.0	49 800
Bus-bus interchanges between different franchised bus companies (213 routes)	\$0.5 - \$24.0	17 600
GMB-GMB interchange between different GMB operators (29 routes)	\$1.0 - \$10.3	- (Note 2)
Ferry-ferry interchanges between different ferry operators (two routes)	Mondays to Saturdays: \$4 Sundays and Public Holidays: \$5.3	31

Notes:

1. The above tables do not cover interchange concessionary fare arrangements for routes operated by the same operator.
2. The Transport Department does not have passenger trip figures of the GMB-GMB interchange schemes.
- 3 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.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)072**

**(Question Serial No. 1841)**

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 table 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 Han-pan (Member Question No. 24)

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).

Franchised buses are also 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 waived and rentals reimbursed to enable them to introduce or continue to offer concessionary fares for the elderly. Under the ECFS, franchised bus operators would offer half fare to elderly passengers and absorb any revenue forgone which could not be covered by the aforementioned waiver of licence fees and reimbursement of rentals of Government land.

Following the announcement in the 2015-16 Budget, the fees for vehicle examination of franchised buses were waived on a one-off basis for the renewal of vehicle licences from 13

July 2015 to 12 July 2016 under the Government's short-term targeted support measures to support sectors affected by the Occupy Movement.

The amount of the aforesaid exemption/reimbursement granted to franchised bus operators in each year from 2013 to 2015 is as follows –

Year	Amount of first registration tax waived (\$ million)	Under ECFS		Amount of vehicle examination fees waived (\$ million)
		Amount of vehicle licence fees exempted (\$ million)	Amount of government rentals reimbursed* (\$ million)	
2013	47	24	253	-
2014	47	24	263	-
2015	184	24	278	2.3#

\* As at 16 March 2016. Applications for reimbursement can still be made after the close of a year.

# For the period from 13 July 2015 to 31 December 2015 under the Government's short-term targeted support measures to support sectors affected by the Occupy Movement.

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)073****(Question Serial No. 1843)**

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 (FAA) and the respective costs incurred over the past three financial years.

Kowloon Motor Bus Company (1933) Limited (KMB)

Year	Name of Passenger Reward Measure	Cost Incurred (\$)	Number of beneficiaries

Asked by: Hon CHAN Han-pan (Member Question No. 26)

Reply:

According to the FAA for Franchised Buses, the passenger reward arrangement would be triggered when the rate of return on the Average Net Fixed Asset for a franchised bus operator reaches or exceeds the threshold of 9.7%. Under this passenger reward arrangement, put in place since December 2000, the franchised bus operator would share any profit over and above the threshold with passengers on a 50:50 basis by providing fare concessions.

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

<b>Year</b>	<b>Fare concession schemes</b>	<b>Amount used (\$ million)</b>	<b>No. of beneficiaries (million, in term of passenger trips)</b>
<b>2013</b>	<b>Long Win Bus Company Limited</b> 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	<b>2.9</b>	<b>1.2</b>
	<b>Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Routes)</b> 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	<b>11.5</b>	<b>6.2</b>
	<b>Citybus Limited (Franchise for North Lantau and Chek Lap Kok Airport)</b> 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	<b>25.0</b>	<b>2.2</b>
	<b>New Lantao Bus Company (1973) Limited</b> 1. \$2 flat fare for the passengers on Sundays and Public Holidays*	<b>0.1</b>	<b>0.01</b>

<b>Year</b>	<b>Fare concession schemes</b>	<b>Amount used (\$ million)</b>	<b>No. of beneficiaries (million, in term of passenger trips)</b>
<b>2014</b>	<b>Long Win Bus Company Limited</b> <ol style="list-style-type: none"> <li>1. free ride for the elderly on the Senior Citizen's Day on 16 November 2014;</li> <li>2. concession on "Airbus Services" and "Overnight Services" routes to Airport staff; and</li> <li>3. same day return discounts on "Airbus Services" and "North Lantau External Services" routes between 1 September and 28 November 2014</li> </ol>	<b>4.0</b>	<b>1.8</b>
	<b>Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Routes)</b> <ol style="list-style-type: none"> <li>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);</li> <li>2. free ride for the elderly on the Senior Citizen's Day on 16 November 2014;</li> <li>3. same day return discounts on solely-operated cross-harbour routes between 26 January and 5 April 2014; and</li> <li>4. \$2 discount on every second trip on local routes between 26 January and 5 April 2014</li> </ol>	<b>19.5</b>	<b>10.3</b>
	<b>Citybus Limited (Franchise for North Lantau and Chek Lap Kok Airport)</b> <ol style="list-style-type: none"> <li>1. free ride for the elderly on the Senior Citizen's Day on 16 November 2014;</li> <li>2. same day return discounts on "Airbus Services" routes;</li> <li>3. concession on "Airbus Services" and "Overnight Services" routes to Airport staff; and</li> <li>4. concession on prepaid tickets on "Airbus Services" routes</li> </ol>	<b>26.4</b>	<b>2.3</b>

2015	<b>Long Win Bus Company Limited</b> 1. free ride for the elderly on the Senior Citizen's Day on 15 November 2015; 2. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; and 3. same day return discounts on "Airbus Services" and "North Lantau External Services" routes between 31 January and 1 May 2015	4.1	1.9
	<b>Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Routes)</b> 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 15 November 2015; 3. same day return discounts on solely-operated cross-harbour routes between 18 January and 19 May 2015; and 4. \$2 discount on every second trip on local routes between 18 January and 19 May 2015	29.0	15.3
	<b>Citybus Limited (Franchise for North Lantau and Chek Lap Kok Airport)</b> 1. free ride for the elderly on the Senior Citizen's Day on 15 November 2015; 2. same day return discounts on "Airbus Services" routes; 3. concession on "Airbus Services", "Overnight Services" and "Airbus Overnight Services" routes to Airport staff; and 4. concession on prepaid tickets on "Airbus Services" routes	21.9	2.6
	<b>New World First Bus Services Limited</b> 1. free ride for the elderly on the Senior Citizen's Day on 15 November 2015; 2. same day return discounts on solely-operated cross-harbour routes between 18 January and 19 May 2015; and 3. \$2 discount on every second trip on local routes between 18 January and 19 May 2015	16.7	9.1

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 3 March 2013. 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.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)074****(Question Serial No. 2029)**

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 improving the traffic distribution among the three road harbour crossings (RHCs), please advise on:

- (a) the average daily traffic flow of the Cross Harbour tunnel (CHT), the East Harbour Crossing (EHC) and the Western Harbour Crossing (WHC), including their maximum and minimum traffic flow, over the past five years with the respective figures tabulated by vehicle type; and
- (b) any assessment has been made of the expenditure and manpower to be involved if the Government buys back the EHC and the WHC.

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 221)

Reply:

- (a) The annual average daily traffic flows for the three RHCs in the past five years, with breakdown by vehicle type, are as follows:

Tunnel	Private Car					Taxi					Light Bus <sup>Note 1</sup>				
	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
<b>CHT</b>	43600	43700	44200	45000	46600	32400	31100	30200	28700	27700	2800	2600	2400	2300	2100
<b>EHC</b>	37400	38200	39100	40000	41500	14900	15400	15800	15600	15700	900	800	700	700	700
<b>WHC</b>	27600	29400	30100	30400	32200	15500	16800	17200	17200	17600	2000	1900	1900	1900	1400



Tunnel	Goods vehicle <sup>Note 2</sup>					Bus <sup>Note 3</sup>					Motor Cycle				
	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015	2011	2012	2013	2014	2015
<b>CHT</b>	26700	26000	25500	24900	25200	10300	10300	9900	9800	9400	4800	4600	4500	4600	4800
<b>EHC</b>	11300	11400	11600	11800	12300	2800	2800	2800	2800	2900	2100	2100	2100	2200	2400
<b>WHC</b>	6700	7200	7600	8300	8800	4600	4600	4600	4600	4500	600	600	600	700	800

Tunnel	Total <sup>Note 4</sup>				
	2011	2012	2013	2014	2015
<b>CHT</b>	120500	118200	116700	115200	115700
<b>EHC</b>	69500	70700	72100	73000	75500
<b>WHC</b>	57000	60500	62000	63000	65300

*\*Source: Monthly Traffic and Transport Digest.*

Note 1: Figures include both private and public light buses.

Note 2: Figures include light goods vehicles, medium goods vehicles and heavy goods vehicles.

Note 3: Figures include both single-decked bus, double-decked bus, franchised and non-franchised buses.

Note 4: Figures may not add up to the total due to rounding.

The highest and lowest daily traffic flows recorded in the past five years for the three RHCs are as follows:

	Daily Traffic Flow <sup>Note 5</sup> (number of vehicles)	
	Highest over the past five years	Lowest over the past five years
<b>CHT</b>	130 400	74 600
<b>EHC</b>	90 900	21 500
<b>WHC</b>	86 300	19 600

Note 5: Figures are rounded to the nearest hundred.

- (b) The Government has undertaken to study the rationalisation of traffic distribution among the three RHCs to alleviate traffic congestion. The Government does not consider owning the Build-Operate-Transfer (BOT) tunnels a pre-requisite for effecting toll adjustment to rationalise the traffic distribution among the RHCs, because toll adjustment can also be achieved through, for example, reimbursement arrangements. As such, it is not necessary to make an assessment on the expenditure and manpower required for buying back BOT tunnels. It should also be noted that the Government will take over the EHC on 7 August 2016 on the expiry of its BOT franchise.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)075**

**(Question Serial No. 0745)**

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. 38)

Reply:

- (a) The first phase of the Scheme was rolled out on 30 March 2012. As at 29 February 2016, the numbers of applications received and approved by the Transport Department are as follows:

<b>Year</b>	<b>Number of applications received</b>	<b>Number of applications approved</b>
2012 (from 30 March to 31 December)	1 240	1 085
2013	1 663	1 551
2014	1 953	1 836
2015	2 293	2 151
2016 (from 1 January to 29 February)	656	629

- (b) and (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. In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong), the Government of the HKSAR and the Guangdong Provincial Government have already indicated that there is no concrete implementation timetable. The position remains the same.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)076****(Question Serial No. 0746)**

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 would work 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 are the progress and the number of participants?

## Aviation Training Fund

Project Title	Provision incurred	Progress	Number of Participants
(a)			
(b)			
(c)			
(d)			

## Maritime Training Fund

Project Title	Provision incurred	Progress	Number of Participants

Asked by: Hon CHAN Kam-lam (Member Question No. 40)

Reply:

The Government launched the \$100 million-MATF on 1 April 2014 to implement training and incentive schemes to build up a talent pool of practitioners in different maritime and aviation disciplines. Progress since inception up to end February 2016 is as follows -

<b>Initiatives</b>	<b>Funding involved (\$ million)</b>	<b>Progress</b>	<b>Number of participants</b>
(a) Professional Training and Examination Refund Scheme	1.142	The Scheme was introduced in April 2014. Eligible applicants are refunded with 80% of the fees after completing approved courses or passing examinations, subject to a cap of \$18,000.	466
(b) Maritime and Aviation Internship Network Scheme	4.795	Summer internships in maritime- and aviation-related companies were offered to tertiary students in 2014 and 2015. The programme contributes 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 2016 edition is underway.	564
(c) Local Vessel Trade Training Incentive Scheme	0.409	The Scheme, introduced in April 2014, provides a monthly allowance up to \$30,000 for eligible deck or engine room ratings newly employed by the local vessel trade.	34
(d) Sea-going Training Incentive Scheme	7.981*	The Scheme, first launched in 2004, offers a monthly subsidy of \$6,000 to deck or engine room cadets on ocean-going vessels for a maximum period of 18 months.	114 <sup>1</sup>
(e) Ship Repair Training Incentive Scheme	0.712*	The Scheme, first introduced in 2006, offers a monthly subsidy of \$1,500 to eligible graduates of the Vocational Training Council (VTC) who have enrolled for apprenticeship in the ship repair industry for a maximum period of 36 months.	20 <sup>1</sup>

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<sup>1</sup> Excluding participants who had fully claimed the monthly subsidies or dropped out of the scheme

(f) Hong Kong Maritime and Logistics Scholarship Scheme	3.367	Introduced in 2007. Scholarship for selected students of the Master of Science in International Shipping and Transport Logistics of the Hong Kong Polytechnic University (HKPU).	21
(g) Hong Kong Maritime Law Scholarship Scheme	1.199*	Introduced in 2010. Scholarship for selected students of the Master of Laws (Maritime and Transportation Law) programme of the City University of Hong Kong (CityU HK).	11
(h) The University of Hong Kong (HKU) – Dalian Maritime University (DMU) Academic Collaboration Scheme	1.698*	<p>The Scheme, introduced in 2008, is run by the HKU in collaboration with the DMU.</p> <p>For the DMU: provides scholarships for selected DMU students to undertake the Master of Common Law course at the HKU.</p> <p>For the HKU: supports students and in-service practitioners to undertake summer courses and professional seminars.</p>	110
(i) Overseas Exchange Sponsorship Scheme	0.51	Introduced in January 2015. Provides financial support (\$30,000 - \$50,000) to undergraduates or postgraduates of selected maritime-related disciplines in the HKPU, the CityU HK, the Chinese University of Hong Kong and the Hong Kong University of Science and Technology to attend overseas exchange maritime-related courses.	17
(j) Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	0.823	Eligible applicants undertaking the Higher Diploma in Aircraft Maintenance Engineering or Diploma in Vocational Education (Aircraft Maintenance) offered by the VTC and joining the aircraft maintenance industry after graduation are refunded with 50% of the total tuition fee, subject to a cap of \$30,000.	100

(k) Hong Kong Aviation Scholarship Scheme	0.253	Scholarship for selected students of aviation-related degree or higher degree programmes of the HKPU.	3
<b>Total</b>	<b>22.889</b>		<b>1 460</b>

\* Pre-existing schemes before establishment of the MATF supported by other funding in addition to the MATF.

Two tripartite taskforces are formed to advise on and monitor the implementation of different MATF initiatives for the maritime and aviation sectors. They comprise representatives from the Government, industry stakeholders and education institutions.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)077**

**(Question Serial No. 0749)**

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, costs incurred and names of contractors 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. 42)

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 does 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. Nonetheless, the information sought is provided below:

- (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 150 items under the “Original Programme” continues. Most of the items are anticipated for progressive completion by 2018 as scheduled. As at 29 February 2016, 29 items have been completed, 91 items are under construction, and 13 items are



anticipated to commence in 2016-17. The construction works for the remaining 17 items will commence as soon as possible upon completion of detailed design and obtaining of support from the relevant 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”). The implementation of these priority items under the “Expanded Programme” is well underway. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 29 February 2016, 49 priority items are under construction, seven priority items are anticipated to commence construction in 2016-17 and one priority item will commence construction as soon as possible upon completion of the investigation and design works, and obtaining of support from the DC concerned.

Fifteen works contracts have so far been awarded under the UA Programme to 13 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; Leader Civil Engineering Co Ltd – Richwell Engineering Ltd Joint Venture; Welcome Construction Co Ltd - Vernaltex Company Ltd Joint Venture; Kwan On Construction Co Ltd - China Geo Engineering Corporation Joint Venture; Kwan On Construction Co Ltd; Chun Wo Construction & Engineering Co. Ltd.; and China Road and Bridge Corporation) at a total estimated construction cost of about \$3,920 million.

The list of projects under the UA Programme and their present status is as follows:

Original Programme:

Highways Department Structure No.	Location	Present Status
<b>Central &amp; Western District</b>		
HS3	Across Cotton Tree Drive near Murray Building	Under construction
HF37	Along Connaught Road Central near Exchange Square	Under construction
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF152	Across Harcourt Road near Citic Tower	Under construction
HF93	At Man Po Street near Pier Road	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under design
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
<b>Eastern District</b>		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
H162	King's Road Flyover across Kornhill Road	Under construction
HF90	Across King's Road and Tin Chiu Street	Under design
HF90A	Across King's Road and Tin Chiu Street	Under construction
<b>Southern District</b>		
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HF59	Along Island Road at Deep Water Bay	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Under construction
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau	Under construction
<b>Wan Chai District</b>		
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Under construction
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF57	Across Fleming Road near Harbour Road	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
HF65	Across Gloucester Road near Central Plaza	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF160	Across Gloucester Road near Central Plaza	Completed
HF2	Across Gloucester Road near Luk Kwok Hotel	Under construction
HF2A	Across Gloucester Road near Luk Kwok Hotel	Under construction
HS10	Across Wong Nai Chung Road and Queen's Road East	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF145	Across Gloucester Road and Fenwick Street	Under design
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
HF116	Across Gloucester Road near Stewart Road	Under design
<b>Kowloon City District</b>		
KF25	Across Waterloo Road near Suffolk Road	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KF29	Across Kowloon City Road and San Shan Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS41	Across Chatham Road North near Winslow Street	Under design
<b>Kwun Tong District</b>		
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF44	Across Hip Wo Street near Cheung Wo Court	Under construction
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
<b>Sham Shui Po District</b>		
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Under construction
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KS25	Across Cheung Sha Wan Road near Kweilin Street	Under construction
KF13	Across Lung Cheung Road near Beacon Heights	Under design
<b>Wong Tai Sin District</b>		
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under design
KS12	Across Choi Hung Road at Lok Sin Road	Under design
K36	At Po Kong Village Road over Lung Cheung Road	Under design
K8	Along Fung Mo Street over Lung Cheung Road	Under design
<b>Yau Tsim Mong District</b>		
KS40	Across Nathan Road near Bute Street	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Under construction
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Cheong Road near Chatham Road Interchange	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
KF54	Across Luen Wan Street near Waterworks Depot	Under design
<b>Kwai Tsing District</b>		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
NS126	Across Kwai Fuk Road near Shing Fuk Street	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Under construction
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Under construction
NS10	Across Tsuen Wan Road near Lai King Estate	Under construction
N546	Tsing Tsuen Bridge	Under design
<b>North District</b>		
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Under construction
NF296	Across Lung Sum Avenue near San Fat Street	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF212	Across Wo Hing Road near Wah Ming Road	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF104	Across Fanling Highway and San Wan Road	Under design
NS106	Across Fanling Highway near Tai Tau Leng	Under design
<b>Sai Kung District</b>		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
<b>Sha Tin District</b>		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under design
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu	Under design
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under design
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under design
<b>Tai Po District</b>		
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Under construction
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Under construction
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Under construction
NF266	Across Ting Kok Road near Tung Leung Lane	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Under construction
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF81	Across East Rail Line Track near Kiu Tau	Under construction
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Under construction
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Under construction
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under design
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under design
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
<b>Tuen Mun District</b>		
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Under construction
NS99	Across Tsing Wun Road near Yip Wong Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Under construction
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
<b>Tsuen Wan District</b>		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
<b>Yuen Long District</b>		
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate	Completed
NF245	Across Fuk Hi Street near Wang Lok Street	Under construction
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under design

Expanded Programme:

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



Highways Department Structure No.	Location	Present Status
<b>Wan Chai District</b>		
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Under construction
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
<b>Kowloon City District</b>		
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under design
<b>Kwun Tong District</b>		
KS56	Across Kwun Tong Road near Ting On Street	Under construction
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under design
<b>Sham Shui Po District</b>		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under design
KS52	Across Tat Chee Avenue near To Yuen Street	Under planning
KF97	Across Tai Po Road near Tai Wo Ping Road	Under design
<b>Wong Tai Sin District</b>		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under design
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under design
<b>Yau Tsim Mong District</b>		
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Islands District</b>		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
<b>Kwai Tsing District</b>		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung, Kwai Chung Road and Lei Muk Road	Under construction
<b>North District</b>		
NF134	Across Fanling Highway near Fanling MTR Station	Under construction
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
NF295	Across San Wan Road near Landmark North	Under construction
<b>Sai Kung District</b>		
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Under construction
<b>Sha Tin District</b>		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
<b>Tai Po District</b>		
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Tuen Mun District</b>		
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Under construction
<b>Tsuen Wan District</b>		
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
<b>Yuen Long District</b>		
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

- (b) The expenditure on the UA Programme in 2011-12, 2012-13, 2013-14, 2014-15 and 2015-16 was \$6.6 million, \$28.5 million, \$232.2 million, \$554.3 million and \$720.9 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2016-17 is \$788.7 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)078**

**(Question Serial No. 1525)**

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 2016-17?

- (a) What are the operational expenses involved under this Programme?
- (b) What are the respective estimated salary provisions 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 such as official duty visits and study tours incurred by the Director of Bureau's Office?
- (e) What are the respective total numbers of days on leave for the Secretary, the Under Secretary and the Political Assistant in 2015-16?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 27)

Reply:

- (a) In the 2016-17 Estimates, the provision for operating expenses of Programme (1) is \$14.0 million.
- (b) For budgetary purpose, the salary provisions in respect of the positions of the Secretary for Transport and Housing (STH), the Under Secretary for Transport

and Housing (USTH) and the Political Assistant (PA) to STH in the 2016-17 Estimates are \$3.58 million, \$2.50 million and \$1.25 million respectively.

- (c) and (d) Related expenses will be charged under Departmental Expenses and there is no separate breakdown on these items in the 2016-17 Estimates.
- (e) The STH, the USTH and the PA to STH are each entitled to a total of 22 days of vacation leave per year. In 2015-16 (up to 7 March 2016), they have each taken 16, 13.5 and 10.5 days of vacation leave respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)079**

**(Question Serial No. 1662)**

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 Programme (3) Air and Sea Communications and Logistics Development, will the Government advise this Committee on the following:

- (a) the reasons for the significant increase of 53.3% in the estimate under the Programme over that of last year;
- (b) as it is mentioned under the Programme that in 2015-16 it “worked with relevant departments to identify suitable sites for logistics development”, whether it has made planning or allocation of any site for logistics development in the past five years; if yes, please set out the location and area of each site (to illustrate with a table specifying each site);
- (c) as it is mentioned under the Programme that in 2016-17 it will continue the above work, what are the districts where sites are to be included; does it include sites in the Kwai Tsing Area; what are the provisions and manpower arrangement for such work; and
- (d) the progress of the review of the provision of land in the Kwai Tsing Area for port and related uses and the progress of work in respect of the 10 hectares (ha) of land in Tuen Mun West reserved for logistics development; and what are the specific work for the two items at the next stage and the timetable for making the land available?

Asked by: Hon CHAN Yuen-han (Member Question No. 6)

Reply:

- (a) The increase of \$58.7 million (M) or 54.3% under Programme 3 in the Estimate for 2016-17 as compared to the Revised Estimate in 2015-16 is mainly due to:
- (a) an increase in cash flow requirements for two non-recurrent items, viz. (i) \$35.9M for a new item on the Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System Project in 2016-17, and (ii) \$5.75M for the continual implementation of the Maritime and Aviation Training Fund;
  - (b) an increase in salary provision of \$4.04M arising from the net increase of seven posts in 2016-17; and
  - (c) an increase in general departmental expenses.
- (b) In the past five financial years (2011-12 to 2015-16), we have disposed of two logistics sites in Tsing Yi through open tender –

Logistics Site	Site Area	Year of disposal
Tsing Yi Town Lot 181	2.4 ha	2012
Tsing Yi Town Lot 185	2.1 ha	2013

- (c) 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 the Hung Shui Kiu New Development Area (HSKNDA), Tuen Mun Areas 40 and 46 and the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge (topside development). Under the Recommended Outline Development Plan of the study on the HSKNDA, about 37 ha of land have been reserved for logistics development. For Tuen Mun Areas 40 and 46 and the topside development, the land use proposals are still under study.

For the Transport and Housing Bureau, the work involved is undertaken by existing manpower.

- (d) The review of port back-up land in Kwai Tsing and consultation with stakeholders has been completed and we are taking forward the review recommendations by phases. As a priority, we will integrate some port back-up sites into the Kwai Tsing Container Terminals, as well as enhance the management of sites currently under short term tenancies.

We have reserved 10 ha of land in Tuen Mun West, comprising a site in Tuen Mun Area 49 (around 3.5 ha) and another site in Tuen Mun Area 38 (around 6.5 ha), for modern logistics development. For the site in Tuen Mun Area 49, with the District Council's agreement, we will seek the Town Planning Board's approval for the designated land use as soon as practicable. Tuen Mun Area 38 is being used as a temporary fill bank until the end of 2018. We will liaise with relevant government departments on its release for modern logistics use upon expiry of the current tenure.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)080**

**(Question Serial No. 1668)**

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 “Matters Requiring Special Attention in 2016-17” of the Programme that the Transport Branch will “continue to take forward measures, including following up on recommendations of the Study on the Strategic Development Plan for Hong Kong Port 2030 (the Study), in particular on making better use of port back-up land, to improve the operational efficiency of the Hong Kong Port”, will the Government advise this Committee on the following:

- (a) the specific measures for the work and whether they involve additional manpower and expenditure;
- (b) the measures taken in 2015-16 to improve the operational efficiency of the Hong Kong Port; and
- (c) the progress of the following up work on recommendations of the Study (set out in table form by recommendation); and whether it includes upgrading the Stonecutters Island Public Cargo Working Area (SIPCWA) to a modern terminal facility?

Asked by: Hon CHAN Yuen-han (Member Question No. 7)

Reply:

The specific measures arising from the Study and their implementation progress are set out as follows:



Specific Measures	Progress of Implementation
(a) Upgrading the SIPCWA to a modern container handling facility for ocean or river vessels	A sea frontage of 120 meters from the SIPCWA will be released to Kwai Tsing Container Terminal (KTCT) operators for container handling.
(b) Allowing the use of the River Trade Terminal (RTT) by ocean-going vessels (OGVs) in addition to river trade vessels	RTT has been invited to consider upgrading its facility to accommodate OGVs.
(c) Providing additional barge berths at the KTCT to relieve congestion	A new barge berth has recently been brought into operation at the KTCT. More barge berths will be provided in phases subject to technical and planning feasibility.
(d) Making better use of land around container terminal boundaries	Several port back-up sites adjoining the container terminals have been identified for integration with the KTCT in phases from 2016-17 onwards.
(e) Establishing a Hong Kong Port Development and Promotion Team within a new statutory maritime body	The new Hong Kong Maritime and Port Board will be established in April 2016. One of its functions is to promote Hong Kong's maritime and port services.
(f) Expediting the development of logistics facilities	<p>We have reserved 10 hectares (ha) of land in Tuen Mun West for modern logistics development. We will seek to make available a site at Tuen Mun Area 49 (around 3.5 ha) for disposal as soon as practicable.</p> <p>We will continue to work with the relevant bureaux/departments to identify other suitable land for logistics use in different parts of Hong Kong, such as the Hung Shui Kiu New Development Area, the Tuen Mun Areas 40 and 46 and the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge.</p>

In 2015-16, we have undertaken the following measures to improve the operational efficiency of the Hong Kong Port:

- (a) offering marine access to a container operator for the development of a new barge berth site, to provide additional barge handling capacity for the KTCT;

- (b) continuing with the dredging of the Kwai Tsing Container Basin and its approach channel from the present depth of 15 metres (m) to 17.5 m, with a view to allowing the new generation of ultra-large container ships to access the KTCT at all tides;
- (c) taking forward the work to integrate three port back-up sites into the KTCT to provide more yard space for container storage and trans-shipment cargo handling; and
- (d) enhancing the management of the port back-up sites now let under the Short Term Tenancy (STT) by extending the duration of STTs for container storage and cargo handling from three or five years to seven years, restricting STT sites to single use, and removing the triennial rental review, to encourage STT operators to enhance their capability and capacity.

For the Transport and Housing Bureau, the work involved in implementing these measures will be absorbed by existing resources.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)081**

**(Question Serial No. 2869)**

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 stated in paragraph 139 of the Policy Address that in the Public Transport Strategy Study (PTSS), “priority will be accorded to reviewing taxi and public light bus (PLB) services. Key areas of study include the feasibility of introducing premium taxis and increasing the seating capacity of public light buses.” Has the Government considered introducing more barrier-free taxis and light buses to meet the needs of the elderly and persons with disabilities?

Asked by: Dr Hon Fernando CHEUNG Chiu-hung (Member Question No. 118)

Reply:

The Government is committed to taking forward the concept of Transport for All. With the concerted efforts of the Government and public transport operators, continuous improvement has been made to public transport facilities to promote a barrier-free transport system to cater for the needs of different groups of passengers, including people with disabilities.

Under the law, different types of vehicles, irrespective of whether they are wheelchair accessible or not, are required to obtain vehicle type approval from the Transport Department (TD) before they can be operated on the road. In terms of ordinary taxis, the Government welcomes the use of wheelchair accessible taxi (WAT) model, and will continue to assist the trade to identify and introduce new and suitable models to Hong Kong. The number of WATs in Hong Kong has increased from about 20 in early 2015 to over 70. The Government will continue to encourage taxi operators to use WAT models in providing ordinary taxi service.

Under the Roles and Positioning Review of the PTSS, the Government is studying the introduction of premium taxis through a franchise model. The franchise will prescribe service level, and set service standards in respect of areas including vehicle types. Operators of premium taxis would be encouraged to use wheelchair accessible vehicles as premium taxis. Detailed options are being looked into under the PTSS.

Similarly, the PLB trade is welcome to introduce different vehicle models (including low-floor ones) to meet market need, as long as such models can meet the relevant statutory requirements. The TD, together with the trade, will explore feasible low-floor vehicle types. If such models can be identified, the Government will consider whether and how best to try out its operational and financial viability for possible use in Hong Kong. Also, the TD has, through the local PLB agents, requested vehicle manufacturers to take into account the need of the elderly in their vehicle design. Meanwhile, to facilitate the boarding and alighting of the elderly and passengers with minor disability, the TD has been encouraging Green Minibus operators to install an additional extendible step at the boarding point of their vehicles. Other facilitating measures, such as the provision of priority seats and call bells, as well as the use of non-slippery surface, are also encouraged for the convenience of passengers in need.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 2031)**

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 2016-17, the Transport and Housing Bureau (THB) will continue to work with the Airport Authority Hong Kong (AA) in taking forward the Three-Runway System (3RS) at the Hong Kong International Airport (HKIA). Please advise on the expenditure on taking forward the 3RS at the HKIA and staff establishment in 2015-16 and the estimated expenditure and staff establishment in 2016-17.

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 61)

Reply:

A dedicated Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport Branch of the THB in 2012 to assist, monitor and support the AA in the implementation of the 3RS project. The AEPCO will also assist in co-ordinating any interface issue between various bureaux/departments and the AA during the implementation process. The office comprises three directorate officers and eight non-directorate officers from the Administrative Officer, Engineer and Executive Officer grades, as well as clerical and secretarial staff. The notional annual mid-point salary of all the posts in the AEPCO is estimated to be \$11,448,960 in both 2015-16 and 2016-17. The expenditure for the employment of independent consultants to assist in reviewing the works of the AA is about \$4.2 million and \$39.0 million in 2015-16 and 2016-17 respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)083**

**(Question Serial No. 2746)**

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 non-recurrent Item 884 Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System (3RS) project, please set out:

- (a) the scope and nature of the item;
- (b) the financial impact of the item on the Government, including a breakdown of the expenditure involved;
- (c) given that the expenditure of the item is as high as \$184.4 million, the reasons for the Transport and Housing Bureau to seek funding in the context of the Appropriation Bill 2016 instead of submitting the item to the Finance Committee for approval individually.

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 62)

Reply:

- (a) The Airport Authority Hong Kong (AA) is the project proponent of the 3RS project and is responsible for its implementation. On the other hand, the Government has a key and clear stake in ensuring that the project is implemented smoothly and properly, which is crucial to maintaining the status and competitiveness of the Hong Kong International Airport as a global and regional aviation hub, as well as the long-term economic and sustainable development of Hong Kong. The public also expect the Government to closely monitor and scrutinise the AA's implementation of the project

in view of its unprecedented scale, cost and complexity. The scope of the proposed consultancy services will mainly be as follows -

- (i) aiming to assist in the satisfactory delivery of the 3RS project having regard to cost-effectiveness, fit-for-purpose and value-for-money;
- (ii) independent review of the design works by the AA to ensure full compliance with relevant statutory requirements and technical standards;
- (iii) provision of expert advice on the tender documentation and contract procurement strategy, with particular focus on claims avoidance and the mechanism for dispute resolution; and
- (iv) keeping under close review the overall construction process with particular emphasis on cost control, progress monitoring, works quality and contract interfacing arrangements.

Subject to funding approval, the first consultancy is planned to commence in the latter half of 2016 for completion by end 2019 to provide monitoring and verification services during the detailed design stage of the 3RS project. The second consultancy is to cover the construction stage of the project, and its start date will tie in with the AA's construction programme for the 3RS project. The second consultancy is expected to last for eight years.

- (b) The estimated costs for the employment of consultants to provide monitoring and verification services during the detailed design stage and the construction stage of the 3RS project are \$90.7 million and \$93.7 million respectively.
- (c) The inclusion of funding proposals under the General Revenue Account into the draft Estimates for consideration by the Legislative Council (LegCo) in the context of the Appropriation Bill is legally permissible under the Public Finance Ordinance. It is not a new arrangement either. It has been part of the established mechanism for examining the draft Estimates. The policy bureaux and departments will consult LegCo panels or committees in a timely manner on major new expenditure proposals to be included in the draft Estimates. In this case, we consulted the LegCo Subcommittee to Follow Up Issues Relating to the Three-runway System at the Hong Kong International Airport on 1 December 2015 the proposal to engage the consultancy services. Item 884 with a commitment of \$184.4 million has been included in the draft Estimates for approval by the LegCo in the context of the Appropriation Bill 2016 having regard to the fact that the AA is actively proceeding with the detailed design of the 3RS project and the urgency for the Government to appoint consultants early to assist in the monitoring and verification of the works of the AA.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)084****(Question Serial No. 2750)**

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:

The revised estimate for 2015-16 of the Director of Bureau's Office is higher than the original estimate, please advise on the following:

- (a) list the date of duty visits made by the Secretary for Transport and Housing (STH) in the past three years, providing the purpose, officer met and the expenditure involved;

Date of visit	Destination	Purpose of visit	Officer met	Expenditure involved

- (b) provide in the following table the details of meeting arranged for STH for discussion with Mainland officials on the arrangements for "co-location" of immigration and customs facilities of the Mainland and the Hong Kong Special Administrative Region:

Date of meeting	Place of meeting	Mainland officer met	SAR Government officers present	Expenditure involved

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 41)



Reply:

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

Date of Visit (Number of visits)	Destination	Purpose of Visit	Expenditure involved for STH and entourage of the Director of Bureau's Office
2013-14 (11)	Singapore, Shanghai, Brussels, Frankfurt, Florence, Milan, Tokyo, Beijing, Zhuhai, Taipei, Shenzhen, Guangzhou	(i) To attend meetings (e.g to attend the 8 <sup>th</sup> Asia-Pacific Economic Co-operation (APEC) Transportation Ministerial Meeting in Tokyo, Japan; and meetings relating to the HongKong-Zhuhai-Macao Bridge (HZMB) project)  (ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to meet and exchange views with the Singapore Government officials to understand the latest development of transportation and housing in Singapore; and to meet and exchange views with Mainland officials on transportation issues, and meet the Hong Kong and Macao Affairs Office of the State Council (HKMAO))  (iii) To lead delegation on overseas visits (e.g to lead a delegation of the Hong Kong Logistics Development Council (LOGSCOUNCIL) to Brussels, Frankfurt, Florence and Milan to promote Hong Kong's logistics industry; to lead a Hong Kong maritime delegation to participate in Marintec China 2013 in Shanghai; and to lead a Hong Kong maritime delegation to Taipei to meet and exchange views with the local maritime sectors)  (iv) To accompany the Chief Executive (CE) on his duty visit	About \$462,000

Date of Visit (Number of visits)	Destination	Purpose of Visit	Expenditure involved for STH and entourage of the Director of Bureau's Office
2014-15 (13)	Athens, Guangzhou, London, Rotterdam, Amsterdam, Beijing, Macao, Kuala Lumpur, Shenzhen, Zhuhai	<p>(i) To attend meetings (e.g to attend meetings relating to the HZMB project, the Hong Kong/Guangdong Co-operation Joint Conference and the Hong Kong-Shenzhen Co-operation Meeting)</p> <p>(ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to visit and exchange views with relevant authorities and key market players of the maritime industry and transportation in the UK, to visit the European Port in the Netherlands and learn about the logistics development; and to meet and exchange views with Mainland officials on transportation and civil aviation issues, and meet the HKMAO)</p> <p>(iii) To lead delegation on overseas visits (e.g to lead a delegation of the Hong Kong Maritime Industry Council (MIC) to Athens to attend Posidonia 2014, an international maritime exhibition; and lead a delegation of the LOGSCOUNCIL and the Hong Kong Port Development Council (PDC) to Malaysia to promote Hong Kong as a regional logistics hub)</p> <p>(iv) To accompany the CE on his duty visit</p>	About \$720,100
2015-16* (14)	Beijing, Hamburg, Shenzhen, Taoyuan, Zhuhai, Guangzhou, Cebu, Vienna, Seoul and Busan	<p>(i) To attend meetings and events (e.g to attend the 9<sup>th</sup> APEC Transportation Ministerial Meeting in Cebu, The Philippines; to participate in the Intercity Forum 2015 in Taoyuan and the Walk 21 Vienna 2015 – XVI International Conference on Walking and Liveable Communities in Vienna, Austria; and to attend meetings relating to the HZMB project)</p>	About \$593,400

Date of Visit (Number of visits)	Destination	Purpose of Visit	Expenditure involved for STH and entourage of the Director of Bureau's Office
		(ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to meet and exchange views with Mainland officials on transportation and civil aviation issues, and meet the HKMAO)  (iii) To lead delegation on overseas visits (e.g to lead a delegation of the MIC and the PDC to promote Hong Kong's maritime services and to strengthen links with the maritime sectors in Germany; and to lead a delegation of the LOGCOUNCIL and the PDC to South Korea to promote Hong Kong's strengths as a regional logistics hub)  (iv) To accompany the CE on his duty visit	

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\* Included duty visits made between 1 April 2015 and 7 March 2016.

- (b) For the past three years, STH made five duty visits to Beijing or Shenzhen to meet with relevant Central Authorities, including the HKMAO, the National Office of Port Administration, the National Railway Administration, and the China Railway Corporation to discuss, among others, matters relating to the construction of the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and "co-location" of customs, immigration and quarantine facilities at the West Kowloon Terminus of XRL. STH was accompanied by the relevant staff of the Transport and Housing Bureau on each visit as necessary. The total expenditure on these visits covering the entourage of the Director of Bureau's Office was about \$137,100.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)085**

**(Question Serial No. 0263)**

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:

Over the past two financial years (2014-15 to 2015-16), what are the estimated expenditure and staffing provision (including the agriculture and fishery trade) for the various items under the Three-Runway System (3RS) Project of the airport? What is the progress of the related study on the project's implications on fisheries resources?

Asked by: Hon Steven HO Chun-yin (Member Question No. 30)

Reply:

A dedicated Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport Branch of the Transport and Housing Bureau (THB) in 2012 to assist, monitor and support the Airport Authority Hong Kong (AA) in the implementation of the 3RS project. The AEPCO will also assist in co-ordinating any interface issue between various bureaux/departments and the AA during the implementation process. The office comprises three directorate officers and eight non-directorate officers from the Administrative Officer, Engineer and Executive Officer grades, as well as clerical and secretarial staff. The notional annual mid-point salary of all the posts in the AEPCO is \$10,208,940 and \$11,448,960 in 2014-15 and 2015-16 respectively. The expenditure for the employment of independent consultants to assist in reviewing the works of the AA is \$8.3 million and \$4.2 million in 2014-15 and 2015-16 respectively.

The AA, as the project proponent of the 3RS project, has completed the Environmental Impact Assessment (EIA) process. The assessment on the project's impact on fisheries is included in the EIA study which was approved by the Director of Environmental Protection (DEP) on 7 November 2014 in accordance with the EIA Ordinance.

A series of mitigation and enhancement measures have been recommended in the study for the enhancement of fisheries resources in the western Hong Kong waters and to support sustainable fisheries operations. Among these measures, the AA will establish an independent Fisheries Enhancement Fund (the Fund) and formulate a detailed Fisheries Management Plan (the Plan) in collaboration with the fishermen. A committee, with members comprising fishermen and relevant stakeholders, will also be set up for the management of the Fund and the implementation of the Plan. The AA has submitted its proposals to the DEP for consideration. Subject to approval, the AA plans to set up the committee by the end of 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)086**

**(Question Serial No. 2824)**

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:

This year, the Government will continue to take forward the detailed planning work for the first batch of projects recommended in the Railway Development Strategy (RDS-2014), including the Northern Link (and Kwu Tung Station). Will the Government advise on the timetable for the planning work for the Northern Link (and Kwu Tung Station) and the current progress?

Asked by: Hon Mrs Regina IP LAU Suk-yee (Member Question No. 35)

Reply:

The taking forward of individual railway projects recommended 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 invited the MTR Corporation Limited to submit a proposal for the implementation of the Northern Link (and Kwu Tung Station) 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.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)087**

**(Question Serial No. 2061)**

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 2015-16, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Secretary in 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 596)

Reply:

In the 2015-16 Revised Estimates, the salary provision in respect of the position of the Secretary for Transport and Housing (STH) is \$3.58 million. For budgetary purpose, the salary provision in respect of the position of the STH in 2016-17 is \$3.58 million. Regularly-paid allowances, job-related allowances and non-accountable entertainment allowance are not payable to the STH. Hence, no such expenditure was incurred in 2015-16, and no budget for such purposes is made for 2016-17.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)088**

**(Question Serial No. 2062)**

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 2015-16, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Under Secretary in 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 599)

Reply:

In the 2015-16 Revised Estimates, the salary provision in respect of the position of the Under Secretary for Transport and Housing (USTH) is \$2.50 million. For budgetary purpose, the salary provision in respect of the position of the USTH in 2016-17 is \$2.50 million. Regularly-paid allowances, job-related allowances and non-accountable entertainment allowance are not payable to the USTH. Hence, no such expenditure was incurred in 2015-16, and no budget for such purposes is made for 2016-17.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)089**

**(Question Serial No. 2073)**

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 2015-16, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the PA in 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 600)

Reply:

In the 2015-16 Revised Estimates, the salary provision in respect of the position of the PA to Secretary for Transport and Housing (STH) is \$1.25 million. For budgetary purpose, the salary provision in respect of the position of the PA to STH in 2016-17 is \$1.25 million. Regularly-paid allowances, job-related allowances and non-accountable entertainment allowance are not payable to the PA to STH. Hence, no such expenditure was incurred in 2015-16, and no budget for such purposes is made for 2016-17.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)090**

**(Question Serial No. 1211)**

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 Item 884 Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System (3RS) project under subhead 700, please advise on:

- (a) the justifications for this item and the details of the consultancy services; and
- (b) the estimated expenditure for 2016-17 and the estimated cash flow for each subsequent financial year.

Asked by: Hon LEE Cheuk-yan (Member Question No. 22)

Reply:

(a) The Airport Authority Hong Kong (AA) is the project proponent of the 3RS project and is responsible for its implementation. On the other hand, the Government has a key and clear stake in ensuring that the project is implemented smoothly and properly, which is crucial to maintaining the status and competitiveness of the Hong Kong International Airport as a global and regional aviation hub, as well as the long-term economic and sustainable development of Hong Kong. The public also expect the Government to closely monitor and scrutinise the AA's implementation of the project in view of its unprecedented scale, cost and complexity. The scope of the proposed consultancy services will mainly be as follows -

- (i) aiming to assist in the satisfactory delivery of the 3RS project having regard to cost-effectiveness, fit-for-purpose and value-for-money;

- (ii) independent review of the design works by the AA to ensure full compliance with relevant statutory requirements and technical standards;
- (iii) provision of expert advice on the tender documentation and contract procurement strategy, with particular focus on claims avoidance and the mechanism for dispute resolution; and
- (iv) keeping under close review the overall construction process with particular emphasis on cost control, progress monitoring, works quality and contract interfacing arrangements.

Subject to funding approval, the first consultancy is planned to commence in the latter half of 2016 for completion by end 2019 to provide monitoring and verification services during the detailed design stage of the 3RS project. The second consultancy is to cover the construction stage of the project, and its start date will tie in with the AA's construction programme for the 3RS project. The second consultancy is expected to last for eight years.

- (b) The estimated expenditures for 2016-17 and in the subsequent years are tabulated below. The estimated expenditures are subject to review to tie in with the detailed design and construction programmes of the 3RS project proposed by the AA.

<b>Year</b>	<b>Estimated expenditure (\$ million)</b>
2016-17	35.9
2017-18	39.3
2018-19	36.8
2019-20	17.5
2020-21	10.2
2021-22	12.8
2022-23	15.3
2023-24	10.8
2024-25	5.8
<b>Total</b>	<b>184.4</b>

-End-

**CONTROLLING OFFICER'S REPLY**

**THB(T)091**

**(Question Serial No. 1346)**

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 2016–17 that the Transport Branch will continue to introduce practicable measures to alleviate road traffic congestion, including taking forward in phases the recommendations made by the Transport Advisory Committee (TAC) in its Study on Road Traffic Congestion. In this connection, will the Government advise this Committee on:

- (a) the recommendations pertaining to the New Territories West and the Islands District in the study and their implementation timetables; and
- (b) with the increasing number of completed housing projects and the kicking-off of the works in the New Development Areas in the Yuen Long District, the ways to deal with the worsening traffic congestion problem both inside and outside Yuen Long Town?

Asked by: Hon LEUNG Che-cheung (Member Question No. 2)

Reply:

- (a) The Government will continue to take forward in phases the host of short, medium and long-term measures recommended by the TAC in December 2014 to alleviate road traffic congestion having regard to stakeholders' views, feasibility of available options and overseas experience, etc. These measures are not confined to particular districts, except for the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas for which we commenced a three-month public engagement exercise in December 2015.

- (b) In view of the future developments in Northwest New Territories (NWNT), we expect that the major roads connecting NWNT and the urban areas would get busy during morning peak hours. With a view to enhancing the connectivity of NWNT with other districts, we will bid for resources for conducting a feasibility study for Route 11 which links up North Lantau and Yuen Long.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)092****(Question Serial No. 1923)**

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 under Brief Description that the Transport Branch organised visits to the Mainland and overseas jurisdictions to promote the awareness of the strengths of Hong Kong as an international maritime centre and a regional logistics hub. Please provide the specific plan for the coming year, including details of the activities, venues, amount of funding incurred and staffing provision involved.

Asked by: Hon Kenneth LEUNG (Member Question No. 2.05)

Reply:

The Transport and Housing Bureau (THB) organises promotional visits to the Mainland and overseas economies from time to time to promote Hong Kong as a preferred location for establishing maritime and logistics business. We are planning two promotional visits for 2016-17. Subject to finalisation of programmes and logistical arrangements, the key elements and estimated cost of the two visits are as follows -

Date	Destination	Key elements of the visit	Estimated cost
(i) June 2016	Athens (Greece)	- participate at Posidonia, which is a signature international maritime exhibition at Athens, meet with major shipowners and global maritime enterprises, and stage a Hong Kong Pavilion to showcase Hong Kong's strengths in maritime services;	around \$2.77 million (M)

		<ul style="list-style-type: none"> <li>- call on government officials; and</li> <li>- have meetings with maritime trade associations and representatives to raise their awareness of maritime business opportunities in Hong Kong.</li> </ul>	
(ii) December 2016	a Southeast Asian economy	<ul style="list-style-type: none"> <li>- organise a promotion seminar;</li> <li>- call on government officials, industry and trade representatives to explore collaboration opportunities; and</li> <li>- visit logistics facilities and infrastructure to share mutual concerns and identify business opportunities.</li> </ul>	around \$0.83M

The manpower required will be met by existing resources in the THB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)093**

**(Question Serial No. 1926)**

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 criteria adopted by the Government in formulating plans to sign air services agreements (ASA) with aviation partners? Please advise on the mechanism and various considerations under the criteria. When signing an ASA, will the Government discuss with other stakeholders (such as airlines) for formulation of the work plan? If yes, please provide the details.

What is the specific work plan for signing and expanding air services arrangements in the coming year? Please set out the countries and regions involved, contents of agreements and progress of the work.

Asked by: Hon Kenneth LEUNG (Member Question No. 2.08)

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 as well as Hong Kong as a whole. To achieve this goal, we seek to further liberalise existing air services agreements / arrangements and to negotiate new air services agreements / arrangements with other aviation partners as opportunities arise and on a mutually beneficial basis. Our key considerations would include the demand from the aviation industry, the logistics industry, the travelling public and other members of the community as a whole. We also maintain regular contact with airlines to understand the market demand and the trend for air services in Hong Kong and in the international arena.



In 2016-17, we plan to ride on the opportunities brought about by the national development strategy by putting more focus on countries along the Belt and Road. In addition, we will also attempt to expand the air traffic capacity in South America, Asia Pacific and Europe.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)094**

**(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:

The estimated expenditure for air and sea communications and logistics development in 2016-17 is 54.3% higher than that of last year. What are the reasons for the increase? Please set out the areas in which the additional estimated expenditure will be used.

Asked by: Hon Kenneth LEUNG (Member Question No. 2.09)

Reply:

The increase of \$58.7 million (M) or 54.3% under Programme 3 in the Estimate for 2016-17 as compared to the Revised Estimate in 2015-16 is mainly due to:

- (a) an increase in cash flow requirements for two non-recurrent items, viz. (i) \$35.9M for a new item on the Monitoring and Verification Services Consultancy for the detailed design and construction stages of the Three-Runway System Project in 2016-17, and (ii) \$5.75M for the continual implementation of the Maritime and Aviation Training Fund;
- (b) an increase in salary provision of \$4.04M arising from the net increase of seven posts in 2016-17, mainly to support the newly established Hong Kong Maritime and Port Board; and
- (c) an increase in general departmental expenses.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)095****(Question Serial No. 2724)**

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 overseas duty visits made by officials of the Transport and Housing Bureau (THB) and staff of departments under its purview over the past five years, please list each of them by year in the table below, providing details of the place of visit, purpose of visit, number of participating officials and expenditure involved:

Year	Work item and place of visit	Purpose of visit	Number of participating officials	Expenditure involved

- (b) For each of these overseas duty visits, please list by year the data of total carbon footprints (including those made by flight to and from the place of visit as well as on-site transportation) in the table below, providing the method of estimation:

Year	Work item of visit	Total carbon footprints	Carbon footprints made by flights	Carbon footprints made by on-site transportation

- (c) Has carbon offsetting for the above overseas duty visits been met by public funds or private money of the Secretary or officials? If yes, please list by year the data for the past five years in the table below:

Year	Work item of visit	Carbon dioxide emission offset	Method of carbon offsetting	Expenditure involved

Asked by: Hon Kenneth LEUNG (Member Question No. 3.24)

Reply:

- (a) Relevant information on official duty visits undertaken by officers of the Transport Branch (TB) of the THB and its departments in 2011-12 to 2015-16 is provided at **Annexes A to E**.
- (b) The TB and its departments do not maintain data on carbon footprints arising from official duty visits.
- (c) There is no requirement in the Government to arrange for carbon offsetting arising from official duty visits.

## The TB of the THB

Year (Number of visits) <sup>1</sup>	Objective and places of visits	Size of entourage per visit <sup>2</sup>	Total Expenditure <sup>3</sup> (\$'000)
2011-12 (56)	<ul style="list-style-type: none"> <li>- 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; transport-related subjects; 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.</li> <li>- Places of visits included Australia, Austria, Belgium, Canada, France, Germany, Greece, India, Indonesia, Italy, Japan, Mainland (including Macao and Taiwan), Malaysia, Myanmar, Netherlands, New Zealand, Philippines, Russia, Saudi Arabia, Singapore, South Africa, South Korea, Spain, Switzerland, Thailand, Turkey, United Kingdom, the United States of America and Vietnam.</li> </ul>	1-7	1,823
2012-13 (38)		1-6	730
2013-14 (37)		1-7	1,719
2014-15 (44)		1-6	2,257
2015-16 <sup>4</sup> (62)		1-6	2,947

<sup>1</sup> Including joint visits with other bureaux/departments.

<sup>2</sup> Including officers of the TB and the Director of Bureau's Office.

<sup>3</sup> 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.

<sup>4</sup> Up to 29 February 2016.

**The Civil Aviation Department (CAD)**

<b>Year (Number of visits) <sup>1</sup></b>	<b>Objective and places of visits</b>	<b>Size of entourage per visit <sup>2</sup></b>	<b>Total Expenditure <sup>3</sup> (\$'000)</b>
2011-12 (132)	- Attended meetings with international and 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.	1-6	4,843
2012-13 (130)		1-8	4,863
2013-14 (108)		1-7	3,398
2014-15 (103)	- 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 Australia, Austria, Belgium, Brazil, Canada, Czech Republic, Denmark, France, Germany, India, Indonesia, Italy, Korea, Mainland (including Macao and Taiwan), Malaysia, Maldives, Myanmar, Netherlands, New Caledonia, New Zealand, Philippines, Qatar, Russia, Singapore, Sri Lanka, Spain, Sweden, Switzerland, Thailand, Timor-Leste, Turkey, United Kingdom, the United States of America and Vietnam.	1-6	2,772
2015-16 <sup>4</sup> (92)		1-8	1,833

<sup>1</sup> Including joint visits with other bureaux/departments.

<sup>2</sup> Including officers of the CAD.

<sup>3</sup> 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.

<sup>4</sup> Up to 29 February 2016.

## The Highways Department (HyD)

Year (Number of visits) <sup>1</sup>	Objective and places of visits	Size of entourage per visit <sup>2</sup>	Total Expenditure <sup>3</sup> (\$'000)
2011-12 (150)	- Attended meetings, duty visits and/or 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.	1-16	951
2012-13 (150)		1-8	739
2013-14 (141)		1-7	679
2014-15 (158)	<ul style="list-style-type: none"> <li>- Attended site visits to construction plants, casing yards or testing sites of projects outside Hong Kong to inspect associated fabrication and/or manufacturing works, perform quality control, and witness testing process.</li> <li>- Attended conferences, forums, symposiums, workshops and site visits to obtain first-hand information and experience from representative overseas places on the application of relevant highways and engineering topics</li> <li>- Attended experience sharing sessions on the practice of road opening control, pavement maintenance, utility record systems and asset management, construction technique, etc.</li> <li>- Places of visits included Australia, Brazil, Canada, Denmark, Dubai, France, Germany, Italy, Mainland (including Macao and Taiwan), Malaysia, Netherlands, Poland, Singapore, Spain, Sweden, Switzerland Thailand, Turkey, United Kingdom and the United States of America.</li> </ul>	1-8	821
2015-16 <sup>4</sup> (127)		1-9	385

<sup>1</sup> Including joint visits with other bureaux/departments.

<sup>2</sup> Including officers of the HyD.

<sup>3</sup> 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.

<sup>4</sup> Up to 29 February 2016.

### The Marine Department (MD)

Year (Number of visits) <sup>1</sup>	Objective and places of visits	Size of entourage per visit <sup>2</sup>	Total Expenditure <sup>3</sup> (\$'000)
2011-12 (129)	<ul style="list-style-type: none"> <li>- Attended search and rescue drills to enhance maritime search and rescue capability and ensure compliance with international conventions; attended forums and meetings with maritime organisations to discuss hydrographic issues, marine environmental protection standards and search and rescue work; conducted and participated in trainings and experience sharing seminars on maritime industrial safety and vessel traffic management; attended the Port State Control Officer Exchange Programmes; attended international conferences and technical working groups for acquisition of knowledge in marine technology, ship construction and equipment for compliance with international requirements; and conducted vessel inspections to ensure compliance with international and local standards.</li> <li>- Places of visits included Australia, Bangladesh, Brunei, Cambodia, Canada, Chile, Cyprus, Denmark, Fiji, France, Germany, Greece, India, Indonesia, Japan, Korea, Mainland (including Macao and Taiwan), Malaysia, Maldives, Monaco, Netherlands, New Zealand, Norway, Panama, Papua New Guinea, Peru, Philippines, Romania, Russia, Singapore, South Africa, Sri Lanka, Sweden, Thailand, Turkey, United Kingdom, the United States of America, Uruguay and Vietnam.</li> </ul>	1-7	4,558
2012-13 (129)		1-7	4,483
2013-14 (103)		1-7	3,266
2014-15 (125)		1-6	2,402
2015-16 <sup>4</sup> (143)		1-8	2,017

<sup>1</sup> Including joint visits with other bureaux/departments.

<sup>2</sup> Including officers of the MD.

<sup>3</sup> 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.

<sup>4</sup> Up to 29 February 2016.



## The Transport Department (TD)

<b>Year (Number of visits) <sup>1</sup></b>	<b>Objective and places of visits</b>	<b>Size of entourage per visit <sup>2</sup></b>	<b>Total Expenditure <sup>3</sup> (\$'000)</b>
2011-12 (39)	<ul style="list-style-type: none"> <li>- Attended meetings on cross-boundary transport arrangements and other transport-related issues.</li> <li>- Attended forums to exchange views on transport-related subjects with professionals and related parties.</li> <li>- Visited counterparts / companies on transport-related subjects.</li> <li>- Places of visits included Australia, Austria, Canada, France, Germany, Ireland, Italy, Japan, Korea, Mainland (including Macao and Taiwan), Malaysia, Netherlands, Norway, Singapore, Spain, Sweden, Turkey, United Kingdom and the United States of America.</li> </ul>	1-10	1,416
2012-13 (42)		1-14	1,362
2013-14 (28)		1-21	838
2014-15 (28)		1-26	776
2015-16 <sup>4</sup> (25)		1-21	279

<sup>1</sup> Including joint visits with other bureaux/departments.

<sup>2</sup> Including officers of the TD.

<sup>3</sup> 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.

<sup>4</sup> Up to 29 February 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)096**

**(Question Serial No. 2764)**

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 this year's budget will be used to:

- (a) further liberalise its air services regime with aviation partners to strengthen Hong Kong's status as an international and regional aviation centre;
- (b) oversee the commissioning of the new air traffic control systems;
- (c) draw up and implement manpower development and promotion initiatives under the Maritime and Aviation Training Fund (MATF) with advice from the tripartite taskforces;
- (d) take forward the implementation work for establishing a civil aviation academy as endorsed by the Economic Development Commission; and
- (e) set up a new maritime body to drive further development in Hong Kong's maritime and port services?

Asked by: Hon Andrew LEUNG Kwan-yuen (Member Question No. 11)

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 will seek to further liberalise the air services agreements / arrangements and to negotiate new air services

agreements / arrangements with other aviation partners as opportunities arise and on a mutually beneficial basis in 2016-17.

- (b) The Transport and Housing Bureau (THB) will appoint an external expert to conduct an independent assessment on the preparation and implementation of the new Air Traffic Management System (ATMS) in 2016-17 to ensure the safe and effective execution of the project. Subject to the satisfactory assessment of system and staff readiness, the ATMS will be launched by phases starting from June 2016.
- (c) The MATF was launched in April 2014. Details of the training and incentive schemes under the MATF which will be run in 2016-17 are set out at Annex. \$17.03 million has been earmarked for these initiatives and related promotion work in 2016-17.
- (d) The Airport Authority Hong Kong (AA) will establish a civil aviation academy to nurture local and regional aviation management talent. The AA will bear the major costs involved in the establishment of the academy. There will be no financial implication to the Government.
- (e) The Government will establish the new “Hong Kong Maritime and Port Board” (HKMPB) by merging the existing Hong Kong Maritime Industry Council and the Hong Kong Port Development Council. For 2016-17, additional provision of \$16.44 million, including \$1.2 million for InvestHK, has been allocated to support the work of the HKMPB.

### Maritime and Aviation Training Fund (MATF) Initiatives

Initiatives under MATF	Description
(a) Professional Training and Examination Refund Scheme	Eligible applicants are refunded with 80% of the fees after completing approved courses or passing examinations, subject to a cap of \$18,000.
(b) Maritime and Aviation Internship Network Scheme	The programme contributes up to 75% or \$6,000 (whichever is lower) towards each student's monthly honorarium for an internship period up to two months.
(c) Local Vessel Trade Training Incentive Scheme	The Scheme provides a monthly allowance up to \$30,000 for eligible deck or engine room ratings newly employed by the local vessel trade.
(d) Sea-going Training Incentive Scheme	The Scheme offers a monthly subsidy of \$6,000 to deck or engine room cadets on ocean-going vessels for a maximum period of 18 months.
(e) Ship Repair Training Incentive Scheme	The Scheme offers a monthly subsidy of \$1,500 to eligible graduates of the Vocational Training Council (VTC) who have enrolled for apprenticeship in the ship repair industry for a maximum period of 36 months.
(f) Hong Kong Maritime and Logistics Scholarship Scheme	Scholarship for selected students of the Master of Science in International Shipping and Transport Logistics of the Hong Kong Polytechnic University (HKPU).
(g) The University of Hong Kong (HKU) - Dalian Maritime University (DMU) Academic Collaboration Scheme	For the DMU: provides scholarship for selected students to undertake the Master of Common Law course at the HKU. For the HKU: supports students and in-service practitioners to undertake summer courses and professional seminars.
(h) Hong Kong Maritime Law Scholarship Scheme	Scholarship for selected students of the Master of Laws (Maritime and Transportation Law) programme of the City University of Hong Kong (CityU HK).

<b>Initiatives under MATF</b>	<b>Description</b>
(i) Overseas Exchange Sponsorship Scheme	Provides financial support (\$30,000 - \$50,000) to undergraduates or postgraduates of selected maritime-related disciplines in the HKPU, the CityU HK, the Chinese University of Hong Kong and the Hong Kong University of Science and Technology to attend overseas exchange maritime-related courses.
(j) Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	Eligible applicants undertaking the Higher Diploma in Aircraft Maintenance Engineering or Diploma in Vocational Education (Aircraft Maintenance) offered by the VTC and joining the aircraft maintenance industry after graduation are refunded with 50% of the total tuition fee, subject to a cap of \$30,000.
(k) Hong Kong Aviation Scholarship Scheme	Scholarship for selected students of aviation-related degree or higher degree programmes of the HKPU and other relevant programmes to be identified.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)097**

**(Question Serial No. 2147)**

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 Secretary for Transport and Housing's Office (STH's Office) in 2016-17:

Secretary for Transport and Housing (STH)  
Under Secretary for Transport and Housing (USTH)  
Administrative Assistant (AA) to STH  
Press Secretary (PrSecy) to STH  
Political Assistant (PA) to STH  
Researcher (STH's Office)  
Senior Executive Officer (SEO) (STH's Office)  
Executive Officer (EO) (STH's Office)  
Executive Assistant (EA) (STH's Office)  
Senior Personal Secretary (SPS) to USTH  
Personal Secretary (PS) to AA to STH  
Assistant Clerical Officer (ACO) (STH's Office) (1)  
ACO (STH's Office) (2)

Asked by: Hon LEUNG Kwok-hung (Member Question No. 2004)

Reply:

For budgetary purpose, the salary provisions in respect of the positions of the STH, the USTH and the PA to STH in the 2016-17 Estimates are \$3.58 million, \$2.50 million and \$1.25 million respectively. Salary provision estimated at \$0.60 million is also made in 2016-17 for the two non-civil service contract positions of Researcher and EA in the STH's Office. Housing allowance is not payable to the above five positions, and hence no budget for such purpose is made for 2016-17.

For 2016-17, the total notional annual salary cost at mid-point of the eight civil service posts (i.e. AA to STH, PrSecy to STH, SEO, EO, SPS to USTH, PS to AA to STH, ACO1 and 2) is \$6.29 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 on duty visits and entertainment allowances will be charged under Departmental Expenses, and there is no separate breakdown on these items in the 2016-17 Estimates.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)098**

**(Question Serial No. 2149)**

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 2016-17 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) Division 5 of the TB
- (e) Airport Expansion Project Co-ordination Office (AEPCO)
- (f) Secretariat Press Office (SPO)
- (g) Investigation Team

Asked by: Hon LEUNG Kwok-hung (Member Question No. 2005)



Reply:

The estimated salary in 2016-17 in terms of notional annual mid-point salary (NAMS) of the posts in the relevant divisions / offices / team are tabulated below. The provision for payment of allowances for all TB staff is estimated to be about \$4.77 million in 2016-17. There is no separate breakdown of the provision for individual divisions / offices / team.

(a) Division 1

Category	Number of Posts	Total NAMS (\$)
<b>Directorate Posts</b>		
Administrative Officer Staff Grade B1 / Administrative Officer Staff Grade C (AOSGC) / Government Engineer (GE) / Principal Executive Officer (PEO)	5	10,111,200
<b>Non-directorate Posts (by Grade)</b>		
Administrative Officer (AO) / Engineer / Town Planner (TP)	9	10,259,460
Analyst/Programmer, Executive Officer (EO), Official Languages Officer, Supplies Supervisor, Clerical and Secretarial (C&S) Staff, Chauffeur and Workman	57	23,015,700

(b) Division 2 <sup>[Note]</sup>

Category	Number of Posts	Total NAMS (\$)
<b>Directorate Posts</b>		
Administrative Officer Staff Grade B (AOSGB) / AOSGC / Chief Treasury Accountant	5	9,874,200
<b>Non-directorate Posts (by Grade)</b>		
AO / Treasury Accountant (TA)	11	11,771,340
Accounting Officer / C&S Staff	8	2,724,540

Note: Including the Public Transport Strategy Study Section

(c) Division 4

Category	Number of Posts	Total NAMS (\$)
<b>Directorate Posts</b>		
AOSGB / AOSGC	3	6,237,600
<b>Non-directorate Posts (by Grade)</b>		
AO / TA	6	7,396,860
EO / C&S Staff	8	3,035,460

(d) Division 5 and Investigation Team

Category	Number of Posts	Total NAMS (\$)
<b>Directorate Posts</b>		
AOSGB / AOSGC / PEO / Principal Marine Officer	5	9,564,000
<b>Non-directorate Posts (by Grade)</b>		
AO / TA / TP / Economist / Statistician	8	8,642,160
EO / C&S Staff	26	13,751,610

(e) AEPCO

Category	Number of Posts	Total NAMS (\$)
<b>Directorate Posts</b>		
Principal GE / AOSGC / Chief Engineer	3	5,927,400
<b>Non-directorate Posts (by Grade)</b>		
AO / Engineer	4	3,564,660
EO / C&S Staff	4	1,956,900

(f) SPO

Category	Number of Posts	Total NAMS (\$)
<b>Non-directorate Posts (by Grade)</b>		
Information Officer / C&S Staff	3	864,480

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)099**

**(Question Serial No. 0646)**

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 the umbrella of sharing economy, tailored taxi service, such as Uber, is growing rapidly worldwide and has become very popular in many countries and cities like Singapore. On 8 October 2015, an important development took place for the taxi industry in China when Didi KuaiDi, accounting for 80% of the market share in China, was granted tailored taxi licence by the Government. At the same time, Uber also announced the establishment of its independent registered company in China, the Shanghai Wu Bo Information Technology Company Limited. Tailored taxi service provides better and cheaper means of transportation than the traditional trade (taxi). Earlier on, Uber introduced its tailored taxi service mobile application to the Hong Kong market. However, its suspected illegal operation has caused considerable controversy. The Secretary for Innovation and Technology Nicholas YANG also pointed out that Uber challenged Hong Kong's core value of the rule of law. He considered that violation of the law before law amendment should not be encouraged. In this connection, will the Government inform this Committee of the following:

- (a) given that tailored taxi service, like Didi KuaiDi and Uber, is gaining popularity and being legalised in the Mainland and around the world while Uber could not operate in Hong Kong due to the above reasons, whether the Government has any plan to amend the law so that such service can operate in Hong Kong legally; if yes, the details; if no, the reasons for that;
- (b) whether the Government has considered the impact of tailored taxi service on the traditional transport sector; if yes, the details;

- (c) given the great popularity of tailored taxi service, whether the Government has re-assessed the level of satisfaction of the public toward the service level and standards of the taxi trade in Hong Kong; if yes, the results, if no, the reasons for that?

Asked by: Dr Hon Priscilla LEUNG Mei-fun (Member Question No. 14)

Reply:

Our transport policy is underpinned by public transport services with railways as its backbone. Among various road-based public transport means, taxis provide point-to-point personalised services. Using a licensed private car for carriage of passengers for hire or reward (i.e. hire car) is also a kind of personalised transport service in Hong Kong, but it does not come under the scope of public transport service.

- (a) The Government is open-minded on the application of different types of technologies, including the use of Internet or mobile applications for calling hire cars. However, all hire car services, regardless of the type of technology or platform used for hiring, must be lawful. If car owners (whether individuals or companies) are interested in using their private cars for carriage of passengers for hire or reward, they must apply to the Commissioner for Transport for a hire car permit (Permit) for operating hire car services in accordance with the Road Traffic (Public Service Vehicles) Regulation (Cap 374D). Having regard to the community's view on hire cars, the Government is studying ways to improve the assessment criteria for issuing the Permits and its regulation (including measures to facilitate new market entrants) without affecting hire car's current position in the transport hierarchy and the current regulatory regime.
- (b) and (c) There has been much discussion in the community on taxi service. Many are of the view that the quality of taxi service varies. There is discontent over behaviours such as refusal to hire and poor attitude of taxi drivers. Complaints against taxi services have risen from around 6 200 in 2005 to around 10 000 in 2014. At present, the 18 138 taxi licences are owned by as many as some 9 000 licence holders. There are over 40 000 taxi drivers, with the majority of them being self-employed rentee-drivers or owner-drivers. As most drivers are not employed by the owners, the quality of service management varies. Since licence ownership and management of taxis are highly decentralised and drivers' income is not necessarily related to service quality, the effectiveness of various efforts to enhance the overall service standards has not been entirely satisfactory. Meanwhile, with the increasing popularity of mobile applications to hail taxis, members of the public now enjoy a convenient alternative to hailing a taxi on the street or through telephone appointment. There is a wide body of opinion that the taxi trade should make good use of information technology to enhance service quality.

In response to the public views towards taxi service, both the Government and taxi trade acknowledge the need for service improvement.

In this connection, the Government is studying the introduction of premium taxis. The objective is to provide an additional choice for passengers other than ordinary taxis, thereby improving overall taxi service and meeting the community's demand for diversified, personalised point-to-point transport services. The Government is considering the granting of time-limited franchises to a few companies to operate premium taxis through a franchise model. This will enable the Government to set service standards and monitor the operators' performance through franchise terms. Operators will have to maintain an employer-employee relationship with their drivers. Drivers' performance will be monitored and managed centrally by operators. Moreover, the Government is examining in detail other operational issues under the franchise, such as the number of premium taxis, vehicle types, compartment facilities, restriction on vehicle age, fare structure and level. We plan to brief the Legislative Council Panel on Transport on the progress of the study in mid-2016, and will strive to complete the study in the third quarter of 2016.

The above study apart, the Transport Department (TD) is helping the trade explore the feasibility of enhancing taxi service within the present legal and regulatory framework to meet passenger demand. In this regard, 17 taxi associations formed the Hong Kong Taxi Council (Taxi Council) in November 2015, with an aim to improve service quality through self-regulation. It is understood that the Taxi Council is preparing to launch a taxi-hailing mobile application (app) that can be used by all ordinary taxis in Hong Kong. It is expected that the app can be launched in the second quarter of 2016. Meanwhile, some operators are already providing ordinary taxi service of higher quality in the form of hire-as-a-whole service. Under this model, taxis can be hired as a whole with prior booking. The fare rate is to be agreed between the parties providing and receiving the service. This mode of service is able to meet the needs of different passengers more flexibly. The fleet providing this kind of higher-quality taxi service has increased from about 20 in early 2015 to over 70. Some operators are also making use of taxis with a larger compartment and better equipment to provide hire-as-a-whole service. The Government welcomes the above improvement measures, and will continue to assist the trade in implementing various measures to enhance the service quality of ordinary taxis.

Meanwhile, the Government will continue to combat the malpractices of the taxi trade. The Police have stepped up enforcement actions, particularly targeting places frequented by visitors (such as peak tramway termini, Lan Kwai Fong, etc.). Decoy operations have been carried out to combat the malpractices of taxi drivers. Separately, the TD will continue to communicate with the trade to remind them of the importance of abiding by the law. Information, including that on fare levels, reference fares for traveling to major destinations and telephone helplines, has also been disseminated to passengers through various channels. Since late 2015, the TD has been providing the

trade with information on law enforcement actions and court judgments relating to taxi malpractices to remind drivers to abide by the law.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)100**

**(Question Serial No. 0647)**

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;
- (b) given the inconvenience caused to many members of the public since the “Hung Hom - Central” and “Hung Hom - Wan Chai” ferry services ceased operation in 2011 and the local sentiments for their resumption, whether the Government has considered the feasibility of resuming the ferry services since 2011; if yes, the details; if no, the reasons for that; and
- (c) given the strong views from the community suggesting the Government renovate and rent out the Hung Hom Ferry Pier so as to subsidise the ferry operator with the rental revenue of shops and advertising spaces, whether the Government has considered the feasibility of the above suggestion; if yes, the details; if no, the reasons for that?

Asked by: Dr Hon Priscilla LEUNG Mei-fun (Member Question No. 15)

Reply:

- (a) The Government has been providing helping measures to all ferry routes including inner harbour 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. Those for taking over the pier maintenance responsibilities for all ferry routes and exempting

vessel licence fees for inner harbour ferry routes in the past three financial years are given in the following tables:

<b>Pier maintenance expenditure borne by the Government</b>			
	<b>2013-14 (\$'000)</b>	<b>2014-15 (\$'000)</b>	<b>2015-16 (Up to end February 2016) (\$'000)</b>
<b>All ferry routes</b> <sup>(Note 1)</sup>	16,887	27,502	19,024

<b>Exempting vessel licence fees (for ferry routes with provision of elderly fare concessions)</b>			
	<b>2013-14 (\$'000)</b>	<b>2014-15 (\$'000)</b>	<b>2015-16 (Up to end February 2016) (\$'000)</b>
<b>Inner harbour ferry routes</b>			
1. Tsim Sha Tsui – Central	21	21	21
2. Tsim Sha Tsui – Wan Chai			
3. North Point – Kwun Tong	7	7	7
4. North Point – Hung Hom <sup>(Note 2)</sup>	Nil	Nil	Nil
5. North Point – Kowloon City <sup>(Note 2)</sup>	Nil	Nil	Nil
6. Sai Wan Ho – Kwun Tong	2	2	2
7. Sai Wan Ho – Sam Ka Tsuen	2	2	2

Note 1: The pier maintenance expenditures are the total of all ferry routes, including seven inner harbour ferry routes and 14 outlying island ferry routes. There is no breakdown for those of inner harbour ferry routes.

Note 2: The vessels deployed to operate this route are hired from other ferry operators. Exemption of vessel licence fees is not applicable.

- (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 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.



- (c) To help enhance the financial viability of ferry services and alleviate pressure for fare increase, the Government has been allowing ferry operators to rent out surplus space in ferry piers for commercial concessions with a view to generating non-fare box revenue to cross-subsidise ferry operation. This arrangement also applied to the “Hung Hom – Central” and “Hung Hom – Wan Chai” ferry services before their cancellation, and will apply to any future operator(s) of these routes as appropriate.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)101**

**(Question Serial No. 0658)**

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 last year. However, the delays have caused the works to continue until the middle of this year and the Whampoa Station might not be open for use in parallel. Residents of Whampoa have to face such problems as noise, dust and traffic diversion for a prolonged period of time. In this connection, will the Government inform this Committee of the following:

- (a) whether it will make reference to the practice of setting up an MTR Fare Saver in Sai Ying Pun to provide a \$2 fare discount in view of the delay in the opening of the Sai Ying Pun Station on the West Island Line, and offer fare concession to residents of Whampoa before the opening of the Whampoa Station;
- (b) details of the route rationalisation schemes for buses and green minibuses operating in the Kowloon City District (Whampoa, Hung Hom and Ho Man Tin in particular) and the Yau Tsim Mong District upon commissioning of the KTE?

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

Reply:

- (a) 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

the third or fourth quarter of 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 the Whampoa Station, the request has been referred to the MTRCL for consideration.

- (b) Upon the opening of the KTE, it is expected that the travelling pattern of passengers and thus the utilisation of different road-based public transport services will change. The Transport Department (TD) has assessed the impact of the KTE on 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, particularly for the Kowloon City and Yau Tsim Mong districts.

The TD is consulting relevant District Councils on the PT Plan, and will make suitable adjustments to it taking into account views canvassed. Change of the travelling pattern of passengers in the wake of the commissioning of the railway will also be taken into account before implementation of the PT Plan.

A summary of the PT Plan is set out below:

Nature	Number of Route	
	Franchised Bus Services	Green Minibus Services
New Route	0	3
Route Cancellation	1	1
Route Truncation	1	0
Frequency Adjustment	33	13
<b>Total</b>	<b>35</b>	<b>17</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)102**

**(Question Serial No. 2883)**

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 by the Immigration Department in its Matters Requiring Special Attention in 2016-17 under Programme (2) that it will “plan the immigration facilities required in the new control points at the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) West Kowloon Terminus (WKT), the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong port area and Liangtang/Heung Yuen Wai”. Since whether or not “co-location” arrangements can be implemented at the WKT of the XRL will have substantial impact on the planning and design of the immigration facilities, will the Government advise this Committee on the following:

- (a) the amount of resources allocated to the planning of the immigration facilities at the WKT of the XRL over the past three years and the effectiveness and progress of the work;
- (b) the estimated amount of resources to be allocated to the planning of the immigration facilities at the WKT in the coming three years;
- (c) given that there is still no concrete proposal on the “co-location” arrangements, whether the Government is confident that the “co-location” arrangements can be implemented in parallel with the commissioning of the XRL; if yes, the details; if no, the reasons for that;
- (d) whether the planning of the WKT can accommodate both the “co-location” and “bi-location” arrangements so that the XRL can operate with the “bi-location” arrangements before the implementation of the “co-location” arrangements and switch to the “co-location” arrangements at any time in future?

Asked by: Dr Hon Priscilla LEUNG Mei-fun (Member Question No. 22)

Reply:

The Government has been working on the planning of customs, immigration and quarantine (CIQ) arrangements at the WKT of the XRL. Space has been reserved in the WKT for the co-location of CIQ facilities, which would allow passengers to go through the CIQ procedures for both Hong Kong and the Mainland within the WKT. As for the exact implementation of the co-location arrangements, since it involves complicated legal and operational issues, it is still under study and discussion. The Government has been in continuous discussion with the relevant Mainland authorities to ensure that a co-location arrangement that complies with the Basic Law and the principle of “One Country, Two Systems” can be formulated. When the co-location arrangement is formulated, the Government will present it clearly and fully to the public. The agreement of the Legislative Council will also be sought before the arrangement is implemented.

With the approval of additional funding for the XRL project by the LegCo Finance Committee, the total construction cost of the CIQ facilities at the WKT is estimated to be \$3,477 million. As for the expenditure involved in the study on co-location arrangements, as far as the Transport and Housing Bureau (THB) is concerned, we have been deploying and will continue to deploy existing manpower and resources to handle any work related to the policy responsibility of the THB as part of the normal duties.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)103**

**(Question Serial No. 3278)**

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 local public transport services at the Hong Kong Port Area of the Hong Kong-Zhuhai-Macao Bridge (HZMB), will the Government advise this Committee on whether it will consider opening the SkyPier, which is located to the northeast of the airport, for public use; if yes, the details; if no, the reasons for that.

Asked by: Ir Dr Hon LO Wai-kwok (Member Question No. 23)

Reply:

The SkyPier, which is owned and managed by the Airport Authority Hong Kong (AA), is located within the Airport Restricted Area at the Hong Kong International Airport (HKIA) where customs, immigration and quarantine facilities are not provided. 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 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.

According to the AA's information, the SkyPier serves transit passengers to and from nine PRD ports. Under the Environmental Permit for the three-runway system project, the AA has committed to cap the number of SkyPier High Speed Ferries at the current level of operation (i.e. an annual daily average of 99) prior to designation of a new marine park to the north of the airport island. In terms of annual daily average sailings allowed, the SkyPier is near its capacity. The AA will strive to improve the efficiency of the SkyPier operation to provide more and better service for 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. As such, there is no plan for a third government-managed CBFT at this stage. Also, according to the existing policy, private operators are allowed to operate cross-boundary ferry terminal and provide cross-boundary ferry services. Tuen Mun Ferry Terminal was leased to a private operator on a commercial basis in November 2015. Cross-boundary ferry services between Tuen Mun and Macao has been provided for at Tuen Mun Ferry Terminal since January 2016.

As regards using the SkyPier as a domestic pier for daily operation of ferry service, since there are multiple choices of public transportation connecting the airport and different parts of Hong Kong, there should be no practical need for domestic ferry service serving the airport.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)104**

**(Question Serial No. 3123)**

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 2016-17 that the Transport Branch will continue to oversee the construction and the operational arrangements of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). In this connection, please advise this Committee on the following:

- (a) how did the Government step up its monitoring of the progress of construction and operational arrangements of the XRL in the past two years, and the expenditure and staffing provision involved;
- (b) how will the Government strengthen its monitoring of the construction and the operational arrangements of the XRL this year to ensure the proper use of the funding for the XRL works, and the expenditure and staffing provision involved;
- (c) the number of claims related to the 42 major contracts under the XRL project and the amount involved; how will the Government oversee the work of the MTR Corporation Limited (MTRCL) to ensure that each claim is handled and arranged in a proper manner; whether the Government has any criteria to determine that the MTRCL's handling of claims or the subsequent amendments made to the contract terms are reasonable.

Asked by: Hon MA Fung-kwok (Member Question No. 47)



Reply:

- (a) and (b) The dedicated division of the Railway Development Office (RDO) of the Highways Department (HyD) has implemented the following measures to enhance the monitoring of the progress and financial status of the XRL project since mid-2014:
- (i) an increase in the number of staff in the dedicated division for the XRL project under the RDO of the HyD from 13 to 18 at present;
  - (ii) submission of monthly progress reports to the Transport and Housing Bureau (THB) for the XRL project with the adoption of “traffic light” system to facilitate the THB’s understanding of current project status;
  - (iii) requesting the MTRCL to submit detailed reports on critical construction activities including the production rates of critical contracts;
  - (iv) monitoring of the achievement of milestones established by the MTRCL’s Independent Board Committee through the monthly progress reports and the Project Supervision Committee (PSC) meetings chaired by the Director of Highways;
  - (v) liaising more closely with the MTRCL’s project team and requesting the MTRCL to provide more detailed information;
  - (vi) arranging the Monitoring and Verification (M&V) Consultant to attend the PSC meetings;
  - (vii) establishment of a working group amongst the HyD, the M&V Consultant and the MTRCL with members from the respective specialised teams to review the programme and progress of the XRL project in detail on a regular basis with all aspects and levels of works covered; and
  - (viii) arranging the M&V Consultant to conduct more frequent and focused audits on critical 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 2016, there are six Senior Engineers, ten Engineers and one Assistant Engineer in the division\*, with a total estimated staff cost of \$15.6 million in 2016-17. A number of staff provide support to the dedicated division and other divisions in the RDO in discharging their duties.

\* A supernumerary Chief Engineer (CE) post in the dedicated division for the XRL project lapsed on 7 July 2015. Pending approval of the Finance Committee of the Legislative Council to re-create the post, the duties of the post are shared by the other CEs in the RDO either directly or indirectly.

- (c) According to the information provided by the MTRCL, as at 31 December 2015, the MTRCL had received 862 substantiated claims and the total amount claimed in total was approximately \$26.89 billion. According to the Entrustment Agreement signed between the Government and the MTRCL in January 2010, the MTRCL has to implement the XRL project according to its established project management system. Pursuant to its

established project management system, the MTRCL is required to carefully analyse every case of modifications and changes with cost implications to the XRL contracts, including claims submitted by the contractors and amendments to the conditions of contracts. The MTRCL shall also take into account the contractor's liability. All such modifications and changes have to be examined and approved in accordance with the internal mechanism of the MTRCL prior to implementation.

According to the Entrustment Agreement, the MTRCL shall submit all claims, modifications and changes with cost implications to the HyD for comments before they are approved. Upon receiving these proposals from the MTRCL, the HyD and the M&V Consultant will review the principles of and justifications for the proposals presented by the MTRCL and provide views to the MTRCL for consideration. If the HyD has any query on the proposal, the MTRCL will be requested to provide further explanations and to follow up. If the MTRCL approves any proposals without accepting the views of the HyD and if such action results in any loss to the Government, the Government will pursue with the MTRCL for recovery of the loss.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)105**

**(Question Serial No. 0196)**

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 Matters Requiring Special Attention in 2016-17 under this Programme, it is mentioned that the Branch will “continue to draw up and implement manpower development and promotion initiatives under the Maritime and Aviation Training Fund (MATF)”. In this connection, will the Government inform this Committee of:

- (a) the specific details of each of the manpower development and promotion initiatives and the budget involved; and
- (b) the manpower training schemes supported since the launch of the MATF and the numbers of serving staff and new recruits trained for the trade.

Asked by: Hon TANG Ka-piu (Member Question No. 7)

Reply:

Details of the various manpower development initiatives under the MATF and the number of beneficiaries are set out at Annex. In addition to training schemes, the MATF also supported a number of promotional initiatives, including the production of thematic TV episodes, school talks, and reaching out efforts undertaken by trade and non-profit organisations. For 2016-17, \$17.03 million is earmarked for implementing related initiatives under the MATF.

**Number of Beneficiaries under the  
Maritime and Aviation Training Fund since its Inception on 1 April 2014**

<b>Initiatives under MATF</b>	<b>Description</b>	<b>Number of Beneficiaries as at February 2016</b>
(a) Professional Training and Examination Refund Scheme	Eligible applicants are refunded with 80% of the fees after completing approved courses or passing examinations, subject to a cap of \$18,000.	466
(b) Maritime and Aviation Internship Network Scheme	The programme contributes up to 75% or \$6,000 (whichever is lower) towards each student's monthly honorarium for an internship period up to two months.	564
(c) Local Vessel Trade Training Incentive Scheme	The Scheme provides a monthly allowance up to \$30,000 for eligible deck or engine room ratings newly employed by the local vessel trade.	34
(d) Sea-going Training Incentive Scheme	The Scheme offers a monthly subsidy of \$6,000 to deck or engine room cadets on ocean-going vessels for a maximum period of 18 months.	114 <sup>1</sup>
(e) Ship Repair Training Incentive Scheme	The Scheme offers a monthly subsidy of \$1,500 to eligible graduates of the Vocational Training Council (VTC) who have enrolled for apprenticeship in the ship repair industry for a maximum period of 36 months.	20 <sup>1</sup>
(f) Hong Kong Maritime and Logistics Scholarship Scheme	Scholarship for selected students of the Master of Science in International Shipping and Transport Logistics of the Hong Kong Polytechnic University (HKPU).	21

<sup>1</sup> Excluding participants who had fully claimed the monthly subsidies or dropped out of the scheme

<b>Initiatives under MATF</b>	<b>Description</b>	<b>Number of Beneficiaries as at February 2016</b>
(g) The University of Hong Kong (HKU) - Dalian Maritime University (DMU) Academic Collaboration Scheme	For the DMU: provides scholarship for selected students to undertake the Master of Common Law course at the HKU.  For the HKU: supports students and in-service practitioners to undertake summer courses and professional seminars.	110
(h) Hong Kong Maritime Law Scholarship Scheme	Scholarship for selected students of the Master of Laws (Maritime and Transportation Law) programme of the City University of Hong Kong (CityU HK).	11
(i) Overseas Exchange Sponsorship Scheme	Provides financial support (\$30,000 - \$50,000) to undergraduates or postgraduates of selected maritime-related disciplines in the HKPU, the CityU HK, the Chinese University of Hong Kong and the Hong Kong University of Science and Technology to attend overseas exchange maritime-related courses.	17
(j) Partial Tuition Refund Scheme for the Specialised Aircraft Maintenance Programme	Eligible applicants undertaking the Higher Diploma in Aircraft Maintenance Engineering or Diploma in Vocational Education (Aircraft Maintenance) offered by the VTC and joining the aircraft maintenance industry after graduation are refunded with 50% of the total tuition fee, subject to a cap of \$30,000.	100
(k) Hong Kong Aviation Scholarship Scheme	Scholarship for selected students of aviation-related degree or higher degree programmes of the HKPU.	3
<b>Total</b>		<b>1 460</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)106**

**(Question Serial No. 2274)**

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 technical feasibility studies, planning and design for the hillside escalator links and elevator systems, please provide the following information:

- (a) the current progress of the 18 ranked proposals of the hillside escalator links and elevator systems, as well as the staffing provision and expenditure involved in the studies and construction.

Asked by: Hon TANG Ka-piu (Member Question No. 74)

Reply:

The Government established in 2009 a set of 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 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 also conducted the preliminary technical feasibility studies for the proposals ranked

eleventh and twelfth. The current progress of the top 18 ranked hillside escalator proposals is summarised at Annex.

Construction works for three of the 18 ranked proposals have already commenced. The “Pedestrian Link at Tsz Wan Shan” (ranked first) is being implemented under the Shatin to Central Link project. Construction works commenced in July 2012. As at January 2016, six out of 15 items of works have been completed and opened for public use and seven out of 15 items are expected to be completed by end 2016. For the remaining two items, the MTRCL is reviewing the construction programme. The “Yuet Wah Street Pedestrian Linkage” (ranked thirteenth) is implemented by the Civil Engineering and Development Department (CEDD) to tie in with the Kwun Tong Town Centre Redevelopment project. Construction works commenced in April 2013 and are substantially completed. The Pedestrian Linkage has been open to the public since October 2015. The “Lift System at Princess Margaret Hospital” (one of the two proposals ranked fourteenth) is being implemented by the Hospital Authority (HA). Construction commenced in November 2015 for completion by 2017.

The estimated cost for the “Pedestrian Link at Tsz Wan Shan” is \$608 million. The estimated cost for the “Yuet Wah Street Pedestrian Linkage” implemented by the CEDD under the Kwun Tong Town Centre Redevelopment is \$95 million. The “Lift System at Princess Margaret Hospital” is funded by donations to the HA.

Apart from the two aforesaid proposals under construction, the cumulative expenditure as at 15 March 2016 for taking forward the proposals ranked second to twelfth is about \$14 million.

In addition, we will seek funding approval from the LegCo within this legislative session for the “Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi” (ranked third), the “Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung” (ranked fifth) and the “Lift and Pedestrian Walkway System at Waterloo Hill” (ranked ninth). The respective project costs in money-of-the-day prices are \$222.7 million, \$239.4 million and \$116.7 million.

The Transport Branch of the Transport and Housing Bureau, the HyD, the Transport Department and the Electrical and Mechanical Services Department have been deploying in-house staff resources in taking forth the planning and related work of the hillside escalator links. Consultants have been engaged to provide technical assistance as necessary.

**Current progress of the 18 ranked proposals of the hillside escalator links**

<b>Rank</b>	<b>Proposal</b>	<b>Progress of the project</b>
1	Pedestrian Link at Tsz Wan Shan	This link is implemented under the Shatin to Central Link project. Construction works commenced in July 2012. As at January 2016, six out of 15 items of works have been completed and opened for public use and seven out of 15 items are expected to be completed by end 2016. For the remaining two items, the MTRCL is reviewing the construction programme.
2	Braemar Hill Pedestrian Link	The preliminary technical feasibility study has been completed. The HyD engaged consultants to undertake the investigation and preliminary design in June 2015.
3	Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	<p>The preliminary technical feasibility study, investigation and preliminary design have been completed. The project was gazetted in February 2015. No objection was received and the project was subsequently authorised.</p> <p>The Government will seek funding approval from the LegCo within the 2015-16 legislative session with a view to commencing the construction works in the fourth quarter of 2016 for completion by mid-2019.</p>
4	Escalator Link and Pedestrian Walkway System at Pound Lane	The preliminary technical feasibility study has been completed. The HyD consulted the Central and Western District Council and held a public forum on the refined scheme in January and April 2015 respectively. The HyD is compiling and analysing the views received.



5	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	<p>The preliminary technical feasibility study, investigation and preliminary design have been completed. The project was gazetted in October and November 2015. No objection was received and the project was subsequently authorised.</p> <p>The Government will seek funding approval from the LegCo within the 2015-16 legislative session with a view to commencing the construction works in the first quarter of 2017 for completion by 2020.</p>
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	<p>The preliminary technical feasibility study has been completed. The HyD has engaged consultants to undertake the investigation and preliminary design.</p> <p>The HyD consulted the Traffic and Transport Committee of the Wong Tai Sin District Council in July 2015. The Committee requested for a further study on alternative schemes. The HyD is reviewing it.</p>

9	Lift and Pedestrian Walkway System at Waterloo Hill	<p>The preliminary technical feasibility study, investigation and preliminary design have been completed. The project was gazetted in May 2014. No objection was received and the project was subsequently authorised.</p> <p>The Government will seek funding approval from the LegCo within the 2015-16 legislative session with a view to commencing the construction works in the fourth quarter of 2016 for completion by mid-2019.</p>
10	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	<p>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 responsible parties have completed repairing the dangerous slopes satisfactorily.</p>
11	Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tong Tsui Street, Kwai Chung	<p>Upon examining the progress of implementation of the higher-ranking proposals and reviewing its manpower resources, the HyD has commenced the preliminary technical feasibility study for this proposal. The study has been completed, and this proposal is initially considered technically feasible.</p> <p>The HyD engaged consultants to undertake the investigation and preliminary design in August 2015.</p>
12	Lift and Pedestrian Walkway at Luen On Street	<p>Upon examining the progress of implementation of the higher-ranking proposals and reviewing its manpower resources, the HyD has commenced the preliminary technical feasibility study for this proposal. The study has been completed, and this proposal is initially considered technically feasible.</p> <p>The HyD engaged consultants to undertake the investigation and preliminary design in August 2015.</p>

13	Yuet Wah Street Pedestrian Linkage	To complement the Kwun Tong Town Centre Redevelopment, the CEDD commenced the construction works of Yuet Wah Street Pedestrian Linkage in April 2013. Works are substantially completed and the Pedestrian Linkage has been open to the public since October 2015.
14 (same ranking)	Escalator Link System between Hong Sing Garden and Po Hong Road	This proposal will be followed up after the smooth implementation of the higher-ranking proposals.
14 (same ranking)	Lift System between Lai King Hill Road and Princess Margaret Hospital	The project is being implemented by the Hospital Authority. Construction commenced in November 2015 for completion by 2017.
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	This proposal will 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 will 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 will be followed up after the smooth implementation of the higher-ranking proposals.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)107**

**(Question Serial No. 3273)**

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 number of initiatives for promoting logistics development are mentioned in Matters Requiring Special Attention in 2016-17 under this Programme. In this connection, will the Government advise this Committee on the following:

- (a) the initiatives to promote e-logistics and whether such initiatives will include encouraging the local industry and members of the public to use electronic commerce and logistics services;
- (b) the specific initiatives related to the training programme for the freight logistics industry practitioners and the budget involved; and
- (c) apart from reserving 10 hectares (ha) of land in Tuen Mun West for logistics purpose as mentioned in paragraph 93 of the Budget Speech, the specific initiatives to help the local logistics industry resolve the problem of lack of back-up land, and whether such initiatives will include a policy review of the “brownfield sites” and make available other logistics sites as early as possible?

Asked by: Hon TANG Ka-piu (Member Question No. 6)

Reply:

- (a) In 2016-17, we will continue to work with industry associations on two initiatives to promote e-logistics, including “SMe-Plug Jumpstart Program” (Jumpstart Program) and the “Smart Warehouse Internet-of-Things Management System” (SWIMS).

With the support of the Hong Kong Logistics Development Council, the Hong Kong R&D Centre for Logistics and Supply Chain Management Enabling Technologies (LSCM) and the Hong Kong Productivity Council (HKPC) joined hands to implement the Jumpstart Program in March 2015 to encourage small and medium-sized enterprises (SMEs) in logistics to adopt e-freight. In 2015-16, the LSCM and the HKPC co-organised briefing sessions and technical training for selected service providers. The HKPC also conducted several seminars to promote SME-Plug to SMEs. Recruitment of logistics SMEs to participate in the programme is currently underway.

The SWIMS, developed by the LSCM, is a smart and agile warehousing system for logistics SMEs. In 2015-16, the LSCM has been collecting user requirements with a view to launching a pilot programme and preparing a proposal for funding application in 2016-17.

- (b) The Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) and the Hong Kong Association of Freight Forwarding and Logistics Limited (HAFFA) have jointly designed and implemented a training programme to enhance the skills and capabilities of the frontline staff of the freight logistics sector. The programme was rolled out in phases from early 2010. In 2015-16, 31 participants completed training under different modules of the programme. The CILTHK and the HAFFA will continue to implement the training programme for logistics practitioners.
- (c) We have reserved 10 ha of land in Tuen Mun West for modern logistics development. We seek to make available a site at Tuen Mun Area 49 (around 3.5 ha) for disposal as soon as practicable.

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 the Hung Shui Kiu New Development Area (HSKNDA), Tuen Mun Areas 40 and 46 and the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge (the topside development). Under the Recommended Outline Development Plan of the study on the HSKNDA, about 37 ha of land have been reserved for logistics development. For Tuen Mun Areas 40 and 46 and the topside development, the land use proposals are still under study.

We will continue to provide input to the Development Bureau which is working with the relevant bureaux and departments on “brownfield sites”.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)108**

**(Question Serial No. 1809)**

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 2016-17, the Transport Branch (TB) will continue to introduce practicable measures to alleviate road traffic congestion, including taking forward in phases the recommendations made by the Transport Advisory Committee (TAC) in its Study on Road Traffic Congestion. In this connection, will the Government advise this Committee of the following:

- (a) the specific 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 James TIEN Pei-chun (Member Question No. 29)

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 2015-16, the Government managed road traffic situation following the three-pronged approach. In particular, the Government continued to take forward in phases the host of short, medium and long-term measures recommended by the TAC in December 2014 to alleviate road

traffic congestion, having regard to stakeholders' views, feasibility of available options and overseas experience, etc.

For example, we commenced a three-month public engagement exercise for the Electronic Road Pricing (ERP) Pilot Scheme in Central and its adjacent areas (the Central District ERP Pilot Scheme) in December 2015, and will commission an in-depth feasibility study to develop the details for further public engagement.

We have proposed to raise the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. To reduce vehicles circulating on roads looking for available parking space, the Transport Department (TD) has contacted operators of commercial public car parks to encourage them to provide real-time information on parking vacancies of their car parks. The TD is also enhancing its traffic information system so that the real-time parking vacancies data can be disseminated to the public through TD's websites and mobile applications.

Apart from the \$1.9 million spent on the publicity material and organising meetings with different stakeholders etc. in relation to the public engagement exercise for the Central District ERP Pilot Scheme, the above work was absorbed by the TB and the TD. There is no separate breakdown of the corresponding expenditure. We will closely monitor the effectiveness of these measures.

- (b) In 2016-17, the Government will continue to monitor the road traffic condition in Hong Kong and continue to take forward in phases the measures recommended by the TAC. In particular, we have undertaken to conduct a parking policy review in 2016-17, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the scope, expenditure and programme, etc. are being worked out.

As on-going measures, we will continue to strengthen our effort on publicity and education to promote compliance with traffic rules and regulation. On the enforcement side, whilst police duties will continue to prioritise offence that impact road safety, the Hong Kong Police Force (HKPF) will seek to increase monitoring the particularly congested areas under the latest Selective Traffic Enforcement Policy. The above on-going work will be absorbed by the TB, the TD, the HKPF and other relevant departments.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)109**

**(Question Serial No. 1810)**

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 2016-17, the Transport Branch will continue to work with the Airport Authority Hong Kong (AA) on initiatives to enhance airport capacity, airport services, and the airport's connectivity and competitiveness. In this connection, will the Government advise this Committee on:

- (a) the measures introduced last year, the effectiveness achieved and the expenditure involved;
- (b) the new measures to be introduced and a breakdown of the estimated expenditure involved?

Asked by: Hon James TIEN Pei-chun (Member Question No. 30)

Reply:

- (a) In 2015, the Hong Kong International Airport (HKIA) welcomed 68.5 million passengers, showing a year-on-year (yoy) increase of 8.1%. Cargo throughput and flight movements reached 4.4 million tonnes and 406 000 respectively, representing the yoy growth of 0.1% and 3.8%. The Government would continue its effort in progressively liberalising the air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international hub and the primary gateway to the Mainland. We shall seek to further liberalise the existing Air Services Agreements with our 64 aviation partners as well as air services arrangements and to negotiate new air services agreements / arrangements with our aviation partners



as opportunities arise, so as to enhance the connectivity of the HKIA and bring new impetus to the aviation sector.

By the end of 2014, the AA completed the west apron expansion project. The 28 additional aircraft parking stands went into full operation last year, increasing the parking capacity of the maintenance and cargo aprons. In late 2015, the AA completed the Midfield Concourse and its ancillary facilities, which are being put into operation in phases as planned. The AA expects that, upon full operation of the Midfield Concourse, it will handle about 20% of passenger flights, increasing the airport's handling capacity by an additional 10 million passengers per annum, which will help in coping with the medium-term air traffic demand.

The Government also attaches great importance to manpower training to support the sustainable development of the aviation industry. 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, inter alia, the aviation industry, thereby enhancing its overall competency and professionalism.

At the same time, the Government's proposal for a Civil Aviation Academy is endorsed by the Economic Development Commission. Based on the findings of a consultancy study commissioned by the Civil Aviation Department some time earlier, the Government supports the establishment of a Civil Aviation Academy under the AA. The objectives are to develop the skills of local and overseas aviation practitioners by training local and regional air transport managers, to raise the safety and efficiency of air transport, and to entrench Hong Kong's leading position as a major regional aviation hub. The Government will work with the AA to work out the details of setting up the Civil Aviation Academy.

- (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 406 000 in 2015. 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. The AA is actively working on the implementation of the project, including detailed designs of the works, the financial arrangement plan and implementation of a series of environmental mitigation measures committed in the Environmental Impact Assessment report and in compliance with the conditions of the Environmental Permit. In parallel, the statutory procedures of the project are in progress under the Foreshore

and Seabed (Reclamations) Ordinance and the Town Planning Ordinance for the relevant reclamation works and outline zoning plan respectively. The procedures are expected to be completed around mid-2016.

The AA estimates that upon full commissioning of the 3RS, the HKIA has the capacity to handle around 100 million passengers and 9 million tonnes of cargo annually by 2030, up from 68.5 million passengers and 4.4 million tonnes of cargo in 2015.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)110**

**(Question Serial No. 1811)**

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 2016-17, the Transport Branch will continue to follow up on the range of issues arising from the collision of vessels near Lamma Island on 1 October 2012, including working with the Marine Department (MD) to follow up on the recommendations of the Commission of Inquiry. In this connection, will the Government advise this Committee on:

- (a) the progress of the follow-ups to 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 James TIEN Pei-chun (Member Question No. 31)

Reply:

To follow up 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 MD (the 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 16 meetings so far.

In 2015-16, the Government continued to implement various measures to enhance marine safety. The MD commissioned a feasibility study on developing a lifejacket suitable for use by both adult and child in March 2015. A prototype lifejacket has already been developed and is being tested to ascertain its compliance with international standards. The testing will be completed by mid-2016. Also, the Government is working on legislative amendments to enhance marine safety, e.g. requiring certain classes of local vessels to install navigation safety equipment (including Automatic Identification System, radar and Very High Frequency radiotelephone), increasing the minimum liability cover of third party risks insurance for local vessels, and requiring child passengers on board to wear lifejackets during major events at sea, etc. Furthermore, the MD has sought the trade's agreement to introduce a navigation simulation assessment as a condition for granting certificates of competency to operate a large-size local passenger vessels or local pleasure vessel which is let for hire, and introduce an administrative guideline on periodic medical examinations (including eyesight test) of coxswains of local passenger vessels licensed to carry more than 100 passengers. The MD will amend the relevant examination rules to introduce the navigation simulation assessment and issue the administrative guideline on periodic medical examinations in mid-2016.

Moreover, the MD continued to implement the recommendations of the organisational review conducted earlier with a view to improving its regulatory functions and business procedures. These include strengthening the communication between frontline staff and the management, developing systems and procedures to enhance reporting and documentation, and making use of information technology to improve storage and shared use of information, etc. The MD will continue to implement measures to address the recruitment difficulties and manpower shortage of its professional grades staff, and assess their effectiveness so as to formulate long-term improvement proposals and details for implementation.

Existing resources were/will be deployed by the Transport Branch in 2015-16 and 2016-17 for the related work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)111**

**(Question Serial No. 1620)**

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 2016-17, the Transport and Housing Bureau will continue to oversee the construction and the operational arrangements of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). In this connection, please advise this Committee on the following:

- (a) as at the end of February 2016, the total expenditure for the XRL works, the expenditure for the Entrustment Cost and the expenditure for the management by the Highways Department (HyD);
- (b) as at the end of February 2016, the amount paid to Jacobs China Limited, the monitoring and verification (M&V) consultant, out of the expenditure for the XRL works;
- (c) the additional amount to be received by Jacobs China Limited, the M&V consultant, from the additional funding of \$19.6025 billion as requested by the Government;
- (d) the consultancy fee to be received by Jacobs China Limited, the M&V consultant, upon completion of the whole project.

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 1)

Reply:

As at end February 2016, the cumulative expenditure for the awarded contracts under the Entrustment Agreement of the XRL project is \$53,708 million. Taking into account project management cost, insurance premium, the fee for M&V consultancy services as well as other government costs, the total expenditure of the XRL project under the two public works project items (i.e. 6053TR and 6057TR) as at end February 2016 is \$59,886 million.

The HyD deploys in-house staff resources, with the assistance of its M&V consultant, to oversee the progress of the XRL project. The total staff cost is estimated to be \$15.6 million in 2016-17.

As at the end of February 2016, the total amount paid for the M&V consultancy services is \$105.8 million.

With the approval of additional funding for the XRL project by the Finance Committee of the Legislative Council, the total fee for the M&V consultancy services for the construction, testing and commissioning phase of the XRL project is estimated to be \$199.2 million. The final cost to be paid for the M&V consultancy will be subject to negotiation with the M&V consultant.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)112****(Question Serial No. 1621)**

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) will continue to oversee the construction and the operational arrangements of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) in 2016-17. It has provided an updated XRL daily patronage forecast made in 2015. For short-haul services, the daily patronage forecasts of the XRL between Hong Kong and Shenzhen (Shenzhen North and Futian) of 2018, 2021 and 2031 are 67 500, 74 000 and 93 400 respectively. Will the Government advise this Committee on the latest daily patronage forecasts on Shenzhen North and Futian?

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 2)

Reply:

The daily patronage forecast for the XRL between Hong Kong and Futian / Shenzhen North as updated in 2015 (using the transport model and adopting similar assumptions as described in Legislative Council Paper No. CB(1)503/09-10(02) submitted by the THB in November 2009) is set out in the table below -

**Daily Patronage forecast in 2015 (Two-way)**

	Updated forecast in 2015		
	2018	2021	2031
Futian	54 100	59 400	74 200
Shenzhen North	13 400	14 600	19 200
<b>Shenzhen (Total)</b>	<b>67 500</b>	<b>74 000</b>	<b>93 400</b>

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)113**

**(Question Serial No. 1622)**

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. It is also stated in paragraph 139 of the Policy Address that the Government has long adopted a transport policy with railway as the backbone. In this connection, please advise this Committee on the following:

- (a) the maximum carrying capacity of each MTR line when train frequency was maximised in 2015 (loading at four and six persons (standing) per square metre (ppsm));
- (b) the carrying capacity of each MTR line in 2015 (loading at four and six ppsm);
- (c) the patronage of each MTR line during peak hours in 2015 (under four and six ppsm);
- (d) the latest loading at four ppsm per hour per direction during morning peak hours for critical links of the MTR lines in 2015;
- (e) for upgrading of signaling systems of various MTR lines from now to 2030, a table setting out: (i) the work plan, (ii) year and (iii) the maximum carrying capacity per hour (at four ppsm) during morning peak hours after upgrading.

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 3)



Reply:

The MTR Corporation Limited is compiling the 2015 statistics on capacity and loading of various railway lines during morning peak hours. This piece of information, together with other information requested in this Question, will be provided to the Subcommittee on Matters Relating to Railways of the Legislative Council Panel on Transport for the meeting on 19 April 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)114**

**(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:

In 2016-17, the Transport and Housing Bureau will continue to carry out the Public Transport Strategy Study, including a study on the Light Rail. It was said that the areas of the study include: (i) the feasibility of increasing carrying capacity with the original design of the Light Rail system; (ii) the feasibility of upgrading the design of the existing Light Rail system to increase the carrying capacity; (iii) the long-term demand of the Northwest New Territories for public transport services; and (iv) the functions that various public transport services including the Light Rail should and may have in meeting such demand. In this connection, please advise this Committee on:

- (a) the carrying capacity of various Light Rail routes per hour per direction in 2015;
- (b) the latest loading at four persons per square metre (ppsm) per hour per direction during morning and evening peak hours for critical links of various Light Rail routes in 2015;
- (c) the arrangement of single or coupled-set vehicles of various Light Rail routes during morning and evening peak hours;
- (d) a list of disruptions on the Light Rail from 2011 to the end of February 2016 showing (i) the date; (ii) the time; (iii) the routes involved; (iv) the causes of incidents/results of investigation; (v) follow-up actions taken; (vi) and duration of disruption (minutes); and
- (e) the time of commencing and completion of the strategic study on the Light Rail?

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 4)

Reply:

- (a) The hourly carrying capacity of various Light Rail routes in 2015 is as follows:

Light Rail Route No.	Hourly Carrying Capacity (per direction in the busiest hour during the morning peak)	
	Design capacity <sup>Note</sup> (About 240 persons per Light Rail Vehicle)	Maximum capacity <sup>Note</sup> (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
<b>Total</b>	<b>36 190</b>	<b>30 158</b>

Note: The design capacity of a Light Rail Vehicle (LRV) is based on the total weight it can carry safely, with reference to the information provided by the manufacturers (according to the MTR Corporation Limited (MTRCL), each LRV can safely carry a total weight of around 13 700 kilogrammes (kg)). On this basis, the design capacity of a LRV is around 240 persons (it is assumed that each passenger weighs, on average, around 57 kg, which is the assumed average weight of all passengers, children or adults). In practice, a number of factors may affect the actual number of passengers that can be carried by a LRV. 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 during peak hours, is about 200.

- (b) 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, which is the methodology adopted in assessing the loading of heavy rail lines. The MTRCL currently assesses the loading of LRVs by on-site observation and surveys. According to the MTRCL, in normal circumstances, the highest loading of a railway line (both heavy rail and Light Rail) occurs during the

morning peak when more passengers travel in similar time. The travelling pattern of passengers in the evening peak is relatively more dispersed, hence the peak loading is usually lower in the evening peak than that in the morning peak. In this regard, the MTRCL advises that the loading during the morning peak will be a more useful reference in assessing the service demand on individual Light Rail routes.

Service standard of the Light Rail is assessed and maintained based on a carrying capacity of 200 passengers per LRV, which can in theory be translated into a passenger density of about 6-7 ppsm<sup>Note</sup>. The loading of individual Light Rail routes based on this service standard in the busiest one hour during the morning peak in 2015 is as follows:

<b>Light Rail Route No.</b>	<b>Hourly loading in the busiest hour during the morning peak (%)</b>
505	94%
507	93%
610	88%
614	90%
614P	70%
615	90%
615P	80%
705	69%
706	75%
751	74%
751P	77%
761P	83%

Note: How the design capacity of about 240 persons and the maximum capacity of about 200 persons per LRV as mentioned in part (a) above could be translated into passenger density in terms of ppsm would depend on the number of seats in a LRV. There are four generations of LRVs in operation now, and vehicles of each generation vary slightly in their design capacity and number of seats. On average, the design capacity of about 240 persons per LRV could in theory be translated into a passenger density of about 8 ppsm, while the maximum capacity of about 200 persons per LRV could be translated into a passenger density of 6-7 ppsm.

(c) The number of single-set LRVs and coupled-set LRVs of various Light Rail routes in the morning peak in 2015 are as follows:

<b>Light Rail Route No.</b>	<b>Number of single-set LRVs</b>	<b>Number of coupled-set LRVs</b>
505	7	1
507	9	1
610	11	2
614	7	0
614P	5	0
615	7	0
615P	5	0
705	0	5
706	0	5
751	6	6
751P	4	0
761P	0	13
<b>Total</b>	<b>61</b>	<b>33</b> <b>(equivalent to 66 single-set LRVs)</b>

Note: In addition to these 127 LRVs, three additional LRVs are flexibly deployed to individual routes to cater for demand in the morning peak. Therefore, the MTRCL has been deploying about 130 LRVs on average in the morning peak.

The MTRCL adopts the deployment of LRVs in the morning peak as a basis for the deployment in the evening peak. Nevertheless, as mentioned in part (b), the travelling pattern of passengers in the evening peak is relatively more dispersed and the peak loading is usually lower in the evening peak than that in the morning peak. The MTRCL takes this into account and slightly adjust the deployment of the LRVs, based on actual operational needs and passenger demand.

(d) The service disruption incidents of eight minutes or above from 2011 to February 2016 occurred in the Light Rail network are set out in the table below.

Year	Service disruptions incidents of eight minutes or above occurred in the Light Rail network		
	Caused by by equipment failure or human factors (i.e. factors under the MTRCL's control)	Caused by by passenger behaviours and other external factors (i.e. factors not under the MTRCL's control)	Total
2011	35	49	84
2012	29	56	85
2013	27	54	81
2014	33	50	83
2015	30	37	67
January to February 2016	3	11	14

Incidents caused by factors under the MTRCL's control which lead to service disruption of 31 minutes or above are detailed below. As regards details on service disruption incidents between 8 to 30 minutes, more time is required to collate the information and it will be submitted in due course.

Incident Date and Time	Affected Route(s)	The course of events, investigation results, and follow-up action taken	Delay (minutes)
1 August 2011, 4:26 pm	705	A LRV was delayed at the junction between Tin Wing Road and Tin Shing Road and it was subsequently withdrawn from service upon arrival at the Tin Yuet Stop because it sustained air leakage. Investigation found that an air hose was detached on the train and it was immediately fixed.	31
11 September 2011, 12:26 pm	507 614 614P	Light Rail service between the Goodview Stop and the Siu Hei Stop was suspended because a jumper cable of the overhead line system was broken and it fouled train pantographs. The cable was immediately removed and service was resumed after maintenance personnel confirmed safety. The cable was reinstated during non-traffic hours.	35

<b>Incident Date and Time</b>	<b>Affected Route(s)</b>	<b>The course of events, investigation results, and follow-up action taken</b>	<b>Delay (minutes)</b>
14 June 2012, 7:20 pm	610 614 615 751	Light Rail service between the Hung Shui Kiu Stop and the Siu Hong Stop was suspended because two LRVs collided near the Hung Shui Kiu Stop. Service was resumed after the site was cleared. Investigation confirmed driving misbehaviour of one of the captains and the MTRCL handled the train captain according to established internal disciplinary procedures. Training for staff was also strengthened.	71
9 July 2012, 10:52 am	505	Light Rail service on Route 505 between the San Wai Stop and the Tuen Mun Stop was suspended because an overhead line insulator was broken and power supply was disrupted. Service was resumed after emergency maintenance work was conducted to replace the broken insulator.	98
17 May 2013, 4:15 pm	610 614 615 751 761P	A LRV on Route 761P derailed between the Hang Mei Tsuen Stop and the Tong Fong Tsuen Stop and affected the power supply among the Hang Mei Tsuen Stop, the Tong Fong Tsuen Stop and the Hung Shui Kiu Stop. Light Rail services between the Hang Mei Tsuen Stop and the Yuen Long Terminus Stop as well as between the Tin Shui Wai Stop and the Hung Shui Kiu Stop were suspended as a result. Investigation revealed that the captain was driving at a speed of 40.9 kilometre/hour (km/h), exceeding the speed limit of 15 km/h when turning the bend, while the LRV was confirmed to be functioning normally. The train captain was subsequently convicted of violating the offence of negligent act by employee under the Mass Transit Railway Ordinance. The MTRCL has also strengthened training for staff.	727

<b>Incident Date and Time</b>	<b>Affected Route(s)</b>	<b>The course of events, investigation results, and follow-up action taken</b>	<b>Delay (minutes)</b>
22 January 2014, 5:55 am	610 614 615 751 761P	Light Rail service of eight stops between the Hang Mei Tsuen Stop and the Yuen Long Stop was suspended because a faulty overhead line insulator affected traction current supplies. Investigation revealed the incident was caused by the mechanical failure of an insulator. The MTRCL has replaced the faulty insulator and commissioned an independent expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, the MTRCL has strengthened quality guarantee and control procedures for the procurement of insulators.	157
14 March 2014, 9:13 pm	505 507 751	Light Rail service between the Tuen Mun Stop and the Kin On Stop/Choy Yee Bridge Stop was suspended because of a damaged overhead line insulator near the Ho Tin Stop affecting power supply. The MTRCL replaced the faulty insulator and subsequently commissioned an independent expert to conduct a detailed review of overhead line insulators. The review covered different aspects of insulators including its design specifics, procurement, quality control and installation. Based on the advice from the expert, the MTRCL has strengthened quality guarantee and control procedures for the procurement of insulators.	83
21 November 2014, 2:05 pm	507 614 614P	Light Rail services of Routes 507, 614 and 614P between the Goodview Garden Stop and the Tuen Mun Ferry Pier Stop were suspended because a Tin King-bound Route 507 LRV collided with a K52 bus at the junction of Wu Chui Road near the Tuen Mun Ferry Pier Bus Terminus. Normal Light Rail service was resumed after the site was cleared.	168



<b>Incident Date and Time</b>	<b>Affected Route(s)</b>	<b>The course of events, investigation results, and follow-up action taken</b>	<b>Delay (minutes)</b>
18 December 2015, 5:20 am	705 706 751 761P	Light Rail service in the area near the Tin Shui Wai Stop was suspended because the overhead line traction supply within the Hang Mei Tsuen Stop, the Tin Shui Stop and the Tin Shui Wai Stop was tripped. LR routes 705, 706, 751 and 761P were affected. Investigation found a faulty component of overhead line equipment. Service was resumed after emergency maintenance work was conducted to fix the faulty component.	69

- (e) The Government has commenced the Public Transport Strategy Study (PTSS), with a view to conducting a systematic review on the roles and positioning of public transport services other than heavy rail, and to study some important topical issues that are of concern to the public transport trades. As mentioned in the paper submitted to the Legislative Council (LegCo) Panel on Transport (which is uploaded to the website of LegCo: <http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20141125cb1-238-6-e.pdf>) in November 2014, the long term development of the Light Rail will be reviewed. The PTSS is expected to be completed by mid-2017 and the findings will be announced.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)115**

**(Question Serial No. 1625)**

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) commenced detailed planning work for the first batch of projects recommended in the Railway Development Strategy 2014 (RDS-2014) in 2015-16 and will continue to take forward the work in 2016-17. Last year, it mentioned that it had started dialogue with the MTR Corporation Limited (MTRCL) regarding the implementation of the Northern Link, the East Kowloon Line and the Tuen Mun South Extension. In this connection, please advise this Committee on the following:

- (a) the current progress of the dialogue; and
- (b) the time when details, such as specific alignment, locations of stations, mode of implementation, cost estimate, mode of financing and actual implementation timetable will be made available.

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 6)

Reply:

- (a) The taking forward of individual railway projects recommended 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 invited the MTRCL to submit proposals for the implementation of the Northern Link (and Kwu Tung Station), the East Kowloon Line and the Tuen Mun South Extension having regard to the indicative implementation window recommended in the RDS-2014.

- (b) 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.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)116****(Question Serial No. 1626)**

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:

Railway is the backbone of the public transport system of Hong Kong. In respect of enhancing the quality of public transport services, will the Government advise this Committee on the following:

- (a) What are the respective numbers, in table form, of service disruptions for more than eight minutes, 30 minutes, one hour and over one hour on various railway lines in 2015 and 2016 (as at the end of February)?

Delay Range	Year	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	Light Rail
Below 8 minutes	2015											
	1 Jan to 28 Feb 2016											
8 to 30 minutes	2015											
	1 Jan to 28 Feb 2016											
31 to 60 minutes	2015											
	1 Jan to 28 Feb 2016											

Delay Range	Year	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	Light Rail
61 minutes or more	2015											
	1 Jan to 28 Feb 2016											

- (b) Among the above incidents, please advise this Committee, in table form, on the numbers of cases in 2015 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 to 30 minutes			
31 to 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 2015?
- (d) Among the above incidents, please advise this Committee, in table form, on the numbers of cases caused by equipment failure, human factor, and passenger behaviours and external factor from January to the end of February 2016 respectively.

Delay Range	Equipment Failure	Human Factor	Passenger Behaviour and External Factor
Below 8 minutes			
8 to 30 minutes			
31 to 60 minutes			
61 minutes or more			

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 7)

Reply:

- (a) The numbers of service disruptions on all railway lines from 2015 to 29 February 2016 are as follows:

Delay Range	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
8 - 30 minutes	2015	20	10	19	16	13	3	15	44	6	7	63
	1 Jan to 29 Feb 2016	6	4	4	1	5	0	2	11	0	0	13
31 - 60 minutes	2015	0	0	0	2	1	0	0	5	0	1	1
	1 Jan to 29 Feb 2016	1	0	0	0	0	0	0	2	0	2	0
61 minutes or more	2015	0	0	0	0	1	0	1	1	0	0	3
	1 Jan to 29 Feb 2016	0	0	0	0	0	0	0	0	0	0	1

- (b) The numbers of service disruptions of eight minutes or above in 2015 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 Action and External Factor
8 - 30 minutes	119 (0.37)	14 (0.04)	82 (0.26)
31 - 60 minutes	5 (0.02)	0 (0)	6 (0.02)
61 minutes or more	3 (0.01)	0 (0)	3 (0.01)

Note: Figures in brackets are incident numbers in terms of 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 those disruptions caused by factors outside the MTRCL’s control, such as passengers’ behaviours and bad weather). In 2015, there were a total of eight such disruptions, resulting in a total fine of \$11 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.

- (d) The numbers of service disruptions of eight minutes or above caused by equipment failure, human factor and passenger actions and external factor from January to February 2016 are as follows:

<b>Delay Range</b>	<b>Equipment Failure</b>	<b>Human Factor</b>	<b>Passenger Action and External Factor</b>
8 - 30 minutes	21 (0.40)	2 (0.04)	23 (0.44)
31 - 60 minutes	2 (0.04)	0 (0)	3 (0.06)
61 minutes or more	0 (0)	0 (0)	1 (0.02)

Note: Figures in brackets are incident numbers in terms of every million revenue car-kilometres.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)117**

**(Question Serial No. 1632)**

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 Shenzhen Bay Control Point and the Hong Kong-Shenzhen Western Corridor (HK-SWC), and under the respective scope of the actual provisions for 2011-12, 2012-13, 2013-14 and 2014-15, the revised provision for 2015-16 and the estimated provision for 2016-17, please advise this Committee on the following:

- (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 in table form;
- (b) the number of parking spaces provided by car parks for use of cross-boundary passengers at the Mainland Port Area of the Shenzhen Bay Port (SBP);
- (c) given that the People's Government of Guangdong Province intends to discuss with Hong Kong the construction of a car park at the Hong Kong Port Area of the SBP, the specific timetable of the Transport and Housing Bureau for the construction of the car park and the current progress.

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 13)

Reply:

- (a) According to the Annual Traffic Census published by the Transport Department (TD), the vehicular flows of the HK-SWC which include both local public transport and cross-boundary vehicles accessing to the SBP in 2011, 2012, 2013 and 2014 are as follows:



<b>Year</b>	<b>Daily Vehicular Flow</b>	<b>Annual Vehicular Flow (million)</b>
2011	12 170	4.44
2012	14 750	5.38
2013	15 370	5.61
2014	15 270	5.57

The TD is compiling the statistics of 2015 and the relevant figures are not yet available. The TD does not have any breakdown by vehicular types.

- (b) The Government does not have information about the number of parking spaces in the car park on the Mainland side of the SBP.
- (c) We have not received any proposal from the Guangdong Provincial Government on the construction of car park at the Hong Kong Port Area of the SBP. It should be noted that land for transport facilities at the SBP, including the public transport interchange and the cross-boundary coach loading/unloading area, is already fully utilised.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)118**

**(Question Serial No. 1636)**

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 Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge and formulate related cross-boundary transport arrangements”, please advise this Committee on the following:

- (a) the number of parking spaces provided by car parks and their locations in the three Port Areas of the HZMB with details of types of parking space;
- (b) the allocation of private car parking spaces provided by car parks in the three Port Areas of the HZMB, the respective numbers of parking spaces in closed areas and non-closed areas and the respective numbers of parking spaces for day parking and overnight parking; and
- (c) given our concern over HZMB's cross-boundary arrangement for private cars and the acute demand for it, has the Government considered discussing with the Governments of the other two sides to allow private cars of the three sides to use the parking spaces in the closed areas of the three Port Areas by means of prior registration in order to interchange with other means of public transport?

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 18)

Reply:

- (a) and (b) The Government of the HKSAR, the Guangdong Provincial Government and the Macao Special Administrative Region Government are responsible for their

own boundary crossing facilities (BCFs). We understand that the design and construction works of the Zhuhai and Macao BCFs are still in progress. The HKSAR Government does not have information on the details of the car parks at Zhuhai and Macao BCFs.

At the Hong Kong BCF, there will be a car park of around 650 parking spaces for private cars located in non-closed area adjacent to the passenger clearance building for the use of the public. The detailed arrangements of the car park are not yet finalised.

- (c) The arrangements for cross-boundary private cars using the HZMB are still under discussion by the three governments and are not yet finalised at this stage. According to the design of the Hong Kong BCF, there is no car park in the closed area for inbound private cars. Adequate domestic and cross-boundary transport services, including shuttle bus plying between the BCFs of Hong Kong/Zhuhai and Hong Kong/Macao, will be provided for passengers to travel among the three places.

We understand that the Civil Engineering and Development Department and the Planning Department are conducting a Planning, Engineering and Architectural Study for the Topside Development at the Hong Kong BCF Island of the HZMB (topside development). In the Stage 1 Community Engagement of the study seeking public views on the initial development concept of the topside development, a car park for inbound private cars has been proposed to be built on the Hong Kong BCF Island.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)119**

**(Question Serial No. 1637)**

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 take forward the Central Kowloon Route (CKR) for its early implementation”, please advise this Committee on the following:

- (a) the specific launch date of the advance works for 6461TH CKR, its cost of construction and original designed construction method;
- (b) the estimated date of application for funding from the Legislative Council (LegCo) for 6461TH CKR, the date of commencement of works, the tender invitation date, the construction method of the project, the estimated cost of the whole project, the number of sub-contracts and the date of completion;
- (c) the reasons for the construction of the CKR, the degree of solving the traffic congestion problem in Kowloon East;
- (d) the dates of application for funding from the LegCo for the Trunk Road T2 and the Tseung Kwan O - Lam Tin Tunnel (TKO – LTT), the dates of commencement of works, the tender invitation dates, the estimated costs of the whole projects, the numbers of sub-contracts and the dates of completion;
- (e) the synergies gained from the construction of the CKR, the Trunk Road T2 and the TKO – LTT in improving the traffic condition of Kowloon.

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 19)

Reply:

- (a) to (c) The CKR will link the Yau Ma Tei Interchange in West Kowloon with the Kowloon Bay and Kai Tak Development in East Kowloon. It is anticipated that the commissioning of the CKR will reduce the traffic volumes along the major east-west corridors in Kowloon, thus relieving the existing traffic congestion problem and coping with future traffic needs. We are actively planning the implementation of the CKR project for its early implementation. The construction of the CKR project takes approximately over seven years; and upon its commissioning, the journey time between West Kowloon and Kowloon Bay via the CKR would take around five minutes in busy hours, resulting in a saving of about 25 minutes when compared to the journey time without the CKR now.

The CKR project is mainly constructed underground in the form of a 3.9-kilometre (km) tunnel, with access roads and two major interchanges, the Kai Tak Interchange in the east to connect to the Kai Tak Development and the Yau Ma Tei Interchange in the west to connect to the West Kowloon area.

The Highways Department (HyD) commissioned the investigation and preliminary design of the CKR in August 2007, which was completed in March 2011. In June 2011, the HyD commissioned the detailed design for the CKR project, which is now ongoing. The above investigation, preliminary design, detailed design and site investigations works are funded under Public Works Programme Item No. 6582TH, the approved project estimate of which is \$192.3 million. After finalising the estimate of the project cost, the Transport and Housing Bureau and the HyD will consult the LegCo on its funding application, and seek approval from the LegCo Finance Committee.

- (d) As Trunk Road T2 is the middle section of the strategic Route 6, we will seek funding approval from the LegCo in a timely manner for the construction of the project to tie in with the completion date of the CKR. Trunk Road T2 is currently under detailed design. Upon completion of the detailed design, we will be able to work out the estimated project cost, programme and contract packaging of Trunk Road T2.

The latest project estimate for the main tunnel and associated works of the TKO-LTT, which excludes the Cha Kwo Ling tunnel section, is around \$15 billion (in money-of-the-day prices). We will strive to seek funding approval for the above works within this legislative session with a view to commencing construction works in phases starting from July 2016 for completion in mid-2021. It is planned to implement the works through six contracts, and tenders for the first two contracts have been invited (under the parallel tendering arrangement). Acceptance of tenders will be subject to the funding approval of the LegCo.

- (e) The CKR, together with the Trunk Road T2 and the TKO – LTT, will form Route 6, a strategic highway of 12.5 km in length connecting and facilitating various strategic developments between West Kowloon and Tseung Kwan O (TKO), including the West Kowloon Cultural District, the Kai Tak Development, the new central business district in Kowloon East and other developments in east and west Kowloon and TKO. The gradual commissioning of Route 6 will provide the necessary relief to the existing heavily utilised road networks in central and eastern Kowloon and TKO while meeting the anticipated traffic demands to be generated from planned developments in these areas.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)120**

**(Question Serial No. 1638)**

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 implementation of the "Universal Accessibility" (UA) Programme, including inviting the 18 District Councils (DCs) to further nominate not more than three walkways in each district for implementation in the next phase of the Programme', please advise this Committee on the following:

- (a) the expected timetable for the 18 DCs to further nominate three walkways, the total project cost, the respective dates of commencement and completion of the works;
- (b) the number of remaining walkways under this category other than the three walkways nominated by the 18 DCs; and
- (c) the time of completion of the walkways other than the three walkways nominated by the 18 DCs and the estimated project cost.

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 20)

Reply:

The Government is progressively enhancing barrier-free access facilities at public walkways under the UA Programme. Having completed more than 20 projects, the Government will press ahead with the remainder of about 180 projects in all 18 districts, including the three priority projects identified by each DC. It is expected that about 80% of the projects will be completed in phases within three years. From the fourth quarter of this year, the Government will again invite the DCs to further nominate not more than three existing walkways in each district for the next phase of the UA Programme.

Following the nominations by the DCs, the Highways Department (HyD) will carry out technical feasibility studies and investigations for the lift retrofitting works of these selected items, and then report the study findings and the preliminary proposals of those feasible ones to the DCs. According to past experience, it would normally take about four to five years to complete the technical feasibility study, investigation, design and construction works of a feasible retrofitting works item. However, the implementation programme of individual items may vary depending on the complexity of the issues encountered (e.g. interface with underground facilities, traffic diversion, land matters, different views of the DCs and stakeholders, resolution of objections under the statutory process, etc.). The programme and costs for the retrofitting works concerned would be ascertained after the completion of the afore-mentioned studies, investigation and design.

The walkways eligible for consideration by the DCs in the next phase of the UA Programme will no longer be confined to public walkways maintained by the HyD and which meet the following criteria:

- (a) the walkways span across public roads maintained by the HyD;
- (b) they are open for public access from public roads at all times;
- (c) the walkways are not privately owned; and
- (d) the parties responsible for the management and maintenance of these walkways agree to such lift retrofitting proposals and are willing to co-operate with the Government during the implementation of the said lift retrofitting works as well as the subsequent management and maintenance works of the lifts.

The HyD will ascertain the eligibility of the walkways suggested by the DCs when pursuing the next phase of the UA Programme. For the remaining proposals after the next phase, the Government will review their implementation schedule taking into account the progress of works, views of the DCs and the public, capacity of the construction industry, resources of the departments, etc., when the implementation of the next phase is on track.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)121**

**(Question Serial No. 1640)**

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 works for the Central-Wan Chai Bypass and Island Eastern Corridor Link (CWB), the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2, the dualling of Hiram’s Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung; and the planning and design for the Tuen Mun Western Bypass, the Cross Bay Link, the Trunk Road T2 and the widening of Castle Peak Road – Castle Peak Bay”, please advise this Committee of the following:

- (a) despite the local support for the alignment of the Tuen Mun Western Bypass (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 the Tsing Tin Road Interchange might affect nearby residents. What are the results and the follow-up work subsequent to the presentation to the Tuen Mun District Council (TMDC) on 3 March 2015;
- (b) the timetable for the TMWB project and whether it can dovetail with the commissioning of the Hong Kong-Zhuhai-Macao Bridge;
- (c) the estimated project cost of the TMWB, the latest alignment of the project and the date of application for funding from the Legislative Council (LegCo);
- (d) the current estimated date of completion for the works for the CWB, for which application for additional funding from the LegCo was made in 2013; and the status of progress recovery, the percentage of works completed, the usage of the cash flow of the works and the possibility of further cost overrun.

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 23)

Reply:

### TMWB

The Highways Department (HyD) briefed the TMDC in March 2015 on the proposed tunnel scheme of the TMWB which connects Tuen Mun Area 40 and Tsing Tin Road. The HyD is further reviewing the TMWB project taking into account the views from the TMDC and other stakeholders, and will further report to the TMDC. If the support from the locals and the TMDC could be obtained, we will proceed with the associated tasks, including the funding application to the LegCo in phases for carrying out ground investigation, traffic impact assessment, environmental impact assessment, detailed engineering design and construction works, etc. The implementation programme and estimated cost of the project will be ascertained during the above process.

### CWB

The CWB project is a large-scale and complex road infrastructure project. It has encountered various difficulties and challenges since construction commenced in 2009, affecting the progress of works. As an example, the large metal object that was previously found at the seabed of the Wan Chai Development Phase II works site caused suspension of reclamation and associated works in the area, delaying the construction of the section concerned of the CWB tunnel. While the CWB could not be completed in 2017 as originally scheduled, the HyD and the Civil Engineering and Development Department together with their consulting engineers and resident site staff will continue to closely monitor the works progress of the CWB project, and will duly assess the schedule of works with a view to commissioning the CWB as early as possible.

The CWB project is implemented through a package of 13 works contracts. All these contracts have been awarded and six of them have already been completed, while the remaining seven contracts are progressing in full swing. The overall completion is about 68% as at end February 2016. The expenditure of the CWB project in 2011-12, 2012-13, 2013-14, 2014-15, 2015-16 was \$2,637.3 million, \$3,090.6 million, \$3,552.0 million, \$3,887.9 million and \$5,017.2 million (estimate) respectively.

The LegCo 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.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)122****(Question Serial No. 2902)**

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 “providing timely traffic and transport input for the planning and implementation of new railways, strategic highway and major new development projects”, please advise this Committee on the following:

(a) information on West Rail stations (urban areas bound) as at 2030 in the table below;

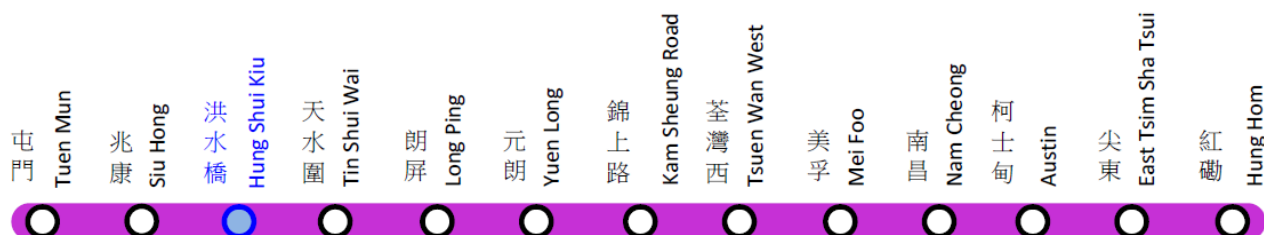
	At six persons (standing) per square metre (ppsm)						
2030	Hung Shui Kiu to Tuen Mun	Hung Shui Kiu to Nam Cheong	Yuen Long to Tuen Mun	Yuen Long to Nam Cheong	Tin Shui Wai to Tuen Mun	Tin Shui Wai to Nam Cheong	Tuen Mun South to Nam Cheong
Estimated patronage during morning peak hours (per hour per direction)							
	At four ppsm						
2030	Hung Shui Kiu to Tuen Mun	Hung Shui Kiu to Nam Cheong	Yuen Long to Tuen Mun	Yuen Long to Nam Cheong	Tin Shui Wai to Tuen Mun	Tin Shui Wai to Nam Cheong	Tuen Mun South to Nam Cheong
Estimated patronage during morning peak hours (per hour per direction)							

(b) the annual natural growth rate of the West Rail as at 2030.

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 22)

Reply:

- (a) All the railway sections listed in the table straddle more than two stations. The system map of the existing West Rail Line (WRL), with the proposed Hung Shui Kiu Station added in blue, is shown below for easy reference:



Since passengers will get on and off the train at each railway station, we are unable to provide a projected estimate on the number of passengers on railway sections straddling more than two stations.

As far as the patronage along the WRL is concerned, upon completion of the three new railway projects at Northwest New Territories (NWNT) as recommended by the Railway Development Strategy 2014 (RDS-2014), i.e. the Northern Link and Kwu Tung Station, the Tuen Mun South Extension and the Hung Shui Kiu Station, by 2031, the WRL will be able to meet the demands during the peak hours (around 8 am to 9 am) at the busiest section of the WRL (i.e. from the Kam Sheung Road Station to the Tsuen Wan West Station) with the trains slightly congested. The hourly patronage at this busiest section by 2031 is estimated to be about 59 000.

- (b) The railway patronage is estimated by a railway model making use of the spatial distribution of future population and employment shown in the planning data provided by the Planning Department. We are not able to estimate the railway patronage arising solely from “natural growth”.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)123**

**(Question Serial No. 3300)**

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:

Please provide the following information in table form:

- (a) the expenditure incurred by the Transport and Housing Bureau (THB) on publicity on the Internet/social media in 2015-16, the manpower involved and the percentage this item accounts for in the total expenditure, with all information set out by publicity channel;
- (b) the means to be adopted by the THB to assess the effectiveness and value for money of the above initiatives;
- (c) the estimated expenditure to be incurred by the THB on the above initiatives in 2016-17 and the manpower to be involved.

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 52)

Reply:

Except for information posted on Government websites, there is no publicity arranged on the Internet/social media in 2015-16 by the Transport and Housing Bureau (Transport Branch), and there is no current plan for such publicity in 2016-17.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)124**

**(Question Serial No. 3276)**

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 James TO Kun-sun (Member Question No. 28)

Reply:

The Transport and Housing Bureau and the Transport Department (TD) will continue to foster a "bicycle-friendly" environment in the new towns and the new development areas (NDAs) to facilitate the public to ride bicycles for short-distance commuting or leisure purpose.

As part of the consultancy study commissioned by the TD on improving the cycle track network in the nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The first batch of improvement works for about 100 sites, including the provision of additional bicycle parking spaces, the enhancement of cycling signage and the widening of bends at existing cycle tracks, will start in 2016 in phases, with a target for completion in two years. The TD is working on the remaining improvement proposals and will implement them in phases.

The TD will continue to enhance publicity on cycling safety and the dissemination of information on existing and new cycling facilities. The TD 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, holding carnivals, distributing publicity leaflets, conducting enforcement campaigns

targeting misbehaving cyclists and organising safe cycling training programmes, etc. The TD also maintains a one-stop information website (i.e. the “Cycling Information Centre”), through which the public can easily access cycling-related information, such as safety tips, traffic rules and regulations, etc.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)125**

**(Question Serial No. 1889)**

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:

What is the respective estimated expenditure on annual emoluments for the Secretary for Transport and Housing (STH), the Under Secretary for Transport and Housing (USTH) and the Political Assistant (PA) to STH in 2016-17?

Asked by: Hon WONG Yuk-man (Member Question No. 14)

Reply:

For budgetary purpose, the salary provisions in respect of the positions of the STH, the USTH and the PA to STH in the 2016-17 Estimates are \$3.58 million, \$2.50 million and \$1.25 million respectively.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)126****(Question Serial No. 2637)**

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 regulatory regime for cross-boundary vehicles, please advise this Committee on the following:

- (a) the respective figures on applications received and approved for self-driving to Guangdong Province under the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) in 2014-15 and 2015-16;
- (b) given that when the Scheme was introduced, the Government said its ultimate goal was to allow Mainland vehicles to apply for self-driving to Hong Kong, whether there is any timetable for implementation of related work; if yes, the details.

Asked by: Hon WU Chi-wai (Member Question No. 49)

Reply:

- (a) The first phase of the Scheme was rolled out on 30 March 2012. The numbers of applications received and approved by the Transport Department in 2014, 2015 and 2016 are as follows:

<b>Year</b>	<b>Number of applications received</b>	<b>Number of applications approved</b>
2014	1 953	1 836
2015	2 293	2 151
2016 (from 1 January to 29 February)	656	629

- (b) 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. In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong), the Government of the HKSAR and the Guangdong Provincial Government have already indicated that there is no concrete implementation timetable. The position remains the same.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)127**

**(Question Serial No. 2638)**

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 bus service under this Programme, please advise this Committee on the following:

- (a) given that the Transport Department (TD) and bus companies implemented several area-based bus route rationalisation proposals over the past few years, whether similar proposals will be introduced in 2016-17; if yes, the areas involved and details;
- (b) since the traffic speed along the busy corridors in urban areas will affect the quality of bus service, whether the Transport and Housing Bureau has any work plans to address the problem in 2016-17; and
- (c) whether the issue of providing additional bus-only lanes in more road sections in urban areas was studied in the past three years; if yes, the details.

Asked by: Hon WU Chi-wai (Member Question No. 50)

Reply:

- (a) Bus route rationalisation is an ongoing task of the TD. Since the Policy Address announcement in 2013, the TD and the franchised bus companies have been pursuing bus route rationalisation with greater vigour through the annual route planning programmes (RPP) and an "Area Approach". Area Approach rationalisation has been implemented in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po and Kowloon in the past few years. In 2015, various bus routes serving the western and southern districts of Hong Kong

Island have also been re-organised to tie in with the opening of the West Island Line.

In 2016-17, the focus would be on the public transport re-organisation plans for Kwun Tong Line Extension (KTE) and South Island Line (East) (SIL(E)). Upon the opening of the KTE and the SIL(E), it is expected that the travelling pattern of passengers and thus the utilisation of different road-based public transport services will change. The TD will implement public transport re-organisation plans to better suit the passengers' needs and improve the operational efficiency of the public transport network for the relevant districts upon commissioning of the respective new railway lines. Consultation with the District Council (DCs) with respect to the KTE is underway whereas that for the SIL(E) will commence in mid-2016. Meanwhile, the TD and franchised bus companies will continue to introduce new routes and rationalise and adjust existing services under the annual RPP. Consultation with the DCs concerned on the RPP proposals are underway.

- (b) and (c) 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 2016-17, the Government will continue to implement appropriate measures to manage road traffic situation following the three-pronged approach. In particular, the Government will continue to take forward in phases the host of short, medium to long-term measures recommended by the Transport Advisory Committee to alleviate road traffic congestion having regard to stakeholders' views, feasibility of available options and overseas experience, etc.

The priority use of roads by franchised buses is one of the issues covered under the Topical Study on Franchised Bus Service under the Public Transport Strategy Study (PTSS). We reported the outcome of the study to the Legislative Council Panel on Transport in March 2015. According priority use of the roads to public transport services is an established policy. Yet, the implementation of such measures would have to have due regard to the actual road and traffic situation. It is worth noting that the implementation of bus priority measures would reduce the number of lanes for use by other vehicles on the same road section. The travelling speed of other vehicles may reduce as a result. When planning for bus priority measures, the TD will carefully assess the feasibility and desirability of implementing such measures on the individual road sections concerned to achieve the best balanced outcome.

At present, there are a total of 23 kilometres of bus-only lanes in Hong Kong (listed at Annex). Franchised bus operators would submit location-specific proposals for additional lanes from time to time for the TD's consideration. During the past three years, the TD extended the operating hours of three bus-only lanes. The TD also plans to extend the operating hours of another three bus-only lanes in Q2 of 2016. Details are as follows –

<b>Existing bus-only lanes</b>	<b>Operating hours</b>	<b>Progress</b>
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	To extend the effective time on weekdays from 5:00 pm – 7:00 pm to 5:00 pm – 8:00 pm	Implemented on 18.12.2015
To Kwa Wan Road northbound (between Chi Kiang Street and Sheung Heung Road)	To extend the effective time on weekdays from 5:00 pm – 7:00 pm to 5:00 pm – 8:00 pm	Implemented on 18.12.2015
Wong Chuk Hang Road westbound (between Aberdeen Tunnel Toll Plaza and Wong Chuk Hang Road near Gramtham Hospital)	To extend the effective time on weekdays from 4:00 pm – 7:00 pm to 4:00 pm – 8:00 pm	Implemented on 22.1.2016
Nathan Road southbound (between Mong Kok Road and Dundas Street)	To extend the effective time daily from 7:00 am – 7:00 pm to 7:00 am - 8:00 pm	Target implementation date: 2016 Q2
Nathan Road northbound (between Dundas Street and Nelson Street)	To extend the effective time daily from 7:00 am – 7:00 pm to 7:00 am - 8:00 pm	Target implementation date: 2016 Q2
The slip road leading from Hong Chong Road southbound to Cross Harbour Tunnel	To extend the effective time daily from 7:00 am – 10:00 am to 7:00 am - 10:00 am and 5:00 pm – 7:00 pm	Target implementation date: 2016 Q2

Under the Role and Positioning Review of the PTSS, we will explore how to further promote the priority use of roads by public transport services in the context of the implementation of measures to alleviate traffic congestion and in the light of actual road situations. The whole PTSS is expected to be completed by mid-2017.

**Bus-only lanes and designated bus entrance**  
**(As at March 2016)**

Location	Operation hours	Approximate Length (km)
<b>Hong Kong Island</b>		
Connaught Road West westbound (between Tung Loi Lane and Macau Ferry Bus Terminus)	<u>Daily</u> 24 hours	0.1
Des Voeux Road Central (between Man Wa Lane and Hillier Street)	<u>Daily</u> 24 hours	0.1
Man Yiu Street (between Man Kwong Street roundabout and Central Pier Bus Terminus)	<u>Daily</u> 24 hours	0.1
Pok Fu Lam Road westbound (between Mount Davis Road and Pok Fu Lam Road Playground)	<u>Daily</u> 07:00 - 21:00  <u>Except Public Holidays</u>	0.1
Queensway westbound (between Murray Road and Jackson Road)	<u>Daily</u> <u>24 hours</u>	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

<b>Location</b>	<b>Operation hours</b>	<b>Approximate Length (km)</b>
Morrison Hill Road southbound (between Sports Road and Queen's Road East)	<u>Weekdays</u> 16:00 – 19:00  <u>Except Public Holidays</u>	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  <u>Except Public Holidays</u>	0.1
Hennessy Road westbound (between Fleming Road and Luard Road)	<u>Weekdays</u> 07:00 – 09:00  <u>Except Public Holidays</u>	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
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

<b>Location</b>	<b>Operation hours</b>	<b>Approximate Length (km)</b>
Nam On Street eastbound (between Nam On Lane and Shau Kei Wan Bus Terminus)	<u>Weekdays</u> 24 hours	0.1
Siu Sai Wan Road westbound (between The Chinese Foundation Secondary School and Harmony Road)	<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 – 20:00  <u>Except Public Holidays</u>	0.2
Wong Chuk Hang Road eastbound (near Gramtham Hospital and Aberdeen Tunnel Toll Plaza)	<u>Weekdays</u> 07:00 – 09:00  <u>Except Public Holidays</u>	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  <u>Except Public Holidays</u>	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
<b>Kowloon</b>		
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



<b>Location</b>	<b>Operation hours</b>	<b>Approximate Length (km)</b>
To Kwa Wan Road southbound (between San Ma Tau Street and Chi Kiang Street)	<u>Daily</u> 08:00 – 10:00, 17:00 – 20:00	0.5
To Kwa Wan Road northbound (between Shek Tong Street and Chi Kiang Street)	<u>Daily</u> 08:00 – 10:00, 17:00 – 19:00	0.3
To Kwa Wan Road northbound (between Chi Kiang Street and Sheung Heung Road)	<u>Daily</u> 08:00 – 10:00, 17:00 – 20:00	0.3
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
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

<b>Location</b>	<b>Operation hours</b>	<b>Approximate Length (km)</b>
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  <u>Except Sundays and Public Holidays</u>	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
<b>New Territories</b>		
Che Kung Miu Road westbound	<u>Weekdays</u> 07:00 – 10:00, 16:00 – 19:00	0.3

<b>Location</b>	<b>Operation hours</b>	<b>Approximate Length (km)</b>
Hung Mui Kuk Road southbound	<u>Weekdays</u> 07:00 – 10:00, 16:00 – 19:00	1
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
Tate's Cairn Highways slip road (near Sha Tin Wai Road) southbound	<u>Weekdays</u> 08:00 – 10:00	0.1
Tai Po Road - Yuen Chau Tsai eastbound	<u>Weekdays</u> 07:00 – 10:00	0.1
On Po Road near On Tai Road	24 hours	0.2
On Chee Road near On Po Road* (*Designated Bus Entrance)	24 hours	0.1
Tuen Mun Road eastbound	<u>Weekdays</u> 07:30 – 09:00  <u>Except General Holidays</u>	9
Tuen Mun Road southbound near Lam Tei	24 hours	0.5
Tuen Mun Road northbound near Lam Tei	24 hours	0.2
Sam Shing Street westbound	24 hours	0.1
Kwai Chung Road southbound (fronting Fung King House of Lai King Estate)	24 hours	0.2
Lai King Hill Road northbound (opposite Ching Lai Commercial Centre of Ching Lai Court)	24 hours	0.1

<b>Location</b>	<b>Operation hours</b>	<b>Approximate Length (km)</b>
Fung Shue Wo Road eastbound (entry road to Tsing Yi Pier PTI)	24 hours	0.1
Tsing Yi Heung Sze Wui Road northbound (from Tsing Yi Bridge roundabout to Chung Mei Road)	24 hours	0.1
Castle Peak Road westbound (between Yuen Long Hong Lok Road and Kik Yeung Road)	24 hours	0.1
Ma Miu Road southbound outside Yuen Long District Office Building	24 hours	0.1
Cheung Pei Shan Road (Shatin bound)(next to Shing Mun Tunnel Bus-to-bus Interchange)	24 hours	0.1
Kai King Road westbound (entry road to Po Lam PTI)	24 hours	0.1
Po Shun Road eastbound near the slip road leading to Tseung Kwan O Tunnel Road	24 hours	0.1
San Wan Road northbound near Sheung Shui Railway Station* (*Designated Bus Entrance)	24 hours	0.1
Luen On Street northbound (from Luen Wo Road to Wo Mun Street)* (*Designated Bus Entrance)	24 hours	0.1

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)128**

**(Question Serial No. 1424)**

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 2016-17, the Transport and Housing Bureau will continue to introduce practicable measures to alleviate road traffic congestion, including taking forward in phases the recommendations made by the Transport Advisory Committee (TAC) in its Study on Road Traffic Congestion. Please advise on the details of the progress of taking forward each of those recommendations, the expected timetables for consultation and implementation, as well as the estimated expenditure involved.

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 1)

Reply:

The Government agrees in-principle to take forward in phases the host of short, medium and long-term measures recommended by the TAC in December 2014 to alleviate road traffic congestion, having regard to stakeholders' views, feasibility of available options and overseas experience, etc.

For example, we commenced a three-month public engagement exercise for the Electronic Road Pricing Pilot Scheme in Central and its adjacent areas in December 2015, and will commission an in-depth feasibility study to develop the details for further discussion. We have proposed to raise the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. We have also undertaken to conduct a parking policy review in 2016-17, with priority accorded to considering and meeting the parking need of commercial vehicles. To reduce vehicles circulating on roads looking for available parking space, the Transport Department (TD) has contacted operators of commercial public car parks to encourage them to provide real-time information on parking

vacancies of their car parks. The TD is also enhancing its traffic information system so that the real-time parking vacancies data can be disseminated to the public through TD's websites and mobile applications.

As on-going measures, we will continue to strengthen our effort on publicity and education to promote compliance with traffic rules and regulation. On the enforcement side, whilst police duties will continue to prioritise offence that impact road safety, the Police will seek to increase monitoring the particularly congested areas under the latest Selective Traffic Enforcement Policy.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)129**

**(Question Serial No. 1425)**

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 the existing special helping measures (SHM) for the six major outlying island ferry routes, please advise on the latest progress of the work, the work plan and objectives for 2016-17 and the budget involved.

Asked by: Hon Frankie YICK-Chi-ming (Member Question No. 2)

Reply:

The Legislative Council (LegCo) Finance Committee approved a commitment of about \$190 million in July 2013 to provide the six major outlying island ferry routes with SHM for the current three-year licence period starting from April / July 2014<sup>Note</sup>. The commitment straddles over four financial years starting from 2014-15. In 2015-16, the estimated provision of SHM is \$63.9 million. As at end February 2016, the accumulated expenditure has reached about \$52.8 million.

In 2016-17, the Government would continue to implement SHM with an estimate of \$63.3 million. The Government is carrying out a mid-term review on the provision of the SHM to the six major outlying island ferry routes. We will be reporting the findings of the review to the LegCo Panel on Transport on 15 April 2016. At a later stage, we will also review whether SHM should be extended to other outlying island ferry routes.

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Note: 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". The current three-year licence of "Central – Mui Wo" route commenced on 1 April 2014 whereas the licences of the remaining five routes on 1 July 2014.

The monitoring of the implementation of SHM is undertaken by the staff of the Transport Branch of the Transport and Housing Bureau as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)130**

**(Question Serial No. 1426)**

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 2016-17, the Transport and Housing Bureau (THB) will continue to carry out the Public Transport Strategy Study (PTSS) to look into important issues relating to various public transport modes, including the Role and Positioning Review (RPR) on franchised buses, public light buses (PLBs), taxis, non-franchised buses, Light Rail, trams and ferries, as well as the Topical Study. What are the latest progress and timetables for conducting the RPR and the Topical Study, the expected time to consult the respective trades on the results of the RPR, and the resources involved?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 3)

Reply:

In late 2014, the Government rolled out the two parts of the PTSS, namely the RPR and the Topical Study in phases, to conduct a systemic review of the roles and positioning of public transport services other than heavy rail, and to study some important topical issues that are of concern to the public transport trades. The aim of the PTSS is to enhance the existing strategic arrangements of our public transport services in tandem with the further development of the heavy rail network, so as to ensure the long-term, balanced, efficient, multi-model and sustainable development of public transport services.

In view of the public views on taxi and PLB services, we have accorded priority to the reviews of these two services under the RPR. The key areas of study are the feasibility of introducing premium taxis and increasing the seating capacity of PLBs. We plan to report the progress of the two reviews to the Legislative Council Panel on Transport (the Panel) by mid-2016, and strive to complete the reviews by the third quarter of 2016.

Moreover, since March 2015, we have reported to the Panel the result of six Topical Studies, including the service level of franchised bus service, school bus service, seating capacity of PLBs, supply of taxis, taxi fuel surcharge and statutory cap on PLBs. The results of the remaining two studies (i.e. review of ferry service and how to enhance the provision of accessible transport facilities for people with disabilities) will be reported to the Panel within the 2015-16 legislative year.

During the course of the study, we would from time to time report, as have been the case, the progress and outcome of various studies to the Panel, and canvassed views of the stakeholders through various platforms such as deputation sessions arranged by the Panel and trade conferences.

For the RPR, a sum of \$9.5 million has been earmarked for commissioning consultancy studies. A total of six time-limited posts have been created for two and a half years in the Transport Branch of the THB and the Transport Department, including one directorate post of Administrative Officer Staff Grade C and five non-directorate posts. In 2016-17, the notional annual mid-point salary value of the six posts is about \$6.8 million. The Topical Study is carried out using existing resources.

The whole PTSS is expected to be completed by mid-2017. Upon completion of the PTSS, we will submit a consolidated report.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)131**

**(Question Serial No. 1427)**

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 2016-17, the Transport and Housing Bureau will continue to engage the public on the proposed Electronic Road Pricing (ERP) pilot scheme in Central and its adjacent areas. What is the estimated expenditure for implementing the ERP scheme? What are the indicators or data for the Government to determine whether it should implement the scheme? What are the resources needed for the study of the proposed ERP pilot scheme in Central and its adjacent areas?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 4)

Reply:

The Government launched a three-month public engagement exercise for the ERP pilot scheme in Central and its adjacent areas (the Central District ERP Pilot Scheme) in December 2015. After the public engagement exercise, the Government will engage a consultant to carry out an in-depth feasibility study to develop detailed options for further public engagement. The resources needed for the feasibility study can be estimated when the scope of the study is determined after collating and analysing the public views.

In developing options for the Central District ERP Pilot Scheme, the consultant will take into account the public views, the latest traffic data and forecasts, overseas experience, and findings from the past studies on the ERP. The cost of implementing the Central District ERP Pilot Scheme will depend on a multitude of factors, such as the size of the charging area and the choice of ERP technology, and will be estimated in the feasibility study.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)132**

**(Question Serial No. 1428)**

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 latest progress of the dredging works for the Kwai Tsing Container Basin (KTCB) and its approach channel. Will the works be completed in 2016 as scheduled? Has the Government assessed the benefits to the local freight trade upon completion of the works, such as whether the number of berthing container vessels and container throughput will be increased? What are the resources involved for the Transport Branch (TB) to oversee the above works in 2016-17?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 5)

Reply:

The dredging works to deepen the KTCB and its approach channel (the Project) from 15 metres to 17.5 metres will be substantially completed in April 2016 as scheduled.

Upon completion of the Project, ultra-large containerships (ULCSs) exceeding 15 metres can also access the Kwai Tsing Container Terminals at all tides. The timely dredging works allow ULCSs to use the Hong Kong Port, thus maintaining its competitiveness as a hub port in the region.

The work involved in the TB in overseeing the Project will be absorbed by existing resources.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)133**

**(Question Serial No. 1429)**

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 and Housing Bureau will set up a new maritime body in 2016-17 to drive further development in Hong Kong's maritime and port services. What are the details, timetable and resources involved for the relevant work?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 6)

Reply:

The Government will merge the existing Hong Kong Maritime Industry Council and the Hong Kong Port Development Council to form the new "Hong Kong Maritime and Port Board" (HKMPB) in April 2016. The HKMPB will be chaired by the Secretary for Transport and Housing, and will comprise representatives from the Government, industry, academia and statutory bodies, etc. Three functional committees led by industry figures, namely the Maritime and Port Development Committee; the Promotion and External Relations Committee; and the Manpower Development Committee, will be formed under the HKMPB. For 2016-17, additional provision of \$16.44 million, including \$1.2 million for InvestHK, has been allocated to support the work of the HKMPB.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)134**

**(Question Serial No. 1430)**

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 work done by the Government and the Airport Authority Hong Kong (AA) to enhance airport capacity in 2015-16. What are the work plan and objectives of the Transport Branch and the AA for enhancing airport capacity, airport services, and the airport's connectivity and competitiveness in 2016-17? What is the budget involved?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 7)

Reply:

In 2015, the Hong Kong International Airport (HKIA) welcomed 68.5 million passengers, showing a year-on-year (yoy) increase of 8.1%. Cargo throughput and flight movements reached 4.4 million tonnes and 406 000 respectively, representing the yoy growth of 0.1% and 3.8%. The Government would continue its effort in progressively liberalising the air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international hub and the primary gateway to the Mainland. We shall seek to further liberalise the existing Air Services Agreements with our 64 aviation partners as well as air services arrangements and to negotiate new air services agreements / arrangements with our aviation partners as opportunities arise, so as to enhance the connectivity of the HKIA and bring new impetus to the aviation sector.

By the end of 2014, the AA completed the west apron expansion project. The 28 additional aircraft parking stands went into full operation last year, increasing the parking capacity of the maintenance and cargo aprons. In late 2015, the AA completed the Midfield Concourse and its ancillary facilities, which are being put into operation in phases

as planned. The AA expects that, upon full operation of the Midfield Concourse, it will handle about 20% of passenger flights, increasing the airport's handling capacity by an additional ten million passengers per annum, which will help in coping with the medium term air traffic demand.

The Government also attaches great importance to manpower training to support the sustainable development of the aviation industry. 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, inter alia, the aviation industry, thereby enhancing its overall competency and professionalism.

At the same time, the Government's proposal for a Civil Aviation Academy is endorsed by the Economic Development Commission. Based on the findings of a consultancy study commissioned by the Civil Aviation Department some time earlier, the Government supports the establishment of a Civil Aviation Academy under the AA. The objectives are to develop the skills of local and overseas aviation practitioners by training local and regional air transport managers, to raise the safety and efficiency of air transport, and to entrench Hong Kong's leading position as a major regional aviation hub. The Government will work with the AA to work out the details of setting up the Civil Aviation Academy.

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 406 000 in 2015. 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. The AA is actively working on the implementation of the project, including detailed designs of the works, the financial arrangement plan and implementation of a series of environmental mitigation measures committed in the Environmental Impact Assessment report and in compliance with the conditions of the Environmental Permit. In parallel, the statutory procedures of the project are in progress under the Foreshore and Seabed (Reclamations) Ordinance and the Town Planning Ordinance for the relevant reclamation works and outline zoning plan respectively. The procedures are expected to be completed around mid-2016.

The AA estimates that upon full commissioning of the 3RS, the HKIA has the capacity to handle around 100 million passengers and nine million tonnes of cargo annually by 2030, up from 68.5 million passengers and 4.4 million tonnes of cargo in 2015.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)135**

**(Question Serial No. 1431)**

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 order to make better use of port back-up land, the Government has explored the feasibility of developing a site in Kwai Chung, currently used for port back-up purposes, into a multi-storey car park principally for use by container trucks and medium/heavy goods vehicles. Please advise this Committee on the progress of the relevant study. What is the anticipated time of commencing tendering for the project and what is the estimated time of completion of the project?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 8)

Reply:

The Transport Department commissioned a consultancy study in June 2014 on a site in Kwai Chung to explore the feasibility of developing a multi-storey car park for use by container and heavy goods vehicles so as to free up some existing parking sites for port back-up uses. The consultancy study is being finalised. We will consider the way forward in the light of its findings.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)136**

**(Question Serial No. 1432)**

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:

To enhance the operational efficiency of the Hong Kong Port (HKP), the Government announced the Proposals for Enhancing the Use of Port Back-up Land in Kwai Tsing (the Proposals) in 2015-16. Please advise this Committee on the latest progress made in implementing the various proposals. What are the details of the work plan, objectives and resources involved for implementing the proposals in 2016-17?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 9)

Reply:

We consulted stakeholders on the Proposals from June to August 2015. With the trade's positive feedback, we are actively implementing the Proposals. Progress is set out below:

Measures	Progress
(1) Providing additional yard space and barge berths to alleviate port congestion and enhance cargo handling efficiency by integrating port back-up sites into adjacent container terminals to increase their yard area and provide additional barge berths.	<p>(a) We have drawn up the blueprint of basic terms for site integration and are now processing applications for two of the three sites.</p> <p>(b) For another two sites with barge berthing facilities, we are making preparatory work to rezone them for port back-up use.</p>

Measures	Progress
(2) Refining management of land let out by short term tenancies (STTs) by extending the duration of STTs for container storage or cargo storage, restricting STT sites to single use and waiving the triennial rental review.	Completed. New terms will be applied upon re-tendering.
(3) Optimising utilisation and efficiency of port back-up land in the long term by examining the feasibility of developing multi-storey facilities in Kwai Tsing area for port back-up purpose.	<p>(a) A study to examine the feasibility of developing a multi-storey car park for use by container trucks and heavy goods vehicles is underway.</p> <p>(b) A study to examine the feasibility of developing a multi-storey complex in Tsing Yi for container storage and cargo handling will commence shortly.</p>

In 2016-17, we will continue with the above work with existing resources.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)137**

**(Question Serial No. 1433)**

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 10 hectares (ha) of land in Tuen Mun West reserved by the Government for logistics development, please advise this Committee on the estimated time of site disposal. What is the progress of identifying suitable sites for logistics development? Please illustrate by their locations, areas and years of availability. In addition to those sites confirmed for logistics development, the Transport Branch will continue to identify suitable sites and examine their feasibility for logistics development in collaboration with relevant departments in 2016-17. What are the relevant work plan and resources involved?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 10)

Reply:

We have reserved 10 ha of land in Tuen Mun West, comprising a site in Tuen Mun Area 49 (around 3.5 ha) and another site in Tuen Mun Area 38 (around 6.5 ha), for modern logistics development. For the site in Tuen Mun Area 49, with the District Council's agreement, we will seek the Town Planning Board's approval for the designated land use as soon as practicable. Tuen Mun Area 38 is being used as a temporary fill bank until the end of 2018. We will liaise with relevant government departments on its release for modern logistics use upon expiry of the current tenure.

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 the Hung Shui Kiu New Development Area (HSKNDA), Tuen Mun Areas 40 and 46 and the topside development at the Hong Kong Boundary Crossing Facilities Island of the Hong Kong-Zhuhai-Macao Bridge (topside development). Under the Recommended Outline Development Plan of the

study on the HSKNDA, about 37 ha of land have been reserved for logistics development. For Tuen Mun Areas 40 and 46 and the topside development, the land use proposals are still under study.

For the Transport and Housing Bureau, the work involved is undertaken by existing manpower.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)138**

**(Question Serial No. 1434)**

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 e-logistics promotion, please advise this Committee on the progress and resources involved for promoting the following two initiatives in 2015-16:

- (a) “SMe-Plug Jumpstart Program” (the Jumpstart Program); and
- (b) 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).

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 11)

Reply:

- (a) With the support of the Hong Kong Logistics Development Council (LOGSCOUNCIL), the LSCM and the Hong Kong Productivity Council (HKPC) joined hands to implement the Jumpstart Program in March 2015 to encourage small and medium-sized enterprises (SMEs) in logistics to adopt e-freight. In 2015-16, the LSCM and the HKPC co-organised briefing sessions and technical training for selected service providers. The HKPC also conducted several seminars to promote SMe-Plug to SMEs. Recruitment of logistics SMEs to participate in the programme is currently underway.
- (b) The SWIMS developed by the LSCM is an enabling technology for a smart and agile warehousing system for logistics SMEs. In 2015-16, the LSCM collected user

requirements from logistics SMEs, with a view to launching a pilot programme and preparing a detailed proposal for funding application in 2016-17. This initiative does not involve injection of resources by the Transport and Housing Bureau.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)139**

**(Question Serial No. 1435)**

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 2015-16, the Transport Branch (TB) worked with industry associations to develop and implement initiatives to support the development of the logistics sector. Please advise this Committee on the details of such work and the resources involved.

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 12)

Reply:

In 2015-16, the TB continued to work with industry associations on two different initiatives to promote development of the logistics industry. They include the "SMe-Plug Jumpstart Program" (the Jumpstart Program) and a training programme for the freight logistics sector (the Training Programme).

With the support of the Hong Kong Logistics Development Council, the Hong Kong R&D Centre for Logistics and Supply Chain Management Enabling Technologies (LSCM) and the Hong Kong Productivity Council (HKPC) joined hands to implement the Jumpstart Program in March 2015 to encourage small and medium-sized enterprises (SMEs) in logistics to adopt e-freight. In 2015-16, the LSCM and the HKPC co-organised briefing sessions and technical training for selected service providers. The HKPC also conducted several seminars to promote SMe-Plug to SMEs. Recruitment of logistics SMEs to participate in the programme SMEs is currently underway.

The Training Programme, which is aimed at enhancing the skills and capabilities of the frontline staff of the freight logistics sector, 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). It was rolled out in phases from early 2010. In 2015-16, 31 participants completed training under different modules of the Programme. The CILTHK and the HAFFA will continue to implement the Training Programme for logistics practitioners.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)140**

**(Question Serial No. 1005)**

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 indicated that it will continue to develop schemes to improve existing cycle tracks and associated facilities in nine new towns in the New Territories. Please list out the nine new towns. Please specify what additional associated facilities will be provided, and whether publicity will be enhanced to encourage the public to use bicycles as a mode of public transport to support green transport system.

Asked by: Hon CHAN Hak-kan (Member Question No. 12)

Reply:

The nine new towns in the New Territories are Shatin/Ma On Shan, Tai Po, Sheung Shui/Fanling, Yuen Long, Tin Shui Wai, Tuen Mun, Tsuen Wan, Tung Chung and Tseung Kwan O.

As part of a consultancy study on improving the cycle track network in the nine new towns in the New Territories, the Transport Department (TD) has drawn up a list of about 900 potential improvement sites. The first batch of improvement works for about 100 sites, including provision of additional bicycle parking spaces, enhancement of cycling signage and widening of bends at existing cycle tracks, will start in 2016 in phases, with a target for completion in two years. The TD is working on the remaining improvement proposals and will implement them in stages.

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 bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. Therefore, the Government has been fostering a "bicycle-friendly" environment in new

towns and new development areas. The Government will continue to enhance publicity on cycling safety and the dissemination of information on existing and new cycling facilities.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)141**

**(Question Serial No. 1824)**

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 recent years, there are shortage of parking spaces and traffic congestion in each district in Hong Kong. Will the Government inform this Committee of the following:

- (1) the manpower and expenditure incurred by the Government on studies on the increase of parking spaces in the past three years; and
- (2) whether the Government will commence more comprehensive and extensive studies to explore how to solve the traffic congestion problems in each district.

Asked by: Hon CHAN Han-pan (Member Question No. 7)

Reply:

- (1) The Transport Department (TD) has been, as its ongoing task, monitoring the supply and demand for parking spaces in Hong Kong. It has identified suitable spaces for parking and provided additional parking spaces in the districts whenever opportunities arise and the situation permits. These are undertaken as part of the normal duties in the TD, and there is no separate breakdown of expenditure for such work.
- (2) The Government adopts a three-pronged approach in tackling road traffic congestion, namely improving transport infrastructure, expanding and improving the public transport system, and managing road use. While improving transport infrastructure and expanding and improving the public transport system often have regional or even territory-wide impact, the TD monitors the road traffic congestion situation in different districts at a micro level, and implements traffic management measures such as imposing restriction zones to prohibit kerbside activities and fine-tuning traffic signal plans at signalised junctions to increase junction capacities.

The Government agrees in-principle to take forward in phases the host of short, medium and long-term measures recommended by the Transport Advisory Committee (TAC) in December 2014 to alleviate road traffic congestion, having regard to stakeholders' views, feasibility of available options and overseas experience, etc. One of the recommendations made by the TAC is that the Government should commence the early planning of a pilot scheme of Electronic Road Pricing (ERP), which has been proved to be a useful tool to tackle localised traffic congestion in a number of overseas cities. To take this forward, the Government has commenced a three-month public engagement exercise for the ERP Pilot Scheme in Central and its adjacent areas in December 2015, and will commission an in-depth feasibility study to develop the details for further discussion. We will also commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)142**

**(Question Serial No. 1836)**

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 information on the respective management fees payable to the contractors for management, operation and maintenance (MOM) services of various tunnels and bridges operated by the Government and provide the operating results of these tunnels and bridges in the table below:

	2015-16 surplus / (deficit) (\$)	2014-15 surplus / (deficit) (\$)	2013-14 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 Han-pan (Member Question No. 19)

Reply:

The MOM of all these tunnels and the Lantau Link have been outsourced to private contractors. The names of the existing contractors and the management fees payable to the contractors from 2013-14 to 2015-16 are as follows:

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)		
		2015-16	2014-15	2013-14
Cross-Harbour Tunnel	Serco Group (H.K.) Limited	63	63	63
Lion Rock Tunnel	Greater Lucky (H.K.) Company Limited	34	34	33
Shing Mun Tunnels	Greater Lucky (H.K.) Company Limited	33	33	32
Tseung Kwan O Tunnel	Greater Lucky (H.K.) Company Limited	33	33	32
Aberdeen Tunnel	Transport Infrastructure Management Limited / Serco Group (H.K.) Limited <sup>Note 1</sup>	43	40	37
Route 8K <sup>Note 2</sup>	Serco Lam JV / Transport Infrastructure Management Limited <sup>Note 3</sup>	101	101	116
Route 8T <sup>Note 2</sup>		57	57	61
Lantau Link <sup>Note 4</sup>	TIML MOM Limited / Transport Infrastructure Management Limited <sup>Note 5</sup>	106	104	98
Non-Lantau Link <sup>Note 4</sup>		109	106	101

Note 1 – 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 2 – 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 3 – 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 4 – The MOM contract for the Tsing Ma Control Area covers both the Lantau Link and the non-Lantau Link portion.

Note 5 – The contractor changed its company name from the Transport Infrastructure Management Limited to the TIML MOM Limited upon contract renewal on 19 November 2013.

The operating results (before tax) of the above tunnels and bridges for the past three years are as follows:

	2014-15 surplus / (deficit) (\$ million)	2013-14 surplus / (deficit) (\$ million)	2012-13 surplus / (deficit) (\$ million)
Cross-Harbour Tunnel <sup>Note 1</sup>	667.8	666.0	672.6
Lion Rock Tunnel <sup>Note 2</sup>	192.4	195.2	187.3
Shing Mun Tunnels <sup>Note 2</sup>	38.4	37.5	35.4
Tseung Kwan O Tunnel <sup>Note 2</sup>	44.2	43.2	41.8
Aberdeen Tunnel <sup>Note 2</sup>	45.2	51.0	52.7
Route 8K (Eagle's Nest Tunnel forms part of Route 8K) <sup>Note 2</sup>	(120.3)	(141.6)	(174.1)
Lantau Link <sup>Note 2</sup>	247.1	222.4	188.3

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 tolls) and management fee paid to the contractor for the year concerned.

Note 2: These tunnels and bridges were constructed by the Government. The operating results have taken into account the depreciation charges of the capital costs of the tunnels and bridges for the years concerned.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)143****(Question Serial No. 1838)**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 of Hong Kong? Please make reference to the following example in the reply.

Furthermore, the Government indicated that a new parking meter scheme will be launched. What are the details of the scheme and the expenditure incurred?

Example:

	<b>Public car parks</b>	<b>On-street metered parking spaces</b>	<b>Public car parks</b>	<b>On-street metered parking spaces</b>
<b>District</b>	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 Han-pan (Member Question No. 21)



Reply:

The numbers of parking spaces provided on-street (metered) and in government and private car parks available for use by the public in each of the 18 districts as at end February 2016 are shown in the following table:

<b>District</b>	<b>Public car parks*</b>	<b>On-street metered parking spaces</b>	<b>Public car parks*</b>	<b>On-street metered parking spaces</b>
	No. of private car parking spaces	No. of private car parking spaces	No. of commercial vehicle <sup>+</sup> parking spaces	No. of commercial vehicle <sup>+</sup> parking spaces
Central and Western	10 334	398	783	103
Wan Chai	8 907	835	69	28
Eastern	12 998	539	796	113
Southern	7 317	596	501	87
Yau Tsim Mong	13 418	1 492	1 883	426
Sham Shui Po	9 287	1 177	2 072	159
Kowloon City	8 136	2 287	1 885	251
Wong Tai Sin	6 128	275	362	116
Kwun Tong	14 077	380	1 483	128
Tsuen Wan	10 278	429	1 238	60
Tuen Mun	8 517	981	1 296	192
Yuen Long	8 304	822	440	248
North	5 576	914	595	240
Tai Po	5 826	1 342	445	175
Sai Kung	9 519	1 003	577	217
Sha Tin	16 631	1 368	1 188	218
Kwai Tsing	10 817	354	6 840	132
Islands	6 925	149	265	38
<b>Total</b>	<b>172 995</b>	<b>15 341</b>	<b>22 718</b>	<b>2 931</b>
	<b>188 336</b>		<b>25 649</b>	

\* 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.

At present, there are some 9 800 electronic parking meters installed at about 18 000 on-street parking spaces throughout the territory. These parking meters are approaching the end of their planned serviceable life and will need to be replaced. Meanwhile, contactless transaction payment cards and other related technologies are developing rapidly in recent years. The Government will launch a new parking meter system trial scheme (the Trial Scheme) to examine the scope for introducing a new generation of parking meters with new features and functions including the testing of multi-payment methods.

The field trial is expected to commence in 2017. The expenditure of the Trial Scheme is about \$3.8 million.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)144****(Question Serial No. 1839)**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:

Year	Non-franchised public buses (NFBs) with student service endorsement	Private school buses operated directly by schools or school sponsoring bodies	School private light buses	School buses operated under other licences (please specify)

Asked by: Hon CHAN Han-pan (Member Question No. 22)Reply:

The Transport Department (TD) has been closely monitoring the supply of vehicles that can provide 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”). There is no SSV operated under other licences. It is observed that the ratio between students at Form three or below and the total seating capacity of the SSVs has remained largely stable over the last few years.

The numbers of the SSVs by types involved in the current and past three years are set out as follows:

	NFBs with student service endorsement <sup>Note</sup>	Private school buses operated by schools or school sponsoring bodies	School private light buses
2015-16 (as at end February 2016)	3 168	87	1 957
2014-15	3 261	75	1 924
2013-14	3 445	71	1 775
2012-13	3 459	64	1 528

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.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)145****(Question Serial No. 1842)**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 Han-pan (Member Question No. 25)Reply:

- (1) Bus route rationalisation is an ongoing task. Since 2013, following announcement in the Policy Address, the Transport Department (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 was implemented in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai

Po and Kowloon over the past three years. 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	17	+8.8%
Sha Tin	9	10	+2.7%
Tsing Yi	7	3	+3.5%
Tai Po	5	12	+3.6%
Kowloon	1	5	Not applicable <sup>#</sup>

\* Including interchanging passenger trips

# As the bus rationalisation proposals for Kowloon have only 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 North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi and Tai Po is an indication of the improvement in the bus network's popularity. The route rationalisation proposals may affect routings, frequencies and patronage, thereby affecting both the expenditure and revenue of bus companies. Yet, it should be noted that the patronage of franchised bus routes may also be affected by other external factors such as demographic changes in the districts, commissioning of infrastructural development and introduction of promotional fare schemes by other public transport modes, other than the rationalisation proposals themselves. It is difficult to assess the individual impact of each of these factors on the financial situation of the bus companies. As such, it is difficult to ascertain the financial implications of route rationalisation proposals on the bus companies.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)146****(Question Serial No. 1844)**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:

<b>Road</b>	<b>2015 (till now)</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
<b>Hong Kong Island</b>					
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)					
<b>Kowloon</b>					
Chatham Road North					
Princess Margaret Road (Tsim Sha Tsui and Cross-Harbour Tunnel bound)					
Gascoigne Road					
Kwun Tong Bypass (near Lei Yue Mun Road)					

<b>Tunnel</b>	<b>2015 (till now)</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
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 Han-pan (Member Question No. 27)

Reply:

- (1) 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 2011 to 2015 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.

<b>Road</b>	<b>Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)]<sup>Ω</sup></b>									
	<b>2015</b>		<b>2014<sup>α</sup></b>		<b>2013</b>		<b>2012</b>		<b>2011</b>	
	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>	<b>AM</b>	<b>PM</b>
<b>Hong Kong Island</b>										
Canal Road Flyover (south bound) <sup>#</sup>	34	-	31	-	47	-	46	-	53	-
Canal Road Flyover (north bound) <sup>#</sup>	10	-	10	-	12	-	9	-	10	-
Gloucester Road (east bound) <sup>+</sup>	19	17	15	14	28	-	17	-	22	-
Island Eastern Corridor (section near Victoria Park) (east bound) <sup>#</sup>	60	-	53	-	68	-	68	-	66	-
Island Eastern Corridor (section near Victoria Park) (west bound) <sup>#</sup>	20	-	28	-	29	-	24	-	19	-
Connaught Road West (east bound)	40	39	38	42	19	24	23	28	23	25
Connaught Road West (west bound)*	56	50	61	53	-	-	-	-	-	-
Connaught Road East <sup>^</sup>	-	-	-	-	-	-	-	-	-	-
Connaught Road Central (east bound) <sup>+</sup>	22	19	21	14	16	-	10	-	10	-



Road	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)] <sup>Ω</sup>									
	2015		2014 <sup>α</sup>		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Connaught Road Central (west bound) <sup>+</sup>	25	24	28	20	19	-	17	-	16	-
Pedder Street <sup>§</sup>	-	-	-	-	5	8	5	6	4	4
Harcourt Road (Central bound) <sup>#</sup>	45	40	48	39	46	-	39	-	45	-
Hennessy Road (Central bound)	14	12	15	10	15	12	15	14	14	13
Queen's Road Central (Central bound)	19	9	19	10	19	10	19	11	15	9
<b>Kowloon</b>										
Chatham Road North (south bound) <sup>#</sup>	4	-	6	-	5	-	5	-	6	-
Chatham Road North (north bound) <sup>#</sup>	32	-	34	-	37	-	41	-	39	-
Princess Margaret Road (towards Tsim Sha Tsui and Cross Harbour Tunnel)	16	49	9	43	14	52	9	41	9	34
Gascoigne Road (east bound) <sup>#</sup>	12	-	10	-	14	-	14	-	11	-
Gascoigne Road (west bound) <sup>#</sup>	18	-	25	-	15	-	27	-	26	-
Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) <sup>#</sup>	64	-	59	-	64	-	58	-	63	-
Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) <sup>#</sup>	68	-	59	-	66	-	67	-	66	-

<sup>Ω</sup> Figures are rounded to the nearest km/hr.

<sup>α</sup> The car journey time survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, the survey could not be conducted in the usual period as the traffic conditions during that period was rendered abnormal by the "Occupy Movement". The survey was conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

<sup>#</sup> The CJTS does not cover the evening peak hours of these roads.

<sup>+</sup> The CJTS only covered the morning peak hours for these roads before 2014.

<sup>\*</sup> The CJTS did not cover Connaught Road West (west bound) before 2014.

<sup>^</sup> There is no road named Connaught Road East.

<sup>§</sup> The CJTS only covered Pedder Street before 2014.

Tunnel	Average speed at the morning and evening peak hours (km/hr) <sup>Ω</sup>									
	2015		2014 <sup>α</sup>		2013		2012		2011	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cross-Harbour Tunnel	31	37	34	32	32	29	34	33	31	29
Eastern Harbour Crossing	33	46	28	43	29	48	38	48	35	43
Western Harbour Crossing <sup>@</sup>	56	56	55	51	57	58	62	-	57	-
Lion Rock Tunnel	35	39	32	37	36	44	34	42	34	37
Tate's Cairn Tunnel	34	49	32	54	43	58	35	58	37	53
Route 8 (section between Cheung Sha Wan and Sha Tin)**	55	-	54	-	58	-	64	-	62	-

<sup>Ω</sup> Figures are rounded to the nearest km/hr.

<sup>α</sup> The CJTS was conducted in the same survey period every year to maintain consistency. In 2014, the survey could not be conducted in the usual period as the traffic conditions during that period was

rendered abnormal by the “Occupy Movement”. The survey was conducted after the “Occupy Movement” had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

@ The CJTS only covered the morning peak hours for the Western Harbour Crossing before 2013.

\*\* The CJTS only covers the morning peak hours for the Route 8. Speeds shown are for the tunnel sections.

- (2) The Government has been adopting a three-pronged approach, (i.e. improving transport infrastructure, expanding and improving the public transport system and managing road use), to tackle road traffic congestion, thereby improving the vehicle speed. In particular, the Government will continue to take forward in phases the range of short, medium and long-term measures recommended by the Transport Advisory Committee in December 2014 to alleviate road traffic congestion, having regard to stakeholders’ views, feasibility of available options and overseas experience, etc.

For example, we commenced a three-month public engagement exercise for the Electronic Road Pricing (ERP) Pilot Scheme in Central and its adjacent areas (the Central District ERP Pilot Scheme) in December 2015 and will commission an in-depth feasibility study to develop the details for further public engagement.

We have proposed to raise the fixed penalty charges for congestion-related traffic offences in tandem with inflation to restore their deterrent effect. To reduce vehicles circulating on roads looking for available parking space, the Transport Department (TD) has contacted operators of commercial public car parks to encourage them to provide real-time information on parking vacancies of their car parks. The TD is also enhancing its traffic information system so that the real-time parking vacancies data can be disseminated to the public through the TD’s websites and mobile applications. The Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the expenditure, scope and programme, etc. are being worked out.

Apart from the \$1.9 million spent on the publicity material and organising meetings with different stakeholders etc. in relation to the public engagement exercise for the Central District ERP Pilot Scheme, the above work was absorbed by the Transport Branch (TB) of the Transport and Housing Bureau and the TD. There is no separate breakdown of the corresponding expenditure.

As ongoing measures, we will continue to strengthen our effort on publicity and education to promote compliance with traffic rules and regulation. On the enforcement side, whilst police duties will continue to prioritise offence that impact road safety, the Hong Kong Police Force (HKPF) will seek to increase monitoring the particularly congested areas under the latest Selective Traffic Enforcement Policy. The above ongoing work will be absorbed by the TB, the TD, the HKPF and other relevant departments.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)147**

**(Question Serial No. 1845)**

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) stated that they would assist the Transport and Housing Bureau in preparing for and commencing a review on parking policy and standards. What are the details of the policy concerned? What are the programme and expenditure?

Asked by: Hon CHAN Han-pan (Member Question No. 28)

Reply:

The TD has been monitoring the supply of, and demand for, parking spaces in Hong Kong. In view of the community's concern over parking provision, the Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the scope, programme and expenditure, etc. are being worked out.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)148**

**(Question Serial No. 0161)**

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:

The validity period of the use of the current site of the Ap Lei Chau Driving School as a government designated driving school will expire on 15 June this year. The Government has indicated that the matter would be handled through established procedures to maintain the operation of the driving school. What is the progress of such work? What are the relevant details such as the proposed validity period of renewal of designation and the gazettal timetable? Is the Government providing any assistance in identifying other sites on the Hong Kong Island for use as government designated driving schools? What are the details?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 9)

Reply:

At present, the lot occupied by the Ap Lei Chau Driving School is undergoing rezoning, and part of the lot will be rezoned for residential development. In view of the keen demand of the public for driver training and driving test service, the Government will continue to use the portion of the lot that is not zoned for residential development (together with an adjacent piece of land) for maintaining the operation of the driving school by way of short term tenancy up to June 2018. The work concerned is being done in a timely manner, and the new designation will be published in the Hong Kong Government Gazette before the current designation expires on 15 June 2016. The Government will continue to identify suitable sites for use as designated driving schools on the Hong Kong Island.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)149****(Question Serial No. 0729)**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:

The Estimates have mentioned the work of 'planning and introducing new green minibus (GMB) services'.

Please advise on the following:

- (a) How many GMB routes were introduced in each of the past five years? Please list out details of the respective routes.
- (b) How much resources will be set aside this year for the relevant planning work? What is the target number of GMB routes to be introduced this year?

Asked by: Hon CHAN Kam-lam (Member Question No. 25)

Reply:

- (a) In the past five years, a total of 15 new GMB routes were introduced. They are:

<b>Year</b>	<b>Origin – Destination</b>
2011	(1) LOHAS Park Station Public Transport Interchange – Tseung Kwan O Industrial Estate (Chun Cheong Street) (2) Tai Kok Tsui (Cherry Street) – Mong Kok East Station (Circular) (3) San Po Kong (The Latitude) – Festival Walk Public Transport Terminus

<b>Year</b>	<b>Origin – Destination</b>
2012	(4) Siu Hang Tsuen (Tuen Mun) – Tuen Mun Town Centre (Circular) (5) Sai Kung – Nam Shan San Tsuen (Sai Kung) (6) Sai Kung – Tui Min Hoi (Seaside Villas) (Sai Kung) (7) Wonderland Villas (Kwai Chung) – Cheung Sha Wan (Cheung Fat Street) (8) San Po Kong (The Latitude) – Kwun Tong (Circular)
2013	(9) Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)
2014	(10) Allway Gardens (Tsuen Wan) – Tsuen Wan Chung On Street
2015	(11) Yau Tong (Ko Yee Estate) – Kowloon Bay (Kai Yan Street) (Circular) (12) Kai Ching Estate (Kai Tak) – Wong Tai Sin Station (Circular) (13) The Beaumont (Tseung Kwan O) – Hang Hau (Circular) (14) Shui Chuen O (Shatin) – Shek Mun Station (15) Shui Chuen O (Shatin) – Hin Keng (Che Kung Miu Road)

- (b) The Transport Department (TD) plans to introduce five new GMB routes in 2016. The work involved in the planning and introduction of new GMB services is absorbed by the TD's existing resources.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)150****(Question Serial No. 0743)**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 2015	To increase by 5%	Increased by 3.5%

Asked by: Hon CHAN Kam-lam (Member Question No. 37)Reply:

The latest situation on fare adjustment applications of various public transport modes received in 2015-16 is as follows:

**(A) GMB**

GMB route		Application date	Fare adjustment applied for	Result
1.	Kln 19	April 2015	To increase by 11.4%	Increased by 9.1%
2.	Kln 19A	April 2015	To increase by 5.9%	Increased by 2.9%
3.	Kln 19M	April 2015	To increase by 11.1%	Increased by 8.3%
4.	HKI 66	May 2015	To increase by 21.4%	Increased by 7.1%
5.	HKI 66A	May 2015	To increase by 21.4%	Increased by 7.1%
6.	HKI 68	May 2015	To increase by 25%	Increased by 4.5%
7.	NT 40	May 2015	To increase by 9.1%	To be increased by 9.1%
8.	NT 41	May 2015	To increase by 9.8%	To be increased by 7.8%

GMB route		Application date	Fare adjustment applied for	Result
9.	HKI 56	June 2015	To increase by 14.9%	Increased by 5.7%
10.	HKI 56A	June 2015	To increase by 14.9%	Increased by 5.7%
11.	NT 50K	June 2015	To increase by 13.7%	Increased by 7.8%
12.	NT 50A	June 2015	To increase by 13.7%	Increased by 7.8%
13.	NT 51K	June 2015	To increase by 11.1%	Increased by 7.4%
14.	NT 57K	June 2015	To increase by 12.2%	Increased by 6.1%
15.	NT 58K	June 2015	To increase by 13.6%	Increased by 6.8%
16.	NT 58S	June 2015	To increase by 14.3%	Increased by 8.6%
17.	NT 78A	August 2015	To increase by 7.3%	Increased by 7.3%
18.	NT 81	August 2015	To increase by 22.4%	To be increased by 6.1%
19.	NT 81M	August 2015	To increase by 29%	To be increased by 6.5%
20.	NT 82	August 2015	To increase by 32.7%	To be increased by 6.1%
21.	NT 82M	August 2015	To increase by 62.2%	To be increased by 5.4%
22.	NT 19S	August 2015	To increase by 9.5%	Being processed
23.	NT 108A	August 2015	To increase by 14.6%	Being processed
24.	NT 59K	August 2015	To increase by 16.9%	Being processed
25.	Kln 76A	September 2015	To increase by 11.8%	Being processed
26.	Kln 76B	September 2015	To increase by 11.8%	Being processed
27.	Kln 43M	September 2015	To increase by 15.2%	Being processed
28.	Kln 62S	September 2015	To increase by 8.7%	Being processed
29.	Kln 63	September 2015	To increase by 25%	Being processed
30.	Kln 59	September 2015	To increase by 8.8%	Being processed
31.	Kln 59M	September 2015	To increase by 11.1%	Being processed
32.	Kln 2	October 2015	To increase by 18.8%	Being processed
33.	Kln 2A	October 2015	To increase by 18.8%	Being processed
34.	Kln 6	October 2015	To increase by 17.7%	Being processed
35.	Kln 6A	October 2015	To increase by 17.7%	Being processed
36.	Kln 6X	October 2015	To increase by 17.7%	Being processed
37.	Kln 17M	October 2015	To increase by 15.6%	Being processed
38.	Kln 25M	October 2015	To increase by 12.7%	Being processed
39.	Kln 74	October 2015	To increase by 8.6%	Being processed
40.	Kln 74S	October 2015	To increase by 8.6%	Being processed
41.	Kln 12	October 2015	To increase by 33.3%	Being processed
42.	Kln 57M	October 2015	To increase by 18.4%	Being processed
43.	NT 39	October 2015	To increase by 12.7%	Being processed
44.	NT 39A	October 2015	To increase by 12.7%	Being processed
45.	NT 601	October 2015	To increase by 9.4%	Being processed
46.	NT 601B	October 2015	To increase by 8.5%	Being processed
47.	NT 602	October 2015	To increase by 9.4%	Being processed
48.	NT 603	October 2015	To increase by 9.4%	Being processed
49.	NT 604	October 2015	To increase by 19.6%	Being processed
50.	NT 605	October 2015	To increase by 9.4%	Being processed
51.	NT 606S	October 2015	To increase by 4.3%	Being processed
52.	Kln 9M	November 2015	To increase by 25%	Being processed
53.	NT 308M	November 2015	To increase by 19.2%	Being processed



GMB route		Application date	Fare adjustment applied for	Result
54.	NT 308A	November 2015	To increase by 19.2%	Being processed
55.	NT 44	November 2015	To increase by 11.8%	Being processed
56.	NT 44A	November 2015	To increase by 11.8%	Being processed
57.	NT 44B	November 2015	To increase by 12.3%	Being processed
58.	NT 44B1	November 2015	To increase by 12.3%	Being processed
59.	NT 45	November 2015	To increase by 12.5%	Being processed
60.	NT 49S	November 2015	To increase by 12.1%	Being processed
61.	NT 1	November 2015	To increase by 7.1%	Being processed
62.	NT 1A	November 2015	To increase by 7.1%	Being processed
63.	NT 1S	November 2015	To increase by 13.4%	Being processed
64.	NT 2	November 2015	To increase by 8.6%	Being processed
65.	NT 7	November 2015	To increase by 9.6%	Being processed
66.	NT 9	November 2015	To increase by 9.4%	Being processed
67.	NT 109M	November 2015	To increase by 6.1%	Being processed
68.	NT 10M	November 2015	To increase by 25%	Being processed
69.	NT 13	November 2015	To increase by 20.7%	Being processed
70.	NT 110	November 2015	To increase by 22.4%	Being processed
71.	Kln 27M	December 2015	To increase by 23.2%	Being processed
72.	Kln 28M	December 2015	To increase by 21.4%	Being processed
73.	Kln 29A	December 2015	To increase by 22.2%	Being processed
74.	Kln 29B	December 2015	To increase by 22.2%	Being processed
75.	Kln 77M	December 2015	To increase by 6.3%	Being processed
76.	Kln 78	December 2015	To increase by 7.8%	Being processed
77.	Kln 78A	December 2015	To increase by 7.8%	Being processed
78.	NT 801	December 2015	To increase by 14.9%	Being processed
79.	NT 43	December 2015	To increase by 9.7%	Being processed
80.	NT 43S	December 2015	To increase by 9.7%	Being processed
81.	NT 43A	December 2015	To increase by 9.6%	Being processed
82.	NT 43B	December 2015	To increase by 10.1%	Being processed
83.	NT 43C	December 2015	To increase by 10.2%	Being processed
84.	NT 52A	December 2015	To increase by 15.6%	Being processed
85.	NT 52K	December 2015	To increase by 17.5%	Being processed
86.	NT 52B	December 2015	To increase by 17.5%	Being processed
87.	NT 54A	December 2015	To increase by 15.6%	Being processed
88.	NT 54K	December 2015	To increase by 21.3%	Being processed
89.	NT 55K	December 2015	To increase by 10%	Being processed
90.	NT 56A	December 2015	To increase by 15.6%	Being processed
91.	NT 56B	December 2015	To increase by 10.5%	Being processed
92.	NT 56C	December 2015	To increase by 9.6%	Being processed
93.	NT 56K	December 2015	To increase by 9.9%	Being processed
94.	NT 89	December 2015	To increase by 17.8%	Being processed
95.	NT 89A	December 2015	To increase by 17.8%	Being processed
96.	NT 89B	December 2015	To increase by 17.8%	Being processed
97.	NT 89P	December 2015	To increase by 17.8%	Being processed
98.	NT 89M	December 2015	To increase by 19%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
99.	NT 89S	December 2015	To increase by 19%	Being processed
100.	NT 98	December 2015	To increase by 19%	Being processed
101.	HKI 49M	January 2016	To increase by 13.2%	Being processed
102.	HKI 50M	January 2016	To increase by 13.5%	Being processed
103.	HKI 69	January 2016	To increase by 14.5%	Being processed
104.	HKI 69A	January 2016	To increase by 28.6%	Being processed
105.	HKI 69X	January 2016	To increase by 15.8%	Being processed
106.	HKI 32	January 2016	To increase by 20%	Being processed
107.	HKI 32A	January 2016	To increase by 20%	Being processed
108.	HKI 33	January 2016	To increase by 15.6%	Being processed
109.	HKI 33M	January 2016	To increase by 20%	Being processed
110.	Kln 41M	January 2016	To increase by 18.9%	Being processed
111.	Kln 41A	January 2016	To increase by 18.9%	Being processed
112.	Kln 42	January 2016	To increase by 12.1%	Being processed
113.	NT 26	January 2016	To increase by 7.7%	Being processed
114.	NT 26A	January 2016	To increase by 8.3%	Being processed
115.	HKI 16A	February 2016	To increase by 14.8%	Being processed
116.	HKI 16M	February 2016	To increase by 14.8%	Being processed
117.	HKI 16X	February 2016	To increase by 55.6%	Being processed
118.	HKI 18M	February 2016	To increase by 19.7%	Being processed
119.	HKI 20M	February 2016	To increase by 15.4%	Being processed
120.	HKI 63	February 2016	To increase by 15.9%	Being processed
121.	HKI 63A	February 2016	To increase by 12.8%	Being processed
122.	Kln 5M	February 2016	To increase by 22.7%	Being processed
123.	Kln 37A	February 2016	To increase by 10.5%	Being processed
124.	Kln 37M	February 2016	To increase by 10.5%	Being processed
125.	Kln 7	February 2016	To increase by 8%	Being processed
126.	Kln 16	February 2016	To increase by 13.3%	Being processed
127.	Kln 16A	February 2016	To increase by 11.8%	Being processed
128.	Kln 16B	February 2016	To increase by 11.8%	Being processed
129.	Kln 16S	February 2016	To increase by 11.8%	Being processed
130.	Kln 46	February 2016	To increase by 18.1%	Being processed
131.	Kln 33A	February 2016	To increase by 10%	Being processed
132.	Kln 33M	February 2016	To increase by 10%	Being processed
133.	NT 11	February 2016	To increase by 28.8%	Being processed
134.	NT 11A	February 2016	To increase by 30%	Being processed
135.	NT 11B	February 2016	To increase by 28.8%	Being processed
136.	NT 11M	February 2016	To increase by 29.2%	Being processed
137.	NT 11S	February 2016	To increase by 29.1%	Being processed
138.	NT 12	February 2016	To increase by 29.7%	Being processed

The processing time for the fare increase applications varies as, amongst other reasons, the time the applicant takes to furnish the information required by the TD may differ. In some cases, the TD may also require the applicant to carry out certain improvements before approving the fare adjustment application.

In addition, another 51 GMB routes had applied for fare increase but their applications were withdrawn or were rejected by the TD.

**(B) Franchised ferry service**

Franchised ferry service		Application date	Fare adjustment applied for	Result
1.	Tsim Sha Tsui – Central	September 2015	To increase by a weighted average of 14.1%	Being processed
2.	Tsim Sha Tsui – Wan Chai	September 2015	To increase by a weighted average of 12.7%	Being processed

**(C) Licensed ferry service**

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Ma Wan – Central	July 2015	To increase by 4.9% for registered users, and 9.8% for non-registered users	Being processed
2.	Ma Wan – Tsuen Wan	July 2015	To increase by 4.1% for registered users, and 8.1% for non-registered users	Being processed

**(D) Taxi**

Type of taxi	Application date	Fare adjustment applied for	Result
Urban Taxi	April 2015	To increase by a weighted average of 12.6%	As explained in the Government's paper to the Legislative Council Panel on Transport in November 2015, in view of the community's opinion on the quality of taxi service, the Government considers that the more pressing task is to focus on implementing the various short-term improvement measures, rather than processing the fare increase applications, so that service quality would meet public expectations and the competitiveness of the trade would be enhanced. The TD is discussing with the taxi trade their proposed
New Territories Taxi	April 2015	To increase by a weighted average of 14.9%	
Lantau Taxi	April 2015	To increase by a weighted average of 15.3%	

Type of taxi	Application date	Fare adjustment applied for	Result
			improvement measures and keeping in view the public opinion towards taxi service. Meanwhile, the TD notes that the trade may give updated information to the Department with regard to their fare increase applications.

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. Separately, there was no fare adjustment application for franchised bus and tram services.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)151****(Question Serial No. 2671)**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:

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.

2015-16

Government multi-storey car parks	Average peak hour usage (%)	Average non-peak hour usage (%)	Actual revenue (\$)	Management fees to contractors (\$)

2016-17 (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. 50)Reply:

The average daily peak hour and non-peak hour usage of government multi-storey car parks in 2015, and their actual operating revenue in 2015-16 (up to January 2016) are set out in the following table:

Government multi-storey car parks	Average peak hour usage <sup>Note 1</sup> (%)	Average non-peak hour usage <sup>Note 1</sup> (%)	Actual operating revenue <sup>Note 2</sup> (\$ million)
	2015		2015-16 (up to January 2016)
Aberdeen Car Park	88	75	4.8
City Hall Car Park	66	28	6.8
Kennedy Town Car Park	87	79	5.4
Kwai Fong Car Park	85	80	9.7
Murray Road Car Park	73	41	19.2
Rumsey Street Car Park	86	61	42.5
Shau Kei Wan Car Park	88	80	8.8
Sheung Fung Street Car Park	92	81	6.0
Star Ferry Car Park	90	48	17.5
Tin Hau Car Park	86	71	13.8
Tsuen Wan Car Park	91	84	15.1
Yau Ma Tei Car Park	84	59	26.9

Note:

1. Average peak hour usage: the average usage of the hour with the highest usage within a day in 2015.  
Average non-peak hour usage: the average usage of the hours other than the peak hour within a day in 2015.
2. Actual operating revenue represents revenue collected before deduction of relevant management fees to contractors.

For the purpose of compiling the revenue estimates for 2016-17, the Transport Department (TD) estimated that the aggregate total operating revenue of 13 car parks managed by the TD (i.e. 12 government multi-storey car parks and the open-air Sheung Shui Park-and-Ride Car Park) for 2016-17 is \$235 million. The revenue projection was calculated taking into account past revenue trends and other relevant known factors within 2016-17, such as any addition or closure of car parks. Since the revenue projection was made based on the aggregate total of all car parks managed by the TD, the TD does not have a ready breakdown of the revenue estimate for individual car parks. As regards the projected peak hour and non-peak hour usage in 2016-17, 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 management, operation and maintenance 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, 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)152****(Question Serial No. 3160)**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 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. 55)Reply:

- (1) Details of the existing 27 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 & 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 & Public Holiday: Sunday:	08:30 to 20:00 08:30 to 17:30 Closed



<b>Operator (District)</b>		<b>Operating hours</b>	
3	Dah Chong Hong (Motor Service Centre) Limited (Ap Lei Chau)	Monday to Friday: Saturday & Public Holiday: Sunday:	08:30 to 18:00 08:30 to 17:30 Closed
4	Universal Cars Limited (Chai Wan)	Monday to Friday: Saturday & 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 & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
6	M.D. Motors (Aberdeen)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
<b>Kowloon</b>			
7	Crown Motors Limited (Kwun Tong)	Monday to Friday: Saturday: Sunday & 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 & Public Holiday: Sunday:	08:30 to 20:00 08:30 to 17:30 Closed
9	Inchcape Motor Services Limited (Yau Tong)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
10	Jebsen Motors Limited (Kowloon Bay)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 Closed Closed
11	Motormech Service Station Limited (Cheung Sha Wan)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 17:30 Closed Closed
12	Sime Darby Motor Services Limited (To Kwa Wan)	Monday to Friday: Saturday & Public Holiday: Sunday:	09:00 to 19:00 09:00 to 18:00 Closed
13	Wallace Harper and Company Limited (Kwun Tong)	Monday to Friday: Saturday & Public Holiday: Sunday:	09:00 to 19:00 09:00 to 18:00 Closed
14	Zung Fu Company Limited (Hung Hom)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 Closed Closed
15	B.M.W. Concessionaires (H.K.) Limited (To Kwa Wan)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed

New Territories			
16	Action Motor Limited (Tuen Mun)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 19:00 08:30 to 17:00 Closed
17	Ankor Motors Limited (Tuen Mun)	Monday to Friday: Saturday: Sunday & Public Holiday:	09:00 to 18:00 Closed Closed
18	Crown Motors Limited (Tsuen Wan)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
19	Crown Motors Limited (Yuen Long)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
20	Dah Chong Hong (Motor Service Centre) Limited (Yuen Long)	Monday to Friday: Saturday & Public Holiday: Sunday:	08:30 to 20:00 08:30 to 17:30 Closed
21	Inchcape Motor Services Limited (Kwai Chung)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
22	Inchcape Motor Services Limited (Shatin)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed
23	Perfect Moto (Tsuen Wan)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 20:00 08:30 to 18:00 Closed
24	Universal Cars Limited (Kwai Chung)	Monday to Friday: Saturday & Public Holiday: Sunday:	09:00 to 19:00 09:00 to 18:00 Closed
25	Universal Cars Limited (Shatin)	Monday to Friday: Saturday & Public Holiday: Sunday:	09:00 to 19:00 09:00 to 18:00 Closed
26	Wallace Harper and Company Limited (Yuen Long)	Monday to Friday: Saturday & Public Holiday: Sunday:	08:00 to 19:00 09:00 to 18:00 Closed
27	Zung Fu Company Limited (Kwai Chung)	Monday to Friday: Saturday: Sunday & Public Holiday:	08:30 to 18:00 08:30 to 18:00 Closed

As at early 2016, there were about 300 ACTs authorised by the TD.

- (2) In 2015-16, the average waiting time for booking of vehicle examination was about three to four weeks, depending on the demand situation of individual DCTCs. By end February 2016, the average waiting time has been reduced to about one week.

- (3) The marked reduction in waiting time for booking of vehicle examination is attributable to the implementation of a number of improvement measures introduced last year by the TD. Starting from June 2015, the TD has upgraded the computer appointment system to enable the system to eliminate double, repeated or invalid bookings, thereby shortening the waiting time. The TD has also provided a new online checking service on the appointment status of different DCTCs via the GovHK website, such that those who need vehicle examination services can check the booking status of the DCTCs, and make booking by phone with the preferred DCTC in a timely manner. In 2016-17, the TD will further enhance the system to enable the public to make direct booking with the DCTCs online. The system enhancement is scheduled for completion in mid-2017.

Also, in order to increase the capacity of vehicle examination which will further reduce the waiting time for booking of vehicle examination, the TD invited applications for designation as a DCTC in May 2015. So far, five new DCTCs have been designated and more are expected to commence operation progressively in 2016.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)153****(Question Serial No. 3078)**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 Hong Kong full driving licences on the strength of Mainland driving licences 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
2013-14						
2014-15						
2015-16						

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
2013-14						
2014-15						
2015-16						

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
2013-14			
2014-15			
2015-16			

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
2013-14				
2014-15				
2015-16				

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 2016-17?

Will the second phase of the Scheme be implemented in 2016-17? Please advise details of the plan and the estimated expenditure for 2016-17.

Asked by: Hon Frederick FUNG Kin-kee (Member Question No. 51)

Reply:

The information in respect of direct issue of Hong Kong full driving licences on the strength of Mainland driving licences from 2013-14 to 2015-16 (up to end February 2016) is tabulated below:

Year	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 at year end <sup>Note</sup>
2013-14	25 866	146	129 692
2014-15	37 646	121	167 338
2015-16 (up to end February 2016)	34 280	112	201 618

Note: The cumulative figures shown in the table were data since February 2007 when the 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 isolate the number of staff and expenditure relating to direct issue applications from Mainland drivers.

The information in respect of the LHD vehicles from the Mainland from 2013-14 to 2015-16 (up to February 2016) 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
2013-14	11	0	279
2014-15	18	0	250
2015-16 (up to end February 2016)	82	0	254

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 isolate the number of staff and expenditure relating to applications from the Mainland LHD vehicles.

The information in respect of traffic accidents of the Mainland LHD vehicles in Hong Kong from 2013-14 to 2015-16 (up to February 2016) is tabulated below:

Year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2013-14	6	14	0
2014-15	10	18	0
2015-16 (up to end February 2016)	12	14	0

Traffic offences detected in a traffic accident investigation are 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.

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, the LHD vehicles of the same class and age 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. Since then and up to 29 February 2016, the TD has received a total of 7 805 applications for the Scheme with 7 252 applications approved. In both 2013-14 and 2014-15, the annual expenditure for the Scheme was \$3.13 million. The estimated expenditure in 2015-16 is \$3.31 million. The estimated expenditure in 2016-17 is \$3 million, which mainly covers staff cost and system maintenance charges.

In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong), the Government of the HKSAR and the Guangdong Provincial Government have already indicated that there is no concrete implementation timetable. The position remains the same.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)154**

**(Question Serial No. 2825)**

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) is responsible for handling the traffic and transport incidents in Hong Kong. In view of the frequent major and minor railway incidents of the MTR Corporation Limited (MTRCL) 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 measures taken by the TD to improve the service of the MTRCL and minimise the occurrence of railway incidents; and
- (3) apart from the free shuttle buses provided by the MTRCL, whether the TD has any measures in place to ensure effective diversion of affected passengers in the event of railway incidents? If yes, what will be the estimated financial commitment?

Asked by: Hon Mrs Regina IP LAU Suk-yee (Member Question No. 36)

Reply:

- (1) The MTRCL is required to report to the TD incidents causing delay in service for eight minutes or more. The numbers of such railway incidents in 2013, 2014 and 2015 are 254, 273 and 232 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 increased. Taking into account these factors, the incident numbers in terms of every million revenue car-kilometres are 0.84, 0.89 and 0.73 in 2013, 2014 and 2015 respectively, which show that the railway service performance remains stable over the years.



- (2) The TD closely monitors the train service provided by the MTRCL and follows up railway incidents with the MTRCL. For major railway incidents, the TD will require 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, and monitor the progress of implementing such measures.
- (3) In the event of railway service disruptions, the MTRCL will endeavour to make the best use of the unaffected railway sections to provide train service to the farthest extent. Besides, the MTRCL will arrange emergency free shuttle buses where appropriate and necessary as a supplementary measure to take the affected train passengers to the nearest MTR station where train service is still available to continue their journeys.

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)155****(Question Serial No. 2486)****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:**

Would the Government advise on the current number of registered vehicles in Hong Kong:

Number of registered vehicles																						
Year of first registration	Private car			Taxi			Light goods vehicle			Medium goods vehicle			Heavy goods vehicle			Bus			Light bus			Others
	Euro IV or before (diesel)	Electric vehicle	Other types of engine	Euro IV or before (diesel)	Liquefied Petroleum Gas	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	
1990																						
1991																						
1992																						
1993																						
1994																						
1995																						
1996																						
1997																						
1998																						
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2011																						
2012																						
2013																						
2014																						
2015																						
2016																						

Asked by: Hon Jeffrey LAM Kin-fung (Member Question No. 48)

Reply:

Information on the number of registered vehicles is provided at Annex.

# Annex

Number of registered vehicles as at 7 March 2016																						
Year of first registration	Private car			Taxi			Light goods vehicle			Medium goods vehicle			Heavy goods vehicle			Bus			Light bus			Others*
	Euro IV or before (diesel)	Electric vehicle	Other types of engine	Euro IV or before (diesel)	Liquefied Petroleum Gas	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	Euro II or before (diesel)	Euro III or IV	Other types of engine	
1990	123	0	476	0	0	0	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	417
1991	158	0	774	0	0	0	5	0	8	1	0	0	1	0	0	0	0	0	3	0	0	583
1992	108	0	941	0	0	0	14	0	2	9	0	0	1	0	0	0	0	0	1	0	0	669
1993	174	0	1 446	0	0	0	21	0	10	4	0	0	1	0	0	1	0	0	0	0	0	835
1994	180	0	2 309	0	0	0	15	0	6	7	0	0	0	0	0	3	0	0	6	0	0	1 137
1995	201	0	2 405	0	0	0	379	0	12	172	0	0	36	0	0	8	0	0	61	0	0	1 248
1996	160	0	3 383	1	0	0	726	0	3	301	0	0	83	0	0	26	0	0	60	0	0	1 464
1997	259	0	10 544	0	1	0	1 265	0	4	633	0	0	172	0	0	97	0	0	111	0	0	1 868
1998	120	0	11 285	0	0	0	1 132	0	11	458	0	0	102	0	0	751	0	0	142	0	0	1 702
1999	1	0	12 986	0	20	0	1 347	0	17	572	0	0	68	0	0	578	0	0	231	0	0	1 962
2000	0	0	18 608	0	1 047	0	1 998	0	68	973	0	0	95	0	0	462	0	0	229	0	0	2 002
2001	0	0	22 195	0	5 175	0	1 676	248	52	587	214	0	99	18	0	400	92	0	251	0	18	2 576
2002	1	0	22 365	0	2 143	0	0	2 223	0	0	1 137	0	0	143	0	0	613	0	48	25	296	2 973
2003	1	0	18 700	0	1 298	0	0	1 970	0	0	1 254	0	0	90	0	0	508	0	28	256	211	3 308
2004	1	0	24 453	0	552	0	0	2 789	0	0	1 966	0	0	85	0	0	511	0	0	894	0	3 631
2005	0	0	24 998	0	413	0	0	3 782	0	0	1 958	0	0	36	0	0	429	0	0	1 203	0	3 535
2006	0	0	26 154	0	367	0	0	4 179	0	0	1 987	0	0	62	0	0	530	0	0	155	0	3 437
2007	0	0	31 855	0	325	0	0	4 440	0	0	2 004	0	0	79	0	0	585	0	0	237	0	3 640
2008	0	0	33 502	0	549	0	0	5 110	0	0	2 427	0	0	117	0	0	721	0	0	451	0	3 544
2009	83	0	27 262	0	342	0	0	2 294	0	0	888	0	0	134	0	0	527	0	0	212	0	2 480
2010	149	55	38 741	0	393	0	0	3 682	0	0	2 406	0	0	378	0	0	787	0	0	305	0	2 683
2011	104	119	40 856	0	268	4	0	4 343	1	0	2 441	1	0	531	0	0	863	0	0	233	4	3 203
2012	58	107	42 584	0	289	0	0	3 927	584	0	914	1 217	0	254	450	0	381	621	0	84	196	3 639
2013	349	66	43 719	0	684	6	0	0	5 783	0	0	2 778	0	0	678	0	0	1 010	0	0	340	4 509
2014	1 546	857	43 841	0	1 675	2	0	0	8 298	0	0	4 257	0	0	713	0	0	1 208	0	0	523	5 226
2015	1 592	2 607	45 840	0	2 293	0	0	0	8 711	0	0	4 729	0	0	1 021	0	0	1 668	0	0	568	6 140
2016	116	501	5 998	0	291	0	0	0	1 162	0	0	519	0	0	143	0	0	224	0	0	49	821

\* Including motorcycles, motor tricycles and special purpose vehicles

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)156**

**(Question Serial No. 1214)**

Head: (186) Transport Department  
Subhead (No. & title): (700) General non-recurrent  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question:

Item 890 Upgrading public transport ancillary facilities to benefit passengers through provision of one-off subsidy to franchised bus operators for installing seats and display panels for provision of real-time bus arrival information at bus stops/termini is added under Subhead 700. Please inform this Committee of:

- (a) the justifications of adding this item and the details of the subsidy scheme; and
- (b) the estimated expenditure in 2016-17 and the expected cash flow in each subsequent financial year.

Asked by: Hon LEE Cheuk-yan (Member Question No. 25)

Reply:

- (a) Government's policy is to promote public transport. Every day, over 90% of passenger trips (or some 12 million in total) are made through the public transport system in Hong Kong. Of these, around 30% (or some 4 million trips) are made by franchised buses. To enhance bus services, ancillary facilities should be improved from time to time. Real-time bus arrival information panels and seats at bus stops are ancillary facilities that would provide a greater degree of convenience for passengers and help passengers make informed choices. In line with Government's policy that public transport services should be run on commercial principles by the private sector to maximise efficiency and cost effectiveness, usually it is for the franchised bus operators to make available ancillary facilities at their own cost. However, to reduce fare pressure and to help expedite provision of these ancillary facilities, the Government has earmarked \$88.27 million to subsidise the franchise bus operators to provide for seats and display panels for real-time arrival information at covered bus stops.

Of some 3 000 covered bus stops, about 140 are already equipped with seats. The franchised bus operators will be provided with subsidy for installation of seats at all existing covered bus stops without seats. We expect that seats will be installed at around 1 500 bus stops in the first phase of around three years, and at the remaining bus stops in another two years' time. For franchises commencing in 2013 and onwards, the franchised bus operators are required to provide seats for any new covered bus stops built as far as practicable.

The Government will also provide subsidy to the franchised bus operators for their installation of real-time arrival information display panels at covered bus stops with electrical installations. Currently, there are some 1 300 covered bus stops with electrical installations. The subsidy for the display panels will be offered on a matching basis. For every display panel which a franchised bus operator has committed to install, the Government will provide subsidy for the installation of another display panel. Funding has been earmarked for subsidising the installation of around 800 display panels. This means as many as around 1 600 display panels would be installed territory-wide (half of these funded by the Government under the subsidy scheme and the other half funded by the franchised bus operators). This should cover all covered bus stops with electrical installations. We expect that the installation of 550 display panels (half funded by the Government and half funded by the franchised bus operators) can be completed within the first phase of around three years. Thereafter, the franchised bus operators will make annual proposals to the Government as to the number and locations of remaining bus stops to be provided with display panels. We expect that the installation of the remaining display panels can be completed in another three years' time.

The subsidy by the Government for the installation of seats and display panels will cover the capital cost (and associated installation cost). Franchised bus operators will be reimbursed for the cost incurred after satisfactory completion of the installation works. The expenditure arising from the daily maintenance / repair and operation of these facilities (including electricity expenses and the cost of data transmission (if applicable)) will be absorbed by the franchised bus operators.

- (b) The Transport Department is making preparation for rolling out the subsidy scheme and will start accepting applications for subsidy from the franchised bus operators from mid-2016 onwards. It is expected that the franchised bus operators will invite tender in the second half of 2016, subject to further discussion with the TD. The exact annual expenditure for the subsidy scheme will be known upon completion of the tendering exercise, after which the Government could estimate the cash flow requirements of the scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)157**

**(Question Serial No. 1356)**

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 work of the Transport Department (TD) includes the monitoring of the existing railway services. In connection with the services of the West Rail Line (WRL) and the Light Rail, will the Government advise this Committee on:

- (1) the number of trains replaced or added to the WRL and the Light Rail in the past two years, and the effect on improving the level of crowdedness inside compartments;
- (2) the loading, peak frequency, non-peak frequency, peakiest frequency of the WRL and the Light Rail services in the past two years; and
- (3) the progress and timetable of the Public Transport Strategy Study (PTSS); how the TD will deal with the problems of crowdedness inside compartments of the WRL and the Light Rail as well as the crowding Light Rail platform with a view to improving the situation before the completion of the PTSS?

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

Reply:

- (1) For the WRL, the MTR Corporation Limited (MTRCL) has been progressively converting the existing seven-car trains to eight-car trains since January 2016 under the Shatin-to-Central Link (SCL) project. The conversion will be completed upon commissioning of the East-West Corridor of the SCL, and the overall carrying capacity of the WRL will be enhanced by about 14% by then. For the Light Rail, the MTRCL has completed the refurbishment of the 69 Phase I Light Rail Vehicles to increase carrying capacity in 2014. With the above service improvement measures in the past two years, the overall carrying capacity of the WRL and the Light Rail has increased.

- (2) The MTRCL is compiling the 2015 statistics on capacity and loading of various railway lines (the WRL and the Light Rail included) during morning peak hours. The information will be provided to the Subcommittee on Matters Relating to Railways (the Subcommittee) of the Legislative Council (LegCo) Panel on Transport for the meeting on 19 April 2016. For the Light Rail, according to the on-site observation and surveys conducted by the MTRCL, the loading in the busiest one hour during the morning peak in 2014 and 2015 were about 80% and 82% respectively. Further details will be covered in the report to the Subcommittee.

For train frequency, the peak (including the peakiest frequency) and non-peak frequency of the WRL and the Light Rail services in 2014 and 2015 are as follows:

	Frequency (minutes)			
	2014		2015	
	Peak	Non-peak	Peak	Non-peak
<b>WRL</b>	2.9 - 3.5	5 - 7	2.9 - 3.5	5 - 7
<b>Light Rail routes</b>				
505	5 - 9	7 - 14	5 - 9	7 - 14
507	6 - 9	6 - 16	6 - 9	6 - 16
610	5 - 10	6 - 17	5 - 10	6 - 17
614	10 - 17	14 - 24	10 - 17	14 - 23
614P	6 - 13	7 - 22	7 - 13	9 - 20
615	10 - 18	11 - 23	10 - 18	11 - 23
615P	7 - 12	9 - 20	7 - 12	10 - 20
705	4 - 7	6 - 12	5 - 7	6 - 11
706	4 - 7	5 - 13	5 - 7	5 - 13
751	4 - 9	6 - 21	4 - 9	6 - 19
751P*	5 - 15	-	5 - 15	-
761P	3 - 7	5 - 14	3 - 7	5 - 14

\* Route 751P operates in peak hours only.

- (3) In late 2014, the Government has rolled out the PTSS to conduct a systematic review on the roles and positioning of public transport services other than heavy rail. The aim of the PTSS is to enhance the existing strategic arrangements of our public transport services in tandem with the further development of the heavy rail network, so as to ensure the long-term, balanced, efficient, multi-model and sustainable development of public transport services. The long-term development of the Light Rail would be studied. The whole PTSS is expected to be completed by mid-2017. Upon completion of the PTSS, we will submit a consolidated report. Meanwhile, in the report to the Subcommittee for its discussion on 19 April 2016, information on some short-term measures to relieve crowdedness of the Light Rail will be covered.

For the WRL, as mentioned in part (1) above, the MTRCL has been progressively converting the seven-car trains to eight-car trains since January 2016, with a view to enhancing carrying capacity.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)158**

**(Question Serial No. 0667)**

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, with the progressive commissioning of the Kai Tak Cruise Terminal and the West Kowloon Cultural District. All along, there has been a 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 on the following:

- (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? Will the Government spend any resources on the study of ancillary cross-harbour transport modes other than the MTR, cross-harbour buses and ferries?

Asked by: Dr Hon Priscilla LEUNG Mei-fun (Member Question No. 46)

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 road harbour crossings (RHCs) in May 2011 to formulate toll scenarios for the three RHCs with a view to achieving a better distribution of traffic. The study was completed in January 2014 and presented to the Legislative Council and the public subsequently. The total expenditure of the consultancy study was \$1,412,000, among which \$694,000 was spent in 2013-14. The study was monitored by in-house staff in the Transport Department (TD).

- (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 exists 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. The TD has no plan to commission any study on the ancillary waterborne public transport at this stage. It should be noted that there is no universal definition of water taxi. A regular ferry service, which, as defined under the law, provides conveyance by water for reward at separate fares between two or more points within the waters of Hong Kong, might also be taken as a form of water taxi. In this connection, the existing regulatory framework already allows anyone who is interested in operating such water taxi to submit an application to the TD. The TD and the other relevant government departments stand ready to consider such application when submitted, taking into account the factors outlined above.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)159**

**(Question Serial No. 1414)**

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:

As indicated in the “Matters Requiring Special Attention in 2016-17”, the Government will commence the planning work for installation of field detection facilities in strategic routes to strengthen real-time traffic information collection and incident detection capability. On this regard, will the Government inform the Committee of the following:

- (1) What are the related manpower and expenditure in 2016-17?
- (2) It is noted that currently related field detection facilities have been installed and operated along the Tolo Highway and the New Territories Circular Route, and will be extended to other strategic routes, mainly from the New Territories to Kowloon. What are the related works programme and progress of implementation?
- (3) The related data will be transmitted to the mobile application platforms of the Transport Department (TD), such as “Hong Kong eRouting” for public use. What measures does the Government have for strengthening publicity to enable the public to get hold of and use such traffic information and grasp the traffic condition?

Asked by: Ir Dr Hon LO Wai-kwok (Member Question No. 22)

Reply:

- (1) In 2016-17, one Senior Engineer and one Engineer/Assistant Engineer will be deployed to manage the planning work for the field detection facilities installation project, and the estimated total expenditure will be \$2.5 million.

(2) In some sections of the strategic routes, detectors have been installed or will be installed as part of the Traffic Control and Surveillance Systems<sup>1</sup> (TCSS) and the Speed Map Panels (SMP) system<sup>2</sup>. Beside the detectors mentioned above, we plan to install traffic detectors in the following sections of roads that have relatively higher traffic volumes but are not covered by the two systems:

- (i) Route 1: from Aberdeen Praya Road to Sha Tin Road (excluding the Aberdeen Tunnel, the Cross-Harbour Tunnel, the Lion Rock Tunnel, and south bound of Sha Tin Road and Lion Rock Tunnel Road)
- (ii) Route 2: from the Eastern Harbour Tunnel (Kowloon Exit) to the Tate's Cairn Highway (excluding the Tate's Cairn Tunnel and south bound of the Tate's Cairn Highway)
- (iii) Route 3: from the Western Harbour Tunnel (Kowloon Exit) to the Tsing Long Highway (excluding the Cheung Ching Tunnel, the Cheung Ching Highway, the Tai Lam Tunnel, and southbound of the Tsing Long Highway)
- (iv) Route 4: from Island Eastern Corridor to Connaught Road West (excluding the Central Wanchai Bypass)
- (v) Route 5: from Kai Fuk Road to Tsuen Wan Road (excluding the Kai Tak Tunnel)
- (vi) Route 6: from Wan Po Road Junction with Pung Loi Road to Ching Cheung Road (excluding the Tseung Wan O Tunnel)
- (vii) Route 7: the North Lantau Highway from the Lantau Link (Lantau Island Exit) to the Airport
- (viii) Route 8: from Tai Po Road (Sha Tin) to the Shing Mun Tunnel (Shatin Exit) and the Shing Mun Tunnel (Tsuen Wan Exit) to Cheung Pei Shan Road

Subject to the approval of funding by the Finance Committee of the Legislative Council, we schedule to commence the study and design work in early 2017 for completion by 2018. The site installation and implementation works are targeted to commence in 2018 for completion in 2021.

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<sup>1</sup> The TCSS have been installed in the following locations: the Aberdeen Tunnel, the Cross Harbour Tunnel, the Lion Rock Tunnel, the Eastern Harbour Tunnel, the Tate's Cairn Tunnel, the Tai Lam Tunnel, the Kai Tak Tunnel, the Tseung Kwan O Tunnel, the Shing Mun Tunnel, the Tsing Ma Control Area, the Tsing Sha Control Area, the Shenzhen Western Corridor, and the Tolo Highway between Sha Tin and Tai Po near Hong Lok Yuen. The systems will also be installed at the Central Wanchai Bypass and the Tolo Highway between Tai Po near Hong Lok Yuen and Fanling.

<sup>2</sup> The SMP system covers the southbound of strategic routes from the New Territories to Kowloon, including: the Tolo Highway near the Science Park to the Lion Rock Tunnel (Kowloon Exit), the Tate's Cairn Highway to the Tate's Cairn Tunnel (Kowloon Exit), Tai Po Road (Sha Tin) from the Tolo Highway to the Eagle's Nest Tunnel (Kowloon Exit), the Shing Mun Tunnel Road to the Shing Mun Tunnel (Kowloon Exit), the San Tin Highway near Fairview Park to Ting Kau via the Tai Lam Tunnel, the Yuen Long Highway to Tsuen Wan via Tuen Mun Road, and Castle Peak Road from Pui To Road to Tsuen Wan (West).

- (3) The Transport Department (TD) has been disseminating real-time traffic information through electronic platforms, such as websites and mobile applications of the “Hong Kong eRouting” and “Hong Kong eTransport”. After the installation of traffic detectors under the project had been completed, the traffic information collected will also be disseminated through these electronic platforms. We will publicise the arrangement through press release, announcements on the TD’s website and notifications through mobile applications. We will also inform the public that datasets containing such information are also available on the Government’s “Data.Gov.Hk” website, so that interested parties may use the datasets to develop mobile applications for wider use.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)160**

**(Question Serial No. 1415)**

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 local public transport arrangements at the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB), will the Government advise this Committee of the following:

- (1) It is noted that green minibus (GMB) service will be introduced to operate between the public transport interchange (PTI) of the HKBCF and the MTR Tung Chung station. Will the Government consider extending the GMB service to other parts of the Lantau Island? If yes, what are the details? If no, what are the reasons?
- (2) Will the bus route connecting the HKBCF, the AsiaWorld-Expo and the Airport be extended to the North Commercial District of the Airport with a view to enhancing its connectivity? If yes, what are the details? If no, what are the reasons?
- (3) The Government advises that only about 650 parking spaces will be provided at the car park of the HKBCF. The number is substantially lower than the 10 000 parking spaces provided in the Hengqin Port. Will the Government consider increasing the number of parking spaces? If yes, what are the details? If no, what are the reasons?

Asked by: Ir Dr Hon LO Wai-kwok (Member Question No. 23)

Reply:

- (1) The Transport Department (TD) will provide a comprehensive public transport network with convenient and affordable services at the HKBCF upon commissioning of the HZMB. Among others, the TD has proposed introducing a new GMB route between the PTI of the HKBCF and the MTR Tung Chung station, where passengers may conveniently interchange other public transport services to reach other destinations on the Lantau Island. Meanwhile, intra-district transport demand will continue to be met by a well-developed franchised bus network. The TD is

consulting relevant District Councils and stakeholders of the proposed local public transport arrangements at the HKBCF. The TD will consider the views canvassed before finalising the details of the new GMB service.

- (2) The local public transport arrangements at the HKBCF are intended to meet the demand for transport services at the time of commissioning of the HZMB. The TD will consider introducing new services or adjusting existing ones to tie in with future development, including the North Commercial District of the Airport, having regard to passenger demand at appropriate junctures.
- (3) A car park of about 650 parking spaces will be provided at the HKBCF so that members of the public may drive to the HKBCF and interchange the HZMB shuttle bus service for Macao and Zhuhai. It is expected that the demand for parking spaces will increase in the longer term, particularly upon the completion of the topside development of the HKBCF. The Civil Engineering and Development Department and the Planning Department are conducting a study for the topside development at the HKBCF that will, among others, look into the need for the provision of more public transport services / facilities and more car parking spaces to meet the additional transport demand.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)161**

**(Question Serial No. 2541)**

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 planning and developing franchised bus services, please provide the following information:

- (1) What are the staff establishment and expenditure involved in the overall monitoring of the performance of franchised bus services?
- (2) For each District Council district, please list out the lost trip rates of the franchised bus services operating in the respective district in each of the past three years.
- (3) What is the method for calculating lost trip rates? What was the number of surveys conducted on the franchised bus services of each district in the past financial year, and what were the staff establishment and expenditure involved?

Asked by: Hon Alice MAK Mei-kuen (Member Question No. 35)

Reply:

- (1) Monitoring of the performance of franchised bus services is mainly undertaken by the staff of the Bus and Railway Branch (BRB), the Transport Operations (Urban) Division (URO) and the Transport Operations (New Territories) Division (NTRO) of the Transport Department (TD) as part of their normal duties. There is no separate breakdown of expenditure for such work.
- (2) The lost trip rates of franchised bus companies (FBCs) in each of the past three years are set out below:



<b>FBC</b>	<b>2013</b>	<b>2014*</b>	<b>2015<sup>@</sup></b>
KMB	2.8%	2.6%	1.3%
CTB(F1)	2.0%	1.7%	1.7%
CTB(F2)	1.0%	0.8%	1.2%
NWFB	2.6%	2.3%	2.0%
LW	1.4%	1.7%	1.2%
NLB	0.1%	0.1%	0.0%
<b>Overall</b>	<b>2.6%</b>	<b>2.4%</b>	<b>1.4%</b>

\* Lost trip rates for the first three quarters only to discount the impact of the Occupy Movement on the regularity of franchised bus services in the fourth quarter.

@ The TD and the FBCs have adopted a new method for calculation of lost trip rates since 2015. Please refer to the reply to part (3) below for details.

Legend:

KMB - Kowloon Motor Bus Company (1933) Limited

CTB(F1) - Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)

CTB(F2) - Citybus Limited (Franchise for Airport and North Lantau Bus Network)

NWFB - New World First Bus Services Limited

LW - Long Win Bus Company Limited

NLB - New Lantau Bus Company (1973) Limited

As a considerable number of franchised bus routes provide cross-district services, there is no separate breakdown of lost trip rates of the franchised bus services serving individual districts.

- (3) Lost trips refer to the negative difference between the number of trips actually operated and the number of trips specified in the Schedules of Service approved by the TD (scheduled trips). Lost trip rate is the percentage of the number of lost trips over the number of scheduled trips.

Since 2015, the TD and the FBCs have adopted a new method for calculation of lost trip rates, under which the lost trip rates of four different periods are compiled. These four periods are the morning peak period, evening peak period, inter-peak period and after evening peak period. The overall lost trip rate is the percentage of the aggregate negative difference between the number of trips actually operated and the number of scheduled trips in these four periods. Excess trips made in one period cannot compensate for lost trips in another period. As mentioned above, as a considerable number of franchised bus routes provide cross-district service, there is no separate breakdown of lost trip rates of the franchised bus services serving individual districts.

Lost trip rates of the franchised bus services are compiled by the staff of the BRB, the URO and the NTRO as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)162****(Question Serial No. 2107)**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:

One of the programmes under the Transport Department (TD) is licensing of vehicles and drivers. Will the Government inform this Committee of the following:

What were the numbers of applications approved for direct issue of Hong Kong full driving licences on the strength of Mainland driving licences 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
2013-14						
2014-15						
2015-16						

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
2013-14						
2014-15						
2015-16						

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
2013-14			
2014-15			
2015-16			

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
2013-14				
2014-15				
2015-16				

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 2016-17?

Will the second phase of the Scheme be implemented in 2016-17? Please advise details of the plan and the estimated expenditure for 2016-17.

Asked by: Hon Claudia MO (Member Question No. 35)

Reply:

The information in respect of direct issue of Hong Kong full driving licences on the strength

of Mainland driving licences from 2013-14 to 2015-16 (up to end February 2016) is tabulated below:

Year	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 at year end <sup>Note</sup>
2013-14	25 866	146	129 692
2014-15	37 646	121	167 338
2015-16 (up to end February 2016)	34 280	112	201 618

Note: The cumulative figures shown in the table were data since February 2007 when the 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 isolate the number of staff and expenditure relating to direct issue applications from Mainland drivers.

The information in respect of the LHD vehicles from the Mainland from 2013-14 to 2015-16 (up to February 2016) 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
2013-14	11	0	279
2014-15	18	0	250
2015-16 (up to end February 2016)	82	0	254

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 isolate the number of staff and expenditure relating to applications from the Mainland LHD vehicles.

The information in respect of traffic accidents of the Mainland LHD vehicles in Hong Kong from 2013-14 to 2015-16 (up to February 2016) is tabulated below:

Year	No. of Mainland LHD vehicles involved in traffic accidents in Hong Kong	No. of injuries	No. of deaths
2013-14	6	14	0
2014-15	10	18	0
2015-16 (up to end February 2016)	12	14	0

Traffic offences detected in a traffic accident investigation are 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.

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, the LHD vehicles of the same class and age 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. Since then and up to 29 February 2016, the TD has received a total of 7 805 applications for the Scheme with 7 252 applications approved. In both 2013-14 and 2014-15, the annual expenditure for the Scheme was \$3.13 million. The estimated expenditure in 2015-16 is \$3.31 million. The estimated expenditure in 2016-17 is \$3 million, which mainly covers staff cost and system maintenance charges.

In respect of the second phase of the Scheme (i.e. Guangdong private cars coming to Hong Kong), the Government of the HKSAR and the Guangdong Provincial Government have already indicated that there is no concrete implementation timetable. The position remains the same.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)163**

**(Question Serial No. 2322)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development  
(3) District Traffic and Transport Services  
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Would the Government advise on the following:

- (1) What is the concrete work plan in 2016-17 to provide incentives to commercial public carpark operators to upload parking vacancy data and real-time information on vacant packing spaces in their car parks onto the “data.gov.hk” website?
- (2) Are there any plans to study making the current roadside parking system more intelligent to facilitate the public to pay parking meter charges via mobile application and to facilitate law enforcement officers to carry out their duties?
- (3) Regarding the preparation work on the review on parking policy and standards, what are the schedules, expenditure and manpower involved?

Asked by: Hon Charles Peter MOK (Member Question No. 192)

Reply:

- (1) The Transport Department (TD) has been in discussion with operators of commercial public car parks to encourage them to make better use of technology, including the use of mobile applications to disseminate real-time information on parking vacancies of their car parks. The TD also seeks their agreement to upload the parking vacancies data to the Government’s public sector information portal at the “data.gov.hk” website (the portal). Positive initial feedbacks have been received from some carpark operators, indicating that they are willing or considering to provide such data on the portal. We believe that the availability of parking vacancy data on the portal will

provide incentives for the interested parties to develop applications serving as one-stop dissemination of real-time information on parking vacancies for use by motorists.

The TD is also enhancing its “Hong Kong eRouting” website and mobile application service for dissemination of parking vacancy information, targeted to be available for motorists’ use in mid-2016. We expect that the dissemination of carpark vacancy information will increase utilisation of commercial public car parks and is itself an incentive for commercial public carpark operators to respond positively to the TD’s request for them to upload the information onto “data.gov.hk” and “Hong Kong eRouting”.

- (2) At present, there are some 9 800 electronic parking meters installed at about 18 000 on-street parking spaces throughout the territory. These parking meters are approaching the end of their planned serviceable life and will need to be replaced. Meanwhile, contactless transaction payment cards and other related technologies are developing rapidly in recent years. The Government will launch a new parking meter system trial scheme (the Trial Scheme) to examine the scope for introducing a new generation of parking meters with new features and functions including the testing of multi-payment methods. The TD will closely liaise with the Hong Kong Police Force on enforcement issues during the Trial Scheme. The field trial is expected to commence in 2017.
- (3) In view of the community’s concern over parking provision, the Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the scope, programme and expenditure, etc. are being worked out.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)164**

**(Question Serial No. 1720)**

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) stated that they would assist the Transport and Housing Bureau in preparing for and commencing a review on parking policy and standards. What are the detailed content and programme of the review?

Asked by: Hon POON Siu-ping (Member Question No. 31)

Reply:

The TD has been monitoring the supply of, and demand for, parking spaces in Hong Kong. In view of the community's concern over parking provision, the Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the scope and programme, etc. are being worked out.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)165**

**(Question Serial No. 2349)**

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) As regards the percentage of conducting road tests “within 82 days upon application for motorcycle, private car and light goods vehicles driving licence”, the compliance rates fell far short of the target in the past two years. This year, the Transport Department (TD) even will not forecast an achievement rate. Why is it that the achievement rate remains to be low and hence the TD cannot forecast an achievement rate?
- (2) Will the TD have any measures to improve the achievement rate and ease the growth in demand for driving test?

Asked by: Hon POON Siu-ping (Member Question No. 37)

Reply:

The demand for driving tests in respect of motorcycle, private car and light goods vehicle has been on an increasing trend at an average rate of 11% from 2010 to 2015 annually; and the trend may continue. However, the TD's ability to provide driving test service will continue to be constrained by resources, more significantly the limited number of driving test centres (DTCs) available for conducting tests. Given that it is not practical to increase resources on an open-ended basis to keep pace with demand and because of other constraints, it is expected that similar to that of 2015, the achievement rate of the target in 2016 will remain low; and there would not be much improvement in the achievement rate in the foreseeable future if demand keeps rising. In the circumstances, the TD is of the view that the actual number of road tests arranged can better illustrate the TD's performance in this regard and can facilitate a more meaningful comparison between the TD's performance with that of the year before.

The TD will continue to monitor the demand pattern and flexibly allocate the available resources to maximise the number of driving tests to be conducted.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)166**

**(Question Serial No. 2641)**

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 advise on the implementation timetable, details and expenditure involved in respect of the Government's plan to provide covers on certain public walkways connecting to major public transport interchanges or railway stations in the New Territories East in 2016-17.

Asked by: Dr Hon Elizabeth QUAT (Member Question No. 36)

Reply:

The Chief Executive announced in the 2016 Policy Address that the Government would provide covers on certain walkways connecting to public transport facilities so that members of the public, especially the elderly, could walk under shelters without being exposed to the weather.

To take forward the initiative, the Government will model on the bottom-up approach of the Universal Accessibility Programme by inviting the District Councils (DCs) to consult local communities and, based on local needs, nominate one public walkway in each district for provision of cover. The Transport Department (TD) and the Highways Department (HyD) will provide advice to the DCs from traffic and construction aspects respectively. The DCs will then decide on the public walkways for which covers will be provided under the scheme after taking into account the advice of the TD and the HyD. The Government will brief the DCs on the details of the above new initiative in due course. Depending on the time needed for local consultation, as well as planning and design procedures, we expect that the projects will commence in phases starting from 2018. At this stage, details of the projects in various districts including the estimated expenditure are not yet available.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)167****(Question Serial No. 0467)**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:

The Government shall allocate an additional \$200 million to install traffic detectors along some strategic routes. In this connection, please advise the following information:

- (a) the expenditure breakdown of the project;
- (b) what are the reasons of installing traffic detectors along some strategic routes, instead of all strategic routes, at this stage; whether it will extend to all strategic routes in the later stage;
- (c) whether it had considered making use of mobile applications to disseminate real-time traffic information to the public; if yes, please provide details, estimated expenditure and measures to enhance publicity?

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 35)Reply:

- (a) The estimated breakdown of the expenditure of the project is as follows:

<b>Item</b>	<b>\$ million</b>
Design and Consultancy Services	12
Construction and Installation Works Contract	160
Contingencies	28
<b>Total</b>	<b>200</b>

The exact expenditure breakdown will only be available after the tendering work for the services and works contracts has been completed.

(b) In some sections of the strategic routes, detectors have been installed or will be installed as part of the Traffic Control and Surveillance Systems<sup>1</sup> (TCSS) and the Speed Map Panels (SMP) System<sup>2</sup>. Beside the detectors mentioned above, we plan to install traffic detectors in the following sections of roads which have relatively higher traffic volumes but are not covered by the two systems:

- (i) Route 1: from Aberdeen Praya Road to Sha Tin Road (excluding the Aberdeen Tunnel, the Cross-Harbour Tunnel, the Lion Rock Tunnel, and south bound of Sha Tin Road and Lion Rock Tunnel Road)
- (ii) Route 2: from the Eastern Harbour Tunnel (Kowloon Exit) to the Tate's Cairn Highway (excluding the Tate's Cairn Tunnel and south bound of the Tate's Cairn Highway)
- (iii) Route 3: from the Western Harbour Tunnel (Kowloon Exit) to the Tsing Long Highway (excluding the Cheung Ching Tunnel, the Cheung Ching Highway, the Tai Lam Tunnel, and southbound of the Tsing Long Highway)
- (iv) Route 4: from the Island Eastern Corridor to Connaught Road West (excluding the Central Wanchai Bypass)
- (v) Route 5: from Kai Fuk Road to Tsuen Wan Road (excluding the Kai Tak Tunnel)
- (vi) Route 6: from Wan Po Road Junction with Pung Loi Road to Ching Cheung Road (excluding the Tseung Wan O Tunnel)
- (vii) Route 7: the North Lantau Highway from the Lantau Link (Lantau Island Exit) to the Airport
- (viii) Route 8: from Tai Po Road (Sha Tin) to the Shing Mun Tunnel (Shatin Exit) and the Shing Mun Tunnel (Tsuen Wan Exit) to Cheung Pei Shan Road

We will review and consider expanding the detector installation to the remaining sections of the strategic routes after completion of the project.

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1 The TCSS have been installed at the following locations: the Aberdeen Tunnel, the Cross Harbour Tunnel, the Lion Rock Tunnel, the Eastern Harbour Tunnel, the Tate's Cairn Tunnel, the Tai Lam Tunnel, the Kai Tak Tunnel, the Tseung Kwan O Tunnel, the Shing Mun Tunnel, the Tsing Ma Control Area, the Tsing Sha Control Area, the Shenzhen Western Corridor, and the Tolo Highway between Sha Tin and Tai Po near Hong Lok Yuen. The TCSS will also be installed at the Central Wanchai Bypass and the Tolo Highway between Tai Po near Hong Lok Yuen and Fanling.

2 The SMP System covers the southbound of strategic routes from the New Territories to Kowloon, including: the Tolo Highway near the Science Park to the Lion Rock Tunnel (Kowloon Exit), the Tate's Cairn Highway to the Tate's Cairn Tunnel (Kowloon Exit), Tai Po Road (Sha Tin) from the Tolo Highway to the Eagle's Nest Tunnel (Kowloon Exit), Shing Mun Tunnel Road to the Shing Mun Tunnel (Kowloon Exit), the San Tin Highway near Fairview Park to Ting Kau via the Tai Lam Tunnel, the Yuen Long Highway to Tsuen Wan via Tuen Mun Road, and Castle Peak Road from Pui To Road to Tsuen Wan (West).

- (c) The Transport Department (TD) has been disseminating real-time traffic information through electronic platforms, such as websites and mobile applications of the “Hong Kong eRouting” and “Hong Kong eTransport”. After the installation of traffic detectors under the project has been completed, the traffic information collected will also be disseminated through these electronic platforms. The additional expenditure for enhancing these existing platforms is about \$50,000. We will publicise the arrangement through press release, announcements on the TD’s website and notifications through mobile applications. We will also inform the public that datasets containing such information are also available on the Government’s “Data.Gov.Hk” website, so that interested parties may use the datasets to develop mobile applications for wider use.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)168****(Question Serial No. 0210)**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:

Paragraph 164 of the 2016 Policy Address advocates “building an age-friendly environment”. Will the Government provide the following information?

	2013	2014	2015
Traffic accidents			
Number of elderly casualties in traffic accidents and their proportion			

Asked by: Hon TANG Ka-piu (Member Question No. 68)Reply:

Statistics on the number of traffic accidents and elderly casualties are shown in the table below:

	2013	2014	2015
Traffic accidents <sup>(1)</sup>	16 089 [20 596]	15 790 [19 854]	16 170 [20 381]
Number of elderly casualties <sup>(2)</sup> in traffic accidents and their proportion <sup>(3)</sup>	1 983 (9.6%)	1 984 (10.0%)	2 163 (10.6%)

Notes:

- (1) Figures include all reported road traffic accidents involving personal injury. The numbers of casualties involved in the traffic accidents are given in square brackets.
- (2) Elderly casualties refer to casualties of all road users (including drivers, passengers and pedestrians) aged 65 and over.
- (3) The proportions of elderly casualties over all casualties involved in the traffic accidents are given in brackets.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)169**

**(Question Serial No. 0211)**

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 (SHM) provided to the six major outlying island ferry routes, please provide the following information:

- (1) For each ferry route under the SHM in 2015-16, the respective amounts applied and approved in respect of the items:
  - (a) waiving the annual vessel survey fee and private mooring charge;
  - (b) reimbursing the pier electricity, water and cleansing charges;
  - (c) reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement;
  - (d) reimbursing the vessel maintenance cost;
  - (e) reimbursing the revenue foregone due to provision of child fare concessions;
  - (f) reimbursing the vessel insurance cost; and
  - (g) launching the "Visit Scheme to Outlying Islands".
- (2) Does the Government plan to increase or reduce the SHM items in the coming financial year?
- (3) Does the Government plan to extend the SHM to other ferry routes? If no, what is the reason?

Asked by: Hon TANG Ka-piu (Member Question No. 36)

**Reply:**

- (1) Upon receiving ferry operators' applications for reimbursement of the SHM to the Transport Department (TD), the TD would carefully examine each application and its supporting documents before making reimbursement to the ferry operators. As at end February 2016, the total amounts of the SHM applied by the operators and approved by the TD in respect of the six major outlying island ferry routes<sup>#</sup> in 2015-16 are given in the following tables:

<b>“Central – Cheung Chau”</b>	<b>Amounts applied and approved (\$'000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	297
(b) Reimbursing the pier electricity, water and cleansing charges	1,612
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	4,038
(d) Reimbursing the vessel maintenance cost	20,003
(e) Reimbursing the revenue foregone due to provision of child fare concessions	1,918
(f) Reimbursing the vessel insurance cost	800
(g) Launching the “Visiting Scheme to Outlying Islands”	303

<b>“Inter-islands”</b>	<b>Amounts applied and approved (\$'000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	Not applicable*
(b) Reimbursing the pier electricity, water and cleansing charges	Not applicable*
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	78
(d) Reimbursing the vessel maintenance cost	Not applicable*
(e) Reimbursing the revenue foregone due to provision of child fare concessions	20
(f) Reimbursing the vessel insurance cost	Not applicable*
(g) Launching the “Visiting Scheme to Outlying Islands”	Not applicable*

<sup>#</sup> The six major outlying island ferry routes include “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”.

\* The only vessel operated on the Inter-islands ferry route is hired from another ferry operator and the hiring charge has already included the annual vessel survey fee, private mooring charge and vessel insurance cost. The operation of the route 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).



<b>“Central – Mui Wo”</b>	<b>Amounts applied and approved (\$'000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	131
(b) Reimbursing the pier electricity, water and cleansing charges	924
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	972
(d) Reimbursing the vessel maintenance cost	6,659
(e) Reimbursing the revenue foregone due to provision of child fare concessions	800
(f) Reimbursing the vessel insurance cost	396
(g) Launching the “Visiting Scheme to Outlying Islands”	85

<b>“Central – Peng Chau”</b>	<b>Amounts applied and approved (\$'000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	77
(b) Reimbursing the pier electricity, water and cleansing charges	544
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	977
(d) Reimbursing the vessel maintenance cost	717
(e) Reimbursing the revenue foregone due to provision of child fare concessions	321
(f) Reimbursing the vessel insurance cost	353
(g) Launching the “Visiting Scheme to Outlying Islands”	80

<b>“Central – Yung Shue Wan”</b>	<b>Amounts applied and approved (\$'000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	31
(b) Reimbursing the pier electricity, water and cleansing charges	702
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	664
(d) Reimbursing the vessel maintenance cost	6,571
(e) Reimbursing the revenue foregone due to provision of child fare concessions	934
(f) Reimbursing the vessel insurance cost	571
(g) Launching the “Visiting Scheme to Outlying Islands”	271

<b>“Central – Sok Kwu Wan”</b>	<b>Amounts applied and approved (\$'000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	19
(b) Reimbursing the pier electricity, water and cleansing charges	150
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	156
(d) Reimbursing the vessel maintenance cost	276
(e) Reimbursing the revenue foregone due to provision of child fare concessions	102
(f) Reimbursing the vessel insurance cost	122
(g) Launching the “Visiting Scheme to Outlying Islands”	111

- (2) & (3) The Finance Committee of the Legislative Council approved in July 2013 a commitment of \$190.359 million for the provision of the SHM to the six major outlying island ferry routes in the three-year licence period from mid-2014 to mid-2017. The Government is carrying out a mid-term review on the provision of the SHM to the six major outlying island ferry routes. We will be reporting to the Legislative Council Panel on Transport on 15 April 2016. At a later stage, we will also review whether the SHM should be extended to other outlying island ferry routes.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)170**

**(Question Serial No. 0212)**

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 develop schemes to improve existing cycle track networks and associated facilities in nine new towns in the New Territories. In this connection, please provide the following information:

- (1) the numbers of cycle track projects in the nine new towns, length of cycle tracks completed under each project, staff establishment involved and associated expenditure incurred in each of the past three years;
- (2) the locations, bicycle parking facilities and numbers of newly constructed bicycle parking spaces in the nine new towns, as well as the associated expenditure incurred, in each of the past three years; and
- (3) the respective number of cycling resting stations and cycling hubs constructed along the cycle tracks in the nine new towns, as well as the locations, facilities provided and associated expenditure incurred in each of the past three years.

Asked by: Hon TANG Ka-piu (Member Question No. 37)

Reply:

- (1) In the past three years, cycle track projects in the nine new towns<sup>Note 1</sup> were implemented by the Civil Engineering and Development Department (CEDD) under Head 707. The length of cycle tracks completed, associated expenditure incurred and staff establishment involved under each project are listed as follows:

<b>Year</b>	<b>Cycle track project</b>	<b>Length of cycle tracks completed (metres)</b>	<b>Expenditure on the completed section of cycle tracks (\$ million)</b>	<b>Staff establishment involved</b>
2015	Cycle tracks connecting North West New Territories with North East New Territories – Tuen Mun to Sheung Shui section Stage 1	Nil (Works under this project are still under construction.)	Not applicable	Three Engineer grade staff <sup>Note 2</sup> for managing consultants who are responsible for supervision of the construction works
2014	Cycle tracks connecting North West New Territories with North East New Territories – Sheung Shui to Ma On Shan section	3 190	155	
2013	Cycle tracks connecting North West New Territories with North East New Territories – Sheung Shui to Ma On Shan section	550	27	
	Cycle tracks and associated facilities along the seafront at Tseung Kwan O Town Centre South	1 600	21.5	Three Engineer grade staff <sup>Note 2</sup> (from a project team different from the above) for managing consultants who are responsible for supervision of the construction works

Note 1: The nine new towns in the New Territories mentioned in the Controlling Officer's Report are Shatin / Ma On Shan, Tai Po, Sheung Shui / Fanling, Yuen Long, Tin Shui Wai, Tuen Mun, Tsuen Wan, Tung Chung and Tseung Kwan O.

Note 2 The staff deployed are also responsible for other CEDD projects.

- (2) In the past three years, the locations, bicycle parking facilities and numbers of newly constructed bicycle parking spaces in the nine new towns are listed as follows:

<b>Year</b>	<b>Location</b>	<b>Type of bicycle parking facilities</b>	<b>Number of bicycle parking spaces</b>
2015	Yuen Long	Parking rack	40
	Tin Shui Wai	Parking rack	85
	Tuen Mun	Parking rack	78
2014	Shatin / Ma On Shan	Parking rack	550
	Sheung Shui /Fanling	Parking rack and double-deck parker	612
	Tuen Mun	Parking rack	89
	Tung Chung	Parking rack	88
	Tseung Kwan O	Parking rack	40
2013	Shatin / Ma On Shan	Parking rack	20
	Tuen Mun	Parking rack	4
	Tung Chung	Parking rack	130
	Tseung Kwan O	Parking rack	75

The above works are undertaken as part of the ongoing duties of the TD, the CEDD and the Highways Department, and there is no separate breakdown on the expenditure incurred.

- (3) In the past three years, the respective number of cycling resting stations and cycling hubs constructed by the CEDD along the cycle tracks in the nine new towns, as well as the locations, facilities provided and expenditure incurred are listed as follows:

<b>Year</b>	<b>Number of cycling resting stations and cycling hubs provided along cycle tracks</b>	<b>Location</b>	<b>Facilities provided</b>	<b>Expenditure (\$ million)</b>
2015	One cycling resting station	Tuen Mun	Bicycle parking spaces, shelters and benches	1
2014	Two cycling hubs	Sheung Shui and Shatin	Bicycle rental kiosks, parking spaces, practicing areas, first aid stations and toilets	44
	Three cycling resting stations	Two in Shatin and one in Tuen Mun	Bicycle parking spaces, shelters and benches	1
2013	Nil	Not applicable		

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)171****(Question Serial No. 0213)**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:

As regards the driving test service, please provide the following information:

- (1) Please list out the staff establishment and the expenditure involved for each driving test centre (DTC) in each of the past three years.
- (2) Please list out the average daily number of road tests conducted for various vehicle types in each DTC in each of the past three years.
- (3) Please list out the number of applicants for road tests of various vehicle types and their passing rates in each of the past three years.

Asked by: Hon TANG Ka-piu (Member Question No. 38)

Reply:

- (1) At present, there are 17 DTCs on the Hong Kong Island, in Kowloon and the New Territories. The daily deployment of Driving Examiners (DEs) to these DTCs depends on the number and types of driving tests arranged for the DTCs on the day. For example, some DTCs are dedicated for certain types of commercial vehicle driving test and the number of driving tests conducted in these DTCs varies from day to day. Hence, the number of DEs deployed to these centres also varies accordingly. As the deployment plan varies from day to day for each DTC, we are unable to provide the breakdown of DEs for each DTC. The total numbers of DE employed by the TD and the associated annual staff cost in the past three years are appended below:

Year	Number of DE posts	Annual staff cost* (\$ million)
2013	67	24.24
2014	72	26.96
2015	70	27.05

\* Notional annual mid-point salary

- (2) & (3) We do not have a breakdown of the total number of driving tests conducted in a year by individual DTCs, but have kept a breakdown plus passing rate of the DTCs on the Hong Kong Island and the DTCs in Kowloon and the New Territories as follows:

Vehicle Type		2013		2014		2015	
		Hong Kong Island <sup>^</sup>	Kowloon and the New Territories <sup>*</sup>	Hong Kong Island <sup>^</sup>	Kowloon and the New Territories <sup>*</sup>	Hong Kong Island <sup>^</sup>	Kowloon and the New Territories <sup>*</sup>
Private Car (Combined Test)	Number of tests conducted	5 508	13 611	7 315	18 955	7 963	20 592
	Passing rate (%)	37	32	33	29	33	27
Private Car (Part B Test)	Number of tests conducted	456	2 311	485	2 776	439	2 316
	Passing rate (%)	80	84	82	83	77	84
Private Car (Part C Test)	Number of tests conducted	2 654	9 905	3 690	11 545	4 462	13 401
	Passing rate (%)	68	63	64	61	60	58
Light Goods Vehicle (Combined Test)	Number of tests conducted	4 512	24 461	5 979	31 955	6 340	34 422
	Passing rate (%)	28	29	27	26	25	22
Light Goods Vehicle (Part B Test)	Number of tests conducted	165	2 806	204	2 685	208	2 541
	Passing rate (%)	86	85	85	85	85	83
Light Goods Vehicle (Part C Test)	Number of tests conducted	3 403	17 791	4 071	21 754	5 088	22 936
	Passing rate (%)	58	60	58	58	51	54
Motorcycle (Part B Test)	Number of tests conducted	863	5 768	834	6 104	905	6 310
	Passing rate (%)	80	76	81	75	75	75
Motorcycle (Part C Test)	Number of tests conducted	1 412	5 454	1 677	6 757	1 759	6 687
	Passing rate (%)	46	47	42	46	44	43
Medium Goods Vehicle (Road Test)	Number of tests conducted	1 095	3 984	974	4 127	1 164	4 218
	Passing rate (%)	48	49	47	49	37	42
Heavy Goods Vehicle (Road Test) <sup>#</sup>	Number of tests conducted	-	2 557	-	2 234	-	2 985
	Passing rate (%)	-	46	-	39	-	31
Public Bus (Road Test)	Number of tests conducted	1 101	3 492	956	3 006	1 091	3 550
	Passing rate (%)	51	55	50	51	45	43
Public Light Bus (Road Test)	Number of tests conducted	61	518	50	390	68	478
	Passing rate (%)	54	35	44	39	38	33
Articulated Vehicle (Road Test) <sup>#</sup>	Number of tests conducted	-	1 590	-	1 383	-	1 327
	Passing rate (%)	-	51	-	53	-	44

<sup>#</sup> No heavy goods vehicle and articulated vehicle driving tests were conducted on the Hong Kong Island.

<sup>^</sup> There are four DTCs on the Hong Kong Island.

<sup>\*</sup> There are 13 DTCs in Kowloon and the New Territories.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)172**

**(Question Serial No. 0214)**

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:

As regards the service performance of licensing offices, please provide the following information:

- (1) Please provide the number of complaint cases on driving test, and list out by nature of complaint matters, the follow-up actions taken, average handling time, staff establishment for handling the complaints concerned, as well as the number of successful complaint cases in each of the past three years.
- (2) The number of applicants visiting the licensing offices has been increasing. Does the Government have any plan to increase the expenditure of the related programme for establishing new licensing offices and increasing the staff establishment? If no, what is the reason?

Asked by: Hon TANG Ka-piu (Member Question No. 39)

Reply:

- (1) The numbers of complaints received concerning driving test matters in 2013, 2014 and 2015 were 206, 260 and 249 respectively. Of the complaints received during the said periods, over 95 per cent were related to the marking of candidates' performance during driving tests. Very often the candidates alleged that they had not made certain mistakes as marked by driving examiners (DEs) that had led to failure of their driving tests. There was also a small proportion of complaints concerning the conduct and behaviour of DEs, such as their manners, unclear instructions given and inconsistency in marking. In the past three years, two complaints were found substantiated.

At present, two DEs are assigned to handle driving test complaints as part of their normal duties. They investigate each and every case received by reviewing relevant test records, conducting site inspection, interviewing the DE concerned and/or



complainant to verify the complaint and obtain more information if necessary. Investigation of a case is normally completed (including informing the complainant of the investigation outcome) in about ten working days. Additional time may be required for complicated cases that require more in-depth investigation.

- (2) The Transport Department (TD) operates four licensing offices located in Admiralty, Sham Shui Po, Kwun Tong and Shatin. In order to cope with the increasing demand for counter services at the licensing offices in recent years, the TD has implemented a number of process re-engineering measures to enhance the efficiency and service capacity of its licensing offices. Such measures include encouraging the use of non-counter licensing services, implementing the Appointment Booking Service to better schedule the applications processed through the counters and optimise the utilisation of counter services by the public and the use of flexible queuing arrangements. The above re-engineering measures have effectively increased the service capacity at the licensing offices without increasing the manpower resources and physical accommodation to cater for increasing demand for licensing services. Nevertheless, we anticipate that there will be another ten-year cyclical upsurge of renewal of full driving licences starting from 2017 and the number of driving licence renewal applications will increase by four to five times. The upsurge is expected to last for around five years until 2021. To cater for this upsurge, additional manpower resources on a time-limited basis have been secured. The TD will continue to monitor the demand for licensing services and review the related resources on a regular basis to ensure that the service demand is satisfactorily met.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)173**

**(Question Serial No. 0215)**

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) in 2015-16 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 in 2015-16; 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) in 2015-16 .

Asked by: Hon TANG Ka-piu (Member Question No. 41)

Reply:

- (1) The figures on casualties of MTR passengers (including the Light Rail) from 2015 to the end of February 2016 reported to the EMSD are as follows:

Railway equipment involved in the accident	2015			2016 (up to 29 February 2016)		
	Number (No.) of accidents	No. of injuries	No. of fatalities	No. of accidents	No. of injuries	No. of fatalities
Escalator / Travelator	565	621	0	81	91	0
Train door	101	103	0	6	6	0
Platform gap	120	120	0	18	18	0
Platform screen door / Automatic platform gate	12	12	0	1	1	0
Lift	5	5	0	0	0	0
Miscellaneous	115	115	3	22	22	1
<b>Total</b>	<b>918</b>	<b>976</b>	<b>3</b>	<b>128</b>	<b>138</b>	<b>1</b>

Note: Casualties caused by incidents in relation to passenger-on-track cases are detailed in part (2).

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 2015 to the end of February 2016 is as follows (the stations not mentioned have nil case):

Railway line / Station	2015			2016 (Up to 29 February 2016)		
	No. of accidents	No. of injuries	No. of fatalities	No. of accidents	No. of injuries	No. of fatalities
<b>Tseung Kwan O Line</b>						
LOHAS Park	1	1	0	0	0	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Kwun Tong Line</b>						
Kwun Tong	1	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>East Rail Line</b>						
Hung Hom	2	0	0	1	0	0
Mong Kok East	3	1	0	1	1	0
Tai Wai	2	0	1	0	0	0
Kowloon Tong	2	0	0	1	0	0
Sha Tin	2	0	0	0	0	0
Fo Tan	3	0	0	1	0	0
University	2	0	1	2	0	1
Tai Po Market	2	1	0	0	0	0
Tai Wo	2	1	0	0	0	0

Railway line / Station	2015			2016 (Up to 29 February 2016)		
	No. of accidents	No. of injuries	No. of fatalities	No. of accidents	No. of injuries	No. of fatalities
Fanling	3	1	0	2	1	0
Sheung Shui	4	1	0	0	0	0
Lok Ma Chau	2	0	0	2	1	0
Lo Wu	6	0	0	1	0	0
<b>Total</b>	<b>35</b>	<b>5</b>	<b>2</b>	<b>11</b>	<b>3</b>	<b>1</b>
<b>Ma On Shan Line</b>						
Tai Wai	1	0	0	0	0	0
Ma On Shan	0	0	0	1	1	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>

- (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 2015 to the end of February 2016 is as follows:

Year	Cause, Number of Incidents and Range of Delay						Total
	Animals <sup>Note 1</sup>			Foreign Objects <sup>Note 2</sup>			
	8-30 minutes	31-60 minutes	61 minutes or more	8-30 minutes	31-60 minutes	61 minutes or more	
2015	8	0	0	8	1	1	18
2016 (up to 29 February 2016)	1	1	0	1	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 to minimise track intrusion by dogs and enhance railway operating and response procedures when dog-on-track incidents occur in future. 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 a 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, for instance metallic balloons that float in the air, which may endanger proper railway operation are not allowed in MTR stations or on trains according to the Mass Transit Railway By-laws (Cap 556B). The MTRCL puts up notices, especially during festival days such as Chinese New Year and Christmas, 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)174**

**(Question Serial No. 2282)**

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 policy initiatives have been proposed in the Policy Address in response to the new demand to improve transport facilities in the community for the ageing population. Please provide the following information:

- (1) Concerning the study on installation of smart devices at signalised pedestrian crossings, what are the study items and content, estimated duration of the study and the staff establishment and the expenditure involved?
- (2) Concerning disbursing government subsidies to franchised bus operators for provision of seats at bus stops and termini, how many additional seats are expected to be provided and how many bus stops and termini will be involved? Are there any plans to give priority to districts with a larger elderly population?

Asked by: Hon TANG Ka-piu (Member Question No. 43)

Reply:

- (1) The study aims at identifying suitable smart device for fitting into the current traffic signal system so that the device can be used for detecting smart cards held by the elderly and persons with disabilities as indication of their demand to cross the road. An appropriately longer green time for pedestrian signal will then be provided. The device to be adopted has to be compatible with the various traffic signal control equipment systems currently used in Hong Kong. The study will investigate the need for a mock up to confirm technical feasibility. The study will also identify necessary modifications to the existing traffic signal system, establish the cost-effectiveness and recommend a plan for territory-wide implementation including the resources required.

The study will be carried out by consultants and is scheduled to commence in the third quarter of 2016 for completion in two years. The cost of the consultancy study is

estimated to be \$4 million. An Engineer/Assistant Engineer will be deployed to oversee the consultancy study and the annual staff cost is \$0.7 million.

- (2) The Government has earmarked \$88.27 million to subsidise the franchise bus operators to provide for seats and display panels for real-time arrival information at covered bus stops. For budgetary purpose, it is estimated that about two-thirds of the sum will likely be used on seats.

Insofar as the installation of seats is concerned, about 140 of some 3 000 covered bus stops (including bus termini, en route stops and bus interchanges) are already equipped with seats. The franchised bus operators will be provided with subsidy for installation of seats at all existing covered bus stops without seats. We expect that seats will be installed at around 1 500 bus stops in the first phase of around three years, and at the remaining bus stops in another two years' time.

The franchised bus operators will propose to the Transport Department the locations of bus stops for seats to be installed. In determining the installation priority, they will take into account such factors as utilisation of the bus stops, physical environment of individual locations, any relocation / cancellation plan for the individual bus stops in near future, and feedback from the relevant districts.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)175**

**(Question Serial No. 1798)**

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 2016-17, the Transport Department (TD) will continue to develop schemes to improve existing cycle tracks and associated facilities in nine new towns in the New Territories. In this connection, will the Government inform:

- (1) the achievements and the expenditure involved in the past three years; and
- (2) the specific measures and the estimated expenditure involved for 2016-17.

Asked by: Hon James TIEN Pei-chun (Member Question No.18)

Reply:

- (1) Based on the recommendations of a study completed in 2013, the TD implemented a pilot scheme in Tai Po to test various improvement measures on the cycle track network and parking facilities and to assess their effectiveness. The pilot scheme was largely completed<sup>1</sup> in early 2015. The improvement measures which were concluded to be effective are being adopted for improving the existing cycle tracks and associated facilities as an on-going task. The TD has completed the phase one improvement works, which involve more conventional measures such as widening cycle tracks and enhancing signage and road markings along cycle tracks, for 20 accident-prone sites in Sha Tin and Tai Po in 2015. In addition, the TD also completed a total of about 1 600 safety improvement works for the existing pedestrian crossings on cycle tracks, and provided about 1 800 additional parking spaces in nine new towns of the New Territories in the past three years. The total expenditure involved was about \$23 million.

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<sup>1</sup> The remaining measure under the pilot scheme in Tai Po is the provision of double-deck bicycle parking racks outside Tai Po Market MTR station. Preparatory work involving the planning of temporary traffic diversion and trees transplanting is being carried out. It is expected that the provision of parking racks will be completed in 2016.

- (2) In 2016-17, the TD will continue to take forward the remaining improvement works for 14 accident-prone sites in Sha Tin and Tai Po (phase two improvement works) by including additional measures recommended upon the evaluation of the pilot scheme in Tai Po, such as installing elastic plastic bollards to separate cycle lanes of opposite directions. In addition, as part of a consultancy study on improving the cycle track network in the nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The first batch of improvement works for about 100 sites, including provision of additional bicycle parking spaces, enhancement of cycling signage and widening of bends at existing cycle tracks, will start in 2016 in phases, with a target for completion in two years. The TD is working on the remaining improvement proposals and will implement them in stages. The total estimated expenditure for cycling-related improvement works in 2016-17 is about \$12 million.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)176**

**(Question Serial No. 1799)**

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 2016-17, the Transport Department (TD) will continue to replace the area traffic control and closed circuit television systems (Systems) for the Tai Po and North (TP&N) Districts. In this connection, will the Government advise on the following:

- (1) Last year, how many Systems were replaced in the TP&N Districts and what was the expenditure involved?
- (2) How many Systems in TP&N Districts are planned to be replaced in 2016-17, and what will be the expenditure the manpower involved?

Asked by: Hon James TIEN Pei-chun (Member Question No. 19)

Reply:

- (1) Last year, the replacement of the Systems was still in the planning stage, and hence no Systems were replaced yet.
- (2) In 2016-17, delivery and installation of the area traffic control system components for the replacement systems will commence but no systems will be completely replaced within the year. The estimated expenditure for the project in 2016-17 is about \$7.4 million, and the manpower involved in this project is absorbed by existing resources.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)177**

**(Question Serial No. 1294)**

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 Policy Address proposed to examine the use of information technology to allow longer pedestrian green time at road junctions for the elderly. The Transport Department (TD) will also commence the study on installation of smart devices at signalised pedestrian crossings to extend the pedestrian green time for the elderly and persons with disabilities, and will enhance the HKeTransport service to facilitate the use by the elderly. In this regard:

- (1) when will the study on installation of smart devices at signalised pedestrian crossings commence, and what are the estimated duration, costs and manpower requirement of the study? What is the territory-wide ratio of traffic signals and devices covered by the project? What are the criteria for selection of the locations for installing the said device?
- (2) what are the specific measures, content, expenditure and manpower required for enhancing the HKeTransport to make it elderly-friendly? Are there any targets for promoting this service to the elderly? If yes, what are the details?

Asked by: Hon Tony TSE Wai-chuen (Member Question No. 12)

Reply:

- (1) The study aims at identifying suitable smart device for fitting into the current traffic signal system so that the device can be used for detecting smart cards held by the elderly and persons with disabilities as indication of their demand to cross the road. An appropriately longer green time for pedestrian signal will then be provided. The study will be carried out by consultants and is scheduled to commence in the third quarter of 2016 for completion in two years. The cost of the consultancy study is estimated to be \$4 million. An Engineer/Assistant Engineer will be deployed to oversee the consultancy study.

Currently, there are 1 879 signalised road junctions in Hong Kong. About 90% of them have pedestrian crossings (i.e. there are about 5 800 signalised pedestrian crossings in the territory). The study will categorise all these pedestrian crossings according to traffic and pedestrian flows, and will establish a set of criteria and priority for the subsequent installation of the smart devices at these crossings. The criteria to be formulated will take into account various factors such as the proportion of elderly using the crossings, and proximity of the crossings to places frequently visited by the elderly (e.g. elderly homes, hospitals, and rehabilitation organisations, etc.). The ratio of devices to pedestrian traffic signals can only be determined after the findings of the study are available.

- (2) The proposed enhancements of the “HKeTransport” service aim at facilitating its use by the elderly. An elderly mode will be introduced to the “HKeTransport” service on various platforms including website, mobile applications and kiosks to provide an elderly-friendly layout with larger font size, simplified route search function, and route search results showing the concessionary fares for the elderly. It will also be equipped with text-to-speech function to read out the route information and search results to the elderly. The estimated expenditure for the proposed enhancements of the “HKeTransport” service is about \$3.8 million. The TD will arrange publicity through various channels to encourage the elderly to use the service, such as liaising with elderly service organisations to promote the use and gauge feedbacks, and will monitor its usage after its launch for any subsequent actions, if necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)178**

**(Question Serial No. 1295)**

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 will subsidise the franchised bus operators for installation of seats and display panels for provision of real-time bus arrival information at bus stops and termini. What are the numbers of bus stops, seats and display panels involved? What is the estimated expenditure? Will the subsidies cover the future maintenance cost of those seats and display panels? If yes, what is the expenditure involved? If no, what are the reasons?

Asked by: Hon Tony TSE Wai-chuen (Member Question No. 13)

Reply:

The Government has earmarked \$88.27 million to subsidise the franchise bus operators to provide for seats and display panels for real-time arrival information at covered bus stops. Of some 3 000 covered bus stops, about 140 are already equipped with seats. The franchised bus operators will be provided with subsidy for installation of seats at all existing covered bus stops without seats. We expect that seats will be installed at around 1 500 bus stops in the first phase of around three years, and at the remaining bus stops in another two years' time.

The Government will also provide subsidy to the franchised bus operators for their installation of real-time arrival information display panels at covered bus stops with electrical installations. Currently, there are some 1 300 covered bus stops with electrical installations. The subsidy for the display panels will be offered on a matching basis. For every display panel which a franchised bus operator has committed to install, the Government will provide subsidy for the installation of another display panel. Funding has been earmarked for subsidising the installation of around 800 display panels. This means as many as around 1 600 display panels would be installed territory-wide (half of these funded by the Government under the subsidy scheme and the other half funded by the franchised bus operators). This should cover all covered bus stops with electrical installations. We expect that the installation of 550 display panels (half funded by the

Government and half funded by the franchised bus operators) can be completed within the first phase of around three years. Thereafter, the franchised bus operators will make annual proposals to the Government as to the number and locations of remaining bus stops to be provided with display panels. We expect that the installation of the remaining display panels can be completed in another three years' time.

The subsidy by the Government for the installation of seats and display panels will cover the capital cost (and associated installation cost). Franchised bus operators will be reimbursed for the cost incurred after satisfactory completion of the installation works. As the objective of the subsidy scheme is to expedite the provision of the ancillary facilities by bus operators through provision of the upfront cost for hardware and installation, and that usually it is for the franchised bus operators to make available ancillary facilities at their own cost, the expenditure arising from the daily maintenance / repair and operation of these facilities (including electricity expenses and the cost of data transmission (if applicable)) will be absorbed by the franchised bus operators.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)179****(Question Serial No. 0316)**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:

Regarding the provision of red light camera (RLC) system in the Area Traffic Control System, please provide the following information:

- (a) Please list out the numbers, locations and cost of newly installed RLC in each of the past three years.
- (b) What is the proportion of junctions with the RLC installed against the total number of signalised junctions and the reasons for less than 200 junctions provided with the RLC?
- (c) What are the criteria for installing the RLC system?

Asked by: Hon WONG Kwok-hing (Member Question No. 26)Reply:

- (a) The numbers, locations and cost of newly installed RLC in the past three years are listed below:

Year	Number of newly installed RLC	Location			Cost (\$ million)
		Hong Kong Island	Kowloon	New Territories	
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	34	5	19	10	32.3

- (b) We have been expanding the RLC system in four phases, and the whole process from procurement to completion of the installation work typically takes about three years for each phase. The 34 RLCs installed in 2015 are part of the phase four expansion programme, which aims at installing 40 RLCs at 40 new locations throughout the territory. The installation work of all 40 RLCs in phase four has been completed. The total number of signalised junctions installed with the RLC now stands at 195. The selection of signalised junctions for RLC installation is based on a set of criteria (see (c) below). We will examine the need for further expansion of the RLC system regularly. As and when necessary, we will apply for funding from the Finance Committee of the Legislative Council for further expansion of the system.
- (c) The criteria for selecting sites for installation of the RLC are as follows:
- (i) accident records, with particular attention to accidents involving drivers disobeying traffic signals;
  - (ii) prevalence of red light jumping activities observed by the Hong Kong Police Force;
  - (iii) the need for an even distribution of the RLC locations to provide a territory-wide deterrent effect; and
  - (iv) preliminary assessment of the suitability of the location for installing the RLC.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)180**

**(Question Serial No. 0317)**

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 provision of speed enforcement camera (SEC) system in the Area Traffic Control System, please provide the following information:

- (1) For the SEC system, please list out the total number of SEC housings and cameras installed in each of the past three years. Why is it not possible to have all camera housings to be fitted with camera unit?
- (2) What are the procurement cost and the related annual maintenance cost of each SEC system?
- (3) What are the criteria for installation of additional road-side SEC housing and camera?

Asked by: Hon WONG Kwok-hing (Member Question No. 27)

Reply:

- (1) The total numbers of the SEC and camera housings installed in each of the past three years are listed below:

Year	Total number of SEC installed	Total number of SEC housings installed
2013	0	5
2014	0	0
2015	0	0

Currently, 120 SEC housings are installed throughout Hong Kong to combat speeding activities. 20 SECs are placed inside 120 camera housings on a rotational basis.



Such an operation arrangement can achieve cost effectiveness in deterring speeding activities. Also, there are situations where more than one SEC housings are installed over a relatively short section of road. The rotational arrangement can avoid multiple prosecutions for a single speeding offence of the driver within a short section of the road.

- (2) The installation of the existing SEC system comprising 120 SEC housings and 20 SECs was completed in 2013 at a cost of \$32.19 million. The system is currently being operated and maintained by the Hong Kong Police Force (HKPF), and the annual expenditure for maintaining the system is \$5.36 million in 2015-16.
- (3) The following locations are given higher priority in the installation of the SEC:
  - (a) locations with relatively higher number of accidents on record, with particular emphasis on accidents involving speeding;
  - (b) locations where there is a prevalence of speeding activities observed by the HKPF;
  - (c) strategic or trunk roads with higher traffic speed and traffic flow; and
  - (d) long steep downhill road sections.

In addition, the need for an even distribution of the SEC housing locations to provide an area-wide effect and the geological and environmental factors surrounding the sites have been taken into account.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)181**

**(Question Serial No. 2449)**

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 work to safeguard road safety, please provide the following information:

- (1) the content and progress of the area studies for enhancing road safety, the manpower and expenditure involved in each of the past three years;
- (2) the content, effectiveness and progress of the road safety publicity plans, the manpower and expenditure involved in each of the past three years; and
- (3) the locations and specific content of road safety enhancement measures, the manpower and expenditure involved in each of the past three years.

Asked by: Hon WONG Kwok-hing (Member Question No. 28)

Reply:

- (1) In the past three years, we have completed the area studies at the following locations:

2013

- (a) Area along Lai Chi Kok Road (from Nathan Road to Kwai Chung Road)
- (b) Area along Hong Ning Road (from Hip Wo Street to Kwun Tong Road)

2014

- (a) Area along Hip Wo Street (from Mut Wah Street to Sau Mau Ping Road)
- (b) Area along Shanghai Street (from Bute Street to Jordan Road)

2015

- (a) Area along Kau Yuk Road (from Yuen Long Tai Yuk Road to Tai Tong Road)
- (b) Area along Tai Chung Kiu Road (from Lion Rock Tunnel Road to Siu Lek Yuen Road)

These areas were selected because they exhibited accident rates higher than the territory averages. Emphasis was placed on the identification of contributory factors that were common to a number of traffic accidents in the areas, and they might include jay walking, pedestrian negligence, disobedience of traffic light signals, lane changing collision, nose to tail collision, sightline obstruction, slippery road surface and inadequate lighting, etc. Comprehensive safety enhancement measures, as detailed below, were developed targeting to remove these factors:

- (a) Area along Lai Chi Kok Road (from Nathan Road to Kwai Chung Road)  
Enhancement measures covered one road section and 18 junctions, and included signalisation of cautionary crossings, conversion of part time no stopping zone (NSZ) to full time NSZ, reinstatement of faded road markings, review of skid resistance and street light intensity, modification of junction layout, requesting bus companies to alert their drivers to take heed of passengers, repair of dilapidated pavement, erection / extension of railings, provision of traffic signs, and alteration of road markings.
- (b) Area along Hong Ning Road (from Hip Wo Street to Kwun Tong Road)  
Enhancement measures covered 11 junctions and included widening of crossing facilities, modification of traffic light signals, introduction of overhead traffic light signals, improvement of junction layout, erection/extension of railings, provision of traffic signs, and alteration / extension of road markings.
- (c) Area along Hip Wo Street (from Mut Wah Street to Sau Mau Ping Road)  
Enhancement measures covered three road sections and 10 junctions, and included modification of traffic light signals, construction of central dividers, requesting bus companies to alert bus drivers to take heed of passengers, erection / extension of railings, provision of traffic signs, and alteration of road markings.
- (d) Area along Shanghai Street (from Bute Street to Jordan Road)  
Enhancement measures covered 13 junctions and included modification of traffic light signals, imposition of the NSZ, repair of dilapidated pavement, erection / extension of railings, provision / relocation of traffic signs, and alteration of road markings.
- (e) Area along Kau Yuk Road (from Yuen Long Tai Yuk Road to Tai Tong Road)  
Enhancement measures covered one road section and four junctions, and included modification of junction layout, modification of traffic light signals, repair of dilapidated pavement and damaged traffic signs, erection / extension of railings, and alteration of road markings.
- (f) Area along Tai Chung Kiu Road (from Lion Rock Tunnel Road to Siu Lek Yuen Road)  
Enhancement measures covered nine road junctions and included signalisation of cautionary crossings, modification of traffic light signals, modification of junction layout, repair of dilapidated pavement, requesting bus companies to alert

their drivers to take heed of passengers, erection / extension of railings, introduction / relocation of traffic signs, and alteration of road markings.

These area studies were carried out by staff of the Transport Department (TD) as part of the TD's normal duties. The expenditure for implementing enhancement measures in these areas and at the locations mentioned in part (3) below cannot be isolated and separately listed out. The expenditure for implementing measures at all these locations was about \$2.2 million per year.

- (2) The Road Safety Council (RSC) has been collaborating with the Hong Kong Police Force and the TD, among others, in undertaking publicity and educational activities to enhance the safety awareness of road users. Road safety messages targeting pedestrians, drivers and cyclists are disseminated through different channels such as television, radio, bus body advertisements and other printed materials. Publicity activities focusing on anti-drink driving, anti-drug driving, cycling safety, elderly pedestrian safety and driving attentively are organised. The expenditures by the RSC in 2013-14, 2014-15 and 2015-16 are \$5.2 million, \$4.5 million and \$3.7 million respectively.

In addition, the TD has been conducting annual Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers in the past years. A wide range of activities targeting commercial vehicle drivers are held, including dissemination of safe driving and health messages through radio broadcasts and other publicity channels, provision of free health checks, etc. About 2 000 commercial vehicle drivers each year attended the free health checks. The expenditures of the Campaign in 2013-14, 2014-15 and 2015-16 (estimated) are \$3 million, \$3 million and \$2.5 million respectively.

The effectiveness of road safety publicity is monitored and reviewed from time to time. The publicity work involved is undertaken by the RSC and the existing manpower of the TD and other departments concerned.

- (3) Locations where road safety enhancement measures had been developed in the past three years under the accident blacksite investigation programme are listed at Annex.

The enhancement measures included:

- (a) addition or modification of traffic light signals;
- (b) improvement of road environment such as provision of anti-skid material, construction of central dividers, and addition of roadside barriers;
- (c) improvement of facilities for pedestrians including addition of crossing facilities, and erection of railings; and
- (d) improvement of traffic aids including provision of traffic signs, alteration of road markings, and installation of traffic bollards.

The road safety enhancement measures at these locations were developed by the TD staff as part of their normal duties. The expenditure involved, as mentioned in part (1), cannot be isolated and separately listed out. The expenditure for implementing measures at all these locations is about \$2.2 million per year.

**Locations of road safety enhancement measures****2013**

- 1 Argyle Street / Lomond Road
- 2 Argyle Street / Shanghai Street
- 3 Argyle Street / Waterloo Road / Princess Margaret Road
- 4 Bowring Street / Parkes Street
- 5 Bute Street / Sai Yee Street
- 6 Canton Road / Haiphong Road
- 7 Castle Peak Road (Lam Tei) / Lam Tei Main Street
- 8 Castle Peak Road (Tsuen Wan) / Tai Chung Road
- 9 Castle Peak Road (Tsuen Wan) / Tai Ho Road
- 10 Castle Peak Road / Fuk Wing Street
- 11 Castle Peak Road-Yuen Long near Yuen Long Hong Lok Road
- 12 Chatham Road North / Ping Chi Street
- 13 Che Kung Mui Road / Hung Mui Kuk Road / Mei Tin Road
- 14 Cheung Sha Wan Road / Cheung Lai Street
- 15 Cheung Sha Wan Road / Hing Wah Street
- 16 Cheung Sha Wan Road / Nam Cheong Street
- 17 Cheung Sha Wan Road / Tonkin Street
- 18 Cheung Sha Wan Road / Yen Chow Street
- 19 Chi Kiang Street / Ma Tau Wai Road
- 20 Choi Hung Road / Tseuk Luk Street / Tai Shing Street
- 21 Chuen Lung Street / Ho Pui Street
- 22 Chuen Lung Street / San Tsuen Street
- 23 Clear Water Bay Road near Ngau Chi Wan Market
- 24 Connaught Road Central / Hillier Street / Chung Kong Road
- 25 Des Voeux Road West / Centre Street
- 26 Fung Tak Road / Po Kong Village Road
- 27 Harbour Road / Fleming Road
- 28 Hennessy Road / Tonnochy Road
- 29 Hennessy Road near Fleming Road
- 30 Hennessy Road near Tin Lok Lane
- 31 Hing Fat Street outside Victoria Park
- 32 Hing Ning Road near Metroplaza
- 33 Hip Wo Street / Yuet Wah Street

- 34 Hoi Fai Road / Cherry Street Roundabout
- 35 Hong Ning Road / Ming Chi Street
- 36 Hung Hom Road / Tak Man Street / Tak On Street
- 37 Island Eastern Corridor near Sun Sing Street
- 38 Johnston Road / Spring Garden Lane
- 39 Jordan Road / Shanghai Street
- 40 King's Road / Tong Shui Road
- 41 King's Road / Shu Kuk Street
- 42 King's Road near Fortress Hill Road
- 43 King's Road near Greig Road & Shipyard Lane
- 44 King's Road near Healthy Street East
- 45 King's Road near North Point Government Primary School
- 46 Lai Chi Kok Road / Nathan Road
- 47 Lam Tei Interchange near Hanlin
- 48 Lei Yue Mun Road / Cha Kwo Ling Road
- 49 Lung Cheung Road near Tin Ma Court
- 50 Ma Tau Chung Road / Sung Wong Toi Road / Fu Ning Street
- 51 Ma Tau Kok Road / Ma Tau Chung Road
- 52 Ma Tau Wai Road / Tin Kwong Road / Ma Hang Chung Road
- 53 Morrison Hill Road / Sports Road
- 54 Nathan Road / Cheung Sha Wan Road / Boundary Street
- 55 Nathan Road / Nullah Road
- 56 Nathan Road / Shantung Street
- 57 Pei Ho Street / Ki Lung Street
- 58 Pei Ho Street / Yu Chau Street
- 59 Po Kong Village Road / Fung Tak Road
- 60 Po Ning Road near Hang Hau Bus Terminus
- 61 Pok Fu Lam Road / Sassoon Road
- 62 Pok Oi Interchange / Yuen Long Highway
- 63 Prince Edward Road West / Sai Yee Street
- 64 Prince Edward Road West / Waterloo Road
- 65 Queen's Road East / Wong Nai Chung Road / Morrison Hill Road
- 66 Queen's Road West / Eastern Street
- 67 Queensway near Tamar Street
- 68 Sai Lau Kok Road near Luk Yeung Galleria
- 69 Sau Fu Street near Tung Lok Street

- 70 Shau Kei Wan Road / Nam Hong Street
- 71 Sheung Fung Street / Fei Fung Street / Wan Fung Street
- 72 Tai Chung Kiu Road / Siu Lek Yuen Road
- 73 Tam Kon Shan Interchange / Tam Kon Shan Road
- 74 Tate's Cairn Highway near Toll Plaza
- 75 Ting Kok Road / Tai Po Tai Wo Road
- 76 Tseung Kwan O Road near Tsui Ping South Estate
- 77 Tsing King Road near Tsing Yi Sports Ground
- 78 Tsuen Kam Interchange / Texaco Road North
- 79 Tsuen Tsing Interchange / Tsuen Wan Road
- 80 Tuen Mun Road near Correctional Services Department Staff Quarters
- 81 Tuen Mun Road near Harrow International School (Hong Kong)
- 82 Tuen Mun Road near Hong Kong Garden
- 83 Tuen Mun Road near Sham Tseng Interchange
- 84 Wan Chai Road near Triangle Street
- 85 Waterloo Road / Durham Road / Rutland Quadrant
- 86 Waterloo Road / Hereford Road
- 87 Waterloo Road / Lancashire Road / Essex Crescent
- 88 Waterloo Road / Pui Ching Road / Soares Avenue
- 89 Wong Chuk Hang Road near Yip Kan Street
- 90 Wu Chui Road / Tip King Road
- 91 Wu Chui Road near Melody Garden
- 92 Yen Chow Street / Tung Chau Street
- 93 Yuen Wo Road / Fo Tan Road

## 2014

- 1 Ap Lei Chau Bridge Road Near Lee Chi Road
- 2 Ap Lei Chau Bridge Road outside Ap Lei Chau Estate Bus Terminus
- 3 Argyle Street / Sai Yee Street
- 4 Argyle Street / Tong Mi Road / Cherry Street
- 5 Austin Road / Cox's Road
- 6 Boundary Street / Lai Chi Kok Road / Wong Chuk Street
- 7 Canton Road / Austin Road West / Austin Road
- 8 Castle Peak Road / Fat Tseung Street
- 9 Castle Peak Road (Chau Tau) near Pak Shek Au
- 10 Castle Peak Road (Hung Shui Kiu) near Yick Yuen Tsuen



- 11 Castle Peak Road (Lam Tei) near Lam Tei Main Street
- 12 Castle Peak Road (Yuen Long) / Tung Lok Street
- 13 Castle Peak Road / Fuk Wing Street
- 14 Castle Peak Road / Tai Po Road
- 15 Cha Kwo Ling Road near Wing Shan Industrial Building
- 16 Chai Wan Road / Kam Yuen Lane
- 17 Chatham Road South / Mody Road
- 18 Chatham Road North / Valley Road
- 19 Chatham Road North near Fat Kwong Street
- 20 Cheung Sha Wan Road / Tai Nan West Street
- 21 Cheung Sha Wan Road / Tonkin Street
- 22 Ching Cheung Road near Caritas Medical Centre
- 23 Ching Cheung Road near Lai Chi Kok Park Swimming Pool
- 24 Ching Hong Road near Cheung Ching Estate Bus Terminus
- 25 Chuen Lung Street / Ho Pui Street
- 26 Clear Water Bay Road / New Clear Water Bay Road
- 27 Connaught Road Central / Pedder Street / Connaught Place
- 28 Connaught Road Central near Ice House Street
- 29 Fung Tak Street near Sheung Yuen Street
- 30 Gloucester Road near Percival Street
- 31 Hennessy Road near Lee Garden Road
- 32 Hing Fong Road near Kwai Fong Estate
- 33 Hop Choi Street near Mau Tan Street
- 34 Island Eastern Corridor near Oil Street
- 35 Johnston Road near Spring Garden Lane
- 36 Junction Road / Nga Tsin Wai Road
- 37 King's Road / North Point Road
- 38 King's Road near Fortress Metro Tower
- 39 Kwai Chung Road near Lai King MTR Station
- 40 Kwun Tong Road near Kai Tak Mansion
- 41 Kwun Tong Road near Kowloon Bay MTR Station
- 42 Kwun Tong Road near Millennium City II, III
- 43 Lai Chi Kok Road / Broadway (East)
- 44 Lai Chi Kok Road / Pei Ho Street
- 45 Lai Chi Kok Road / Tong Mi Road
- 46 Lai Chi Kok Road / Tonkin Street

- 47 Lei Yue Mun Road / Ko Chiu Road
- 48 Leighton Road / Wong Nai Chung Road / Matheson Street
- 49 Lion Rock Tunnel Road (Kowloon section)
- 50 Lion Rock Tunnel Road near Hung Mui Kuk Road
- 51 Lion Rock Tunnel Road near Toll Plaza
- 52 Lok Shan Road / Ha Heung Road
- 53 Lung Cheung Road near Ching Tak Street
- 54 Lung Cheung Road near Hung Ngok House, Choi Hung Estate
- 55 Lung Cheung Road near Wong Tai Sin Shopping Centre
- 56 Ma Hang Chung Road / Pau Chung Street
- 57 Ma Tau Wai Road / Pak Kung Street
- 58 Nathan Road / Argyle Street
- 59 Nathan Road / Dundas Street
- 60 Nathan Road / Gascoigne Road / Kansu Street
- 61 Nathan Road / Granville Road
- 62 Nathan Road / Humphreys Avenue / Haiphong Road
- 63 Nathan Road / Man Ming Lane
- 64 Nathan Road / Mong Kok Road
- 65 Nathan Road / Prince Edward Road West
- 66 Nathan Road / Public Square Street
- 67 Nathan Road / Waterloo Road
- 68 Nga Tsin Wai Road / Fuk Lo Tsuen Road
- 69 Ngau Tau Kok Road near Elegance Road
- 70 Ngau Tau Kok Road outside Ngau Tau Kok Market
- 71 Pik Wan Road near Tak Lok House
- 72 Po Tung Road / Man Nin Street
- 73 Prince Edward Road East near King Tai Street
- 74 Prince Edward Road West / Pentland Street
- 75 Sai Sha Road near Che Ha
- 76 Sha Tin Centre Street near Sha Tin Plaza
- 77 Sha Tsui Road / Chuen Lung Street
- 78 Shanghai Street / Dundas Street
- 79 Siu Sai Wan Road Near Hiu Tsui Street
- 80 Tai Au Mun Road near Clear Water Bay First Beach
- 81 Tai Po Road (Piper's Hill) near Caldecott Road
- 82 Tai Po Road (Sha Tin Heights) outside carpark

- 83 Tai Po Road (Sha Tin) near Wo Che Estate
- 84 Tai Po Road / Nam Cheong Street
- 85 Tai Po Road / Shek Kip Mei St
- 86 Tai Po Road near Lei Cheng Uk Estate
- 87 Tai Tong Road near Kau Yuk Road
- 88 Tin Shui Road near Chestwood Court
- 89 Tsing Kwai Highway near Lai King Estate
- 90 Tsuen Wan Road near Profit Industrial Building
- 91 Tuen Mun Road near Chi Lok Fa Yuen
- 92 Wang Chiu Road / Sheung Yee Road

## 2015

- 1 Argyle Street / Tin Kwong Road
- 2 Argyle Street / Tong Mi Road / Cherry Street
- 3 Argyle Street / Yim Po Fong Street / Luen Wan Street
- 4 Bride's Pool Road near Chung Mei
- 5 Bride's Pool Road near Tai Mei Tuk Raw Pumping Station
- 6 Castle Peak Road (Yuen Long) near Kuk Ting Street
- 7 Causeway Road / Moreton Terrace
- 8 Chatham Road South / Austin Road / Cheong Wan Road
- 9 Chatham Road South / Gascoigne Road
- 10 Chatham Road South / Granville Road
- 11 Che Kung Mui Road / Hung Mui Kuk Road / Mei Tin Road
- 12 Cherry Street / Hoi Wang Road
- 13 Cheung Sha Wan Road / Butterfly Valley Road
- 14 Cheung Sha Wan Road / Mei Lai Road
- 15 Cheung Sha Wan Road / Yen Chow Street
- 16 Cheung Sha Wan Road near Cheung Sha Wan Path
- 17 Ching Cheung Road near Butterfly Valley Road
- 18 Ching Cheung Road near Caritas Medical Centre
- 19 Ching Cheung Road near Lai Chi Kok Park Swimming Pool
- 20 Ching Cheung Road near Wing Tak Road access to Caritas Medical Centre
- 21 Choi Hung Road / Choi Yee Lane
- 22 Clear Water Bay Road near Ngau Chi Wan Market
- 23 Connaught Road West / Eastern Street / Eastern Street North
- 24 Garden Road near Peak Tram Lower Terminus

- 25 Gascoigne Road / Jordan Road
- 26 Hai Tan Street / Pei Ho Street
- 27 Hennessy Road near Fleming Road
- 28 Hing Ning Road near Metroplaza
- 29 Hong Chong Road near the Hong Kong Polytechnic University
- 30 Hong Ning Road / Ming Chi Street
- 31 Island Eastern Corridor near Taikoo Shing Kwun Hoi Terrace
- 32 Junction Road / Nga Tsin Wai Road
- 33 Kam Sheung Road / Tung Wui Road
- 34 King's Road / Cheung Hong Street / Tin Chong Street
- 35 King's Road near Java Road
- 36 King's Road near Mount Parker Road
- 37 King's Road near North View Street
- 38 Kwai Chung Road near Lai King MTR Station
- 39 Kwai Chung Road near Mei Foo Sun Chuen
- 40 Kwun Tong Road / Hong Ning Road
- 41 Kwun Tong Road / Lai Yip Street / Elegance Road
- 42 Kwun Tong Road near Kai Tak Mansion
- 43 Lai Chi Kok Road / Pei Ho Street
- 44 Lai Chi Kok Road / Tonkin Street
- 45 Lai Chi Kok Road / Yen Chow Street
- 46 Lam Tei Interchange near Hanlin
- 47 Lin Cheung Road / Cherry Street
- 48 Lion Road Tunnel Road near Toll Plaza
- 49 Lion Rock Tunnel Road near Hung Mui Kuk Road
- 50 Lung Cheung Road near Fung Mo Street
- 51 Lung Cheung Road near Wong Tai Sin MTR Station
- 52 Ma Tau Chung Road / Sung Wong Toi Road / Fu Ning Street
- 53 Ma Tau Wai Road / Pak Kung Street
- 54 Mong Kok Road / Sai Yeung Choi Street South
- 55 Nathan Road / Austin Road
- 56 Nathan Road / Gascoigne Road / Kansu Street
- 57 Nathan Road / Man Ming Lane
- 58 Nathan Road / Wing Sing Lane
- 59 Ngau Tau Kok Road / Horse Shoe Lane
- 60 Ngau Tau Kok Road near Elegance Road

- 61 Pok Fu Lam Road near Lady Ho Tung Hall
- 62 Pok Fu Lam Road near Ebenezer School
- 63 Route Twisk (Chainage 7.8-8.0)
- 64 Sai Lau Kok Road outside Luk Yeung Galleria, Tsuen Wan
- 65 Sha Tsui Road / Chuen Lung Street
- 66 Sha Tsui Road / Ham Tin street
- 67 Sha Tsui Road / Kwan Mun Hau street / Luen Yan Street
- 68 Shek Mun Interchange / Tai Chung Kiu Road
- 69 Stanley Street, Central
- 70 Sui Wo Road near Sui Wo Court
- 71 Tai Chung Kiu Road / Sha Kok Street
- 72 Tai Chung Road Interchange / Tai Chung Road
- 73 Tai Po Road (Sha Tin Heights) / Keng Hau Road
- 74 Tai Po Road (Sha Tin) near Wo Che Estate
- 75 Tai Po Road / Nam Cheong Street
- 76 Tai Po Road near Luk Hop Village
- 77 Tam Kon Shan Interchange / Tam Kon Shan Road
- 78 Tin Shui Road near Chestwood Court
- 79 To Kwa Wan Road / Lok Shan Road
- 80 Tseung Kwan O Road / Lei Yue Mun Road / Wai Fat Road
- 81 Tseung Kwun O Tunnel Road near Po Hong Road
- 82 Tsing Kwai Highway near Lai King Estate
- 83 Tsing Luk Street near Tsing Yi Municipal Services Building
- 84 Tsuen Kam Interchange / Wai Tsuen Road / Texaco Road North
- 85 Tsuen Tsing Interchange / Tsuen Wan Road
- 86 Tung Lok Street / Fook Tak Street
- 87 Waterloo Road / Ferry Street / Lai Cheung Road / Ngo Cheung Road
- 88 Waterloo Road / Hereford Road
- 89 Waterloo Road / Pui Ching Road / Soares Avenue
- 90 Waterloo Road near Kwong Wah Hospital
- 91 Wong Nai Chung Road near Broadwood Road
- 92 Wu Chui Road / Tip King Road
- 93 Wu Chui Road near Melody Garden
- 94 Yen Chow Street / Tung Chau Street

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)182**

**(Question Serial No. 3091)**

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:

The financial provision for 2016-17 is \$39.7 million higher than the revised estimate for 2015-16, which is partly due to an increase of 50 posts. Please provide the reasons for the creation of the posts, their duties and expenditure involved.

Asked by: Hon WONG Ting-kwong (Member Question No. 52)

Reply:

The creation of the posts is required mainly to cope with work relating to the cyclical upsurge in the renewal of driving licences, the enhanced monitoring of the Designated Car Testing Centres (DCTCs), and the takeover of prosecution work at the Eastern Harbour Crossing (EHC) area upon the return of the EHC to the Government. The major duties include processing various licensing applications, administering and supervising the operation of the DCTCs, and instituting enforcement against traffic offences in the EHC. The annual staff cost, in terms of notional annual mid-point salary, is \$15.5 million.

- End -

**CONTROLLING OFFICER'S REPLY****(Question Serial No. 2621)**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:

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. 61)Reply:

Franchised bus companies are committed to providing their services with buses under the age of 18, and to replacing their buses accordingly. All franchised buses of pre-Euro and Euro I emissions standards have been retired by May 2012 and May 2015 respectively. Please refer to the table below for the details of buses with emissions standards of Euro II and above in the fleets of the franchised bus companies as at 31 December 2015:

Franchised bus company	Euro II		Euro III		Euro IV		Euro V		Euro VI*		Electric Buses*		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	1 157	2019	1 097	2026	106	2029	1 522	2033	3	2032	3	2033	3 888
LW	31	2018	18	2026	32	2028	109	2033	0	N/A	0	N/A	190
NWFB	388	2019	75	2020	38	2027	216	2033	1	2032	2	2033	720
CTB	251	2018	9	2020	28	2027	651	2033	2	2032	3	2033	944
NLB	2	2016	54	2020	26	2022	41	2033	0	N/A	0	N/A	123

\* The six buses of Euro VI emissions standard (all of which are hybrid buses) and the eight electric buses were acquired by the respective franchised bus companies for trial operation in Hong Kong with full subsidy by the Environmental Protection Department.

Legend:

KMB - The Kowloon Motor Bus Company (1933) Limited

LW - Long Win 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**

**THB(T)184**

**(Question Serial No. 2622)**

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 inform this Committee the average car journey speeds at the morning and evening peak hours in 2013, 2014 and 2015 of the following roads:

- (1) Canal Road Flyover
- (2) Gloucester Road (east bound) and Island Eastern Corridor (section near Victoria Park)
- (3) Connaught Road West
- (4) Connaught Road Central
- (5) Pedder Street
- (6) Harcourt Road
- (7) Hennessy Road
- (8) Queen's Road Central and Chatham Road North
- (9) Princess Margaret Road
- (10) Gascoigne Road
- (11) Kwun Tong Bypass (near Lei Yue Mun Road)

Asked by: Hon WU Chi-wai (Member Question No. 62)

Reply:

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 from 2013 to 2015 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)] <sup>Ω</sup>					
		2015		2014 <sup>α</sup>		2013	
		AM	PM	AM	PM	AM	PM
(1)	Canal Road Flyover (south bound) <sup>#</sup>	34	-	31	-	47	-
	Canal Road Flyover (north bound) <sup>#</sup>	10	-	10	-	12	-
(2)	Gloucester Road (east bound) <sup>+</sup>	19	17	15	14	28	-
	Island Eastern Corridor (section near Victoria Park) (east bound) <sup>#</sup>	60	-	53	-	68	-
	Island Eastern Corridor (section near Victoria Park) (west bound) <sup>#</sup>	20	-	28	-	29	-
(3)	Connaught Road West (east bound)	40	39	38	42	19	24
	Connaught Road West (west bound)*	56	50	61	53	-	-
(4)	Connaught Road Central (east bound) <sup>+</sup>	22	19	21	14	16	-
	Connaught Road Central (west bound) <sup>+</sup>	25	24	28	20	19	-
(5)	Pedder Street <sup>§</sup>	-	-	-	-	5	8
(6)	Harcourt Road (east bound) <sup>+</sup>	29	20	48	13	36	-
	Harcourt Road (west bound) <sup>+</sup>	45	40	48	39	46	-
(7)	Hennessy Road (east bound)	15	11	16	11	18	11
	Hennessy Road (west bound)	14	12	15	10	15	12
(8)	Queen's Road Central	19	9	19	10	19	10
	Chatham Road North (south bound) <sup>#</sup>	4	-	6	-	5	-
	Chatham Road North (north bound) <sup>#</sup>	32	-	34	-	37	-
(9)	Princess Margaret Road (south bound)	16	49	9	43	14	52
	Princess Margaret Road (north bound)	30	44	42	52	25	51
(10)	Gascoigne Road (east bound) <sup>#</sup>	12	-	10	-	14	-
	Gascoigne Road (west bound) <sup>#</sup>	18	-	25	-	15	-
(11)	Kwun Tong Bypass (near Lei Yue Mun Road) (east bound) <sup>#</sup>	64	-	59	-	64	-
	Kwun Tong Bypass (near Lei Yue Mun Road) (west bound) <sup>#</sup>	68	-	59	-	66	-

<sup>Ω</sup> Figures are rounded to the nearest km/hr.

<sup>α</sup> The car journey time survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, the survey could not be conducted in the usual period as the traffic conditions during that period was rendered abnormal by the "Occupy Movement". The survey was conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

<sup>#</sup> The CJTS does not cover the evening peak hours of these roads.

<sup>+</sup> The CJTS only covered the morning peak hours for these roads before 2014.

<sup>\*</sup> The CJTS did not cover Connaught Road West (west bound) before 2014.

<sup>§</sup> The CJTS only covered Pedder Street before 2014.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)185****(Question Serial No. 2623)**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:

Please inform this Committee of the average vehicular speeds at the morning and evening peak hours in 2013, 2014 and 2015 in the following tunnels:

- (1) Cross-Harbour Tunnel
- (2) Eastern Harbour Crossing
- (3) Western Harbour Crossing
- (4) Lion Rock Tunnel
- (5) Tate's Cairn Tunnel
- (6) Route 8 (section between Cheung Sha Wan and Sha Tin)

Asked by: Hon WU Chi-wai (Member Question No. 63)Reply:

The average vehicular 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 locations, measured between the entrance of tunnel portals and toll booths, from 2013 to 2015 are tabulated below:

	Location	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)] <sup>Ω</sup>					
		2013		2014 <sup>a</sup>		2015	
		AM	PM	AM	PM	AM	PM
1	Cross-Harbour Tunnel	32	29	34	32	31	37
2	Eastern Harbour Crossing	29	48	28	43	33	46
3	Western Harbour Crossing	57	58	55	51	56	56
4	Lion Rock Tunnel	36	44	32	37	35	39

	Location	Average speed at the morning and evening peak hours [kilometres(km) / hour(hr)] <sup>Ω</sup>					
		2013		2014 <sup>α</sup>		2015	
		AM	PM	AM	PM	AM	PM
5	Tate's Cairn Tunnel	43	58	32	54	34	49
6	Route 8 (section between Cheung Sha Wan and Sha Tin)*	58	-	54	-	55	-

<sup>Ω</sup> Figures are rounded to the nearest km/hr.

<sup>α</sup> The car journey time survey (CJTS) was conducted in the same survey period every year to maintain consistency. In 2014, the survey could not be conducted in the usual period as the traffic conditions during that period was rendered abnormal by the "Occupy Movement". The survey was conducted after the "Occupy Movement" had ended, and the average vehicular speed figure of 2014 is a calibrated figure based on the result of the survey and historical speed survey data.

\* Speeds shown are for the tunnel sections only. The CJTS for the Route 8 only covers the morning peak hours.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)186**

**(Question Serial No. 2961)**

Head: (186) Transport Department

Subhead (No. & title): (700) General non-recurrent

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

In the Policy Address, the Chief Executive announced the conduct of a study on installation of smart devices at signalised pedestrian crossings for the elderly. Please inform this Committee of:

- (1) the number of pedestrian crossings in the territory installed with traffic signals;
- (2) the number of pedestrian crossings involved in the scheme;
- (3) the estimated average increase in the pedestrian crossing time; and
- (4) how long the vehicular green time will be shortened on average.

Asked by: Hon Alvin YEUNG Ngok-kiu (Member Question No. 16)

Reply:

The study aims at identifying suitable smart device for fitting into the current traffic signal system so that the device can be used for detecting smart cards held by the elderly and persons with disabilities as indication of their demand to cross the road. An appropriately longer green time for pedestrian signal will then be provided.

Currently, there are 1 879 signalised road junctions in Hong Kong. About 90% of them have pedestrian crossings (i.e. there are about 5 800 signalised pedestrian crossings in the territory). The study will categorise all these pedestrian crossings according to traffic and pedestrian flows, and will establish a set of criteria and priority for the subsequent installation of the smart devices at these crossings. The study is scheduled to commence in the third quarter of 2016 for completion in two years. The number of crossings to be installed with smart devices, the pedestrian green time to be lengthened and vehicular green time to be shortened on average can only be determined after the findings of the study are available.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)187**

**(Question Serial No. 1436)**

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 shortfall in the supply of parking spaces to meet demand has become more acute in recent years. Motorists have to circulate on roads looking for parking spaces or park their vehicles at kerbside, thus causing traffic congestion. The Transport Department (TD) will assist the Transport and Housing Bureau in preparing for and commencing a review on parking policy and standards in 2016-17. Will the Government inform this Committee on the details, including the content, programme and the estimated expenditure of the review?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 13)

Reply:

The TD has been monitoring the supply of, and demand for, parking spaces in Hong Kong. In view of the community's concern over parking provision, the Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the scope, programme and expenditure, etc. are being worked out.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)188**

**(Question Serial No. 1437)**

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 inform this Committee of the average waiting time for vehicle examinations of private cars and light goods vehicles at designated car testing centres (DCTCs) in the past two financial years (2014-15 and 2015-16). Last year, the Transport Department (TD) indicated that the TD had introduced a number of improvement measures to alleviate the queuing situation of the car testing centres. How effective are the measures? In 2016-17, what measures will the TD take to further improve the queuing situation? What are the details and resources involved?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 14)

Reply:

In 2014-15 and 2015-16, the average waiting time for booking of vehicle examination was about eight to ten weeks and three to four weeks respectively, depending on the demand situation of individual DCTCs. By end February 2016, the average waiting time has reduced to about one week.

The marked reduction in waiting time for booking of vehicle examination is attributable to the implementation of a number of improvement measures introduced last year by the TD. Starting from June 2015, the TD has upgraded the computer appointment system to enable the system to eliminate double, repeated or invalid bookings, thereby shortening the waiting time. The TD has also provided a new online checking service on the appointment status of different DCTCs via the GovHK website, such that those who need vehicle examination services can check the booking status of the DCTCs, and make booking by phone with the preferred DCTC in a timely manner. In 2016-17, the TD will further enhance the system to enable the public to make direct booking with the DCTCs online. The system enhancement is scheduled for completion in mid-2017 at a cost of \$3 million.

Also, in order to increase the capacity of vehicle examination which will further reduce the waiting time for booking of vehicle examination, the TD invited applications for

designation as a DCTC in May 2015. Hitherto, five new DCTCs have been designated and more are expected to commence operation progressively in 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)189**

**(Question Serial No. 1438)**

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 the last three years (2013, 2014 and 2015), how many new driving licences have been issued by the Transport Department (TD) for the following types of commercial vehicles and what are the resources involved?

1. Public Light Bus
2. Taxi
3. Public Bus
4. Medium Goods Vehicle
5. Heavy Goods Vehicle
6. Articulated Vehicle
7. Special Purpose Vehicle

In view of the problem of shortage of commercial vehicles drivers, will the TD consider relaxing the requirement for a commercial vehicle driver to hold a private car licence for three years? If yes, what are the details? If no, what are the reasons?

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 15)

Reply:

The numbers of full driving licence in respect of the following types of commercial vehicles issued / endorsed in the past three years are as follows:

Vehicle Class	Year		
	2013	2014	2015
Public Light Bus	3 584	3 049	2 132
Taxi	2 536	2 555	3 229



Vehicle Class	Year		
	2013	2014	2015
Public Bus	3 456	2 936	2 906
Medium Goods Vehicle	3 402	3 198	2 938
Heavy Goods Vehicle	1 897	1 535	1 466
Articulated Vehicle	807	736	595
Special Purpose Vehicle	741	854	795

Issuance of full driving licences for commercial vehicles is undertaken by the staff of the four licensing offices of the TD as part of their normal duties. There is no separate breakdown of the resources involved.

In accordance with regulation 8(1A) of the Road Traffic (Driving Licences) Regulations (Cap 374B), applicant for a driving licence to drive a commercial vehicle must, amongst other things, be a holder of a valid full driving licence to drive a private car or light goods vehicle for at least three years immediately preceding his / her application; or he / she must be a holder of a valid full driving licence issued after the completion of probationary driving period to drive a private car or light goods vehicle for at least two years immediately preceding his / her application. In addition, an applicant for a driving licence to drive an articulated vehicle must be a holder of a valid full driving licence to drive a medium goods vehicle or heavy goods vehicle.

The Government has received requests from various transport trades, including taxi, public light bus, non-franchised bus and goods vehicle, to relax the requirement of holding a private car driving licence for three years before applying for a commercial vehicle driving licence for relieving the driver shortage problem. A review is being conducted with regard to road safety and other relevant considerations. The TD's working target is to complete the review in 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)190**

**(Question Serial No. 1439)**

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 2016-17, the Transport Department (TD) will continue to pursue legislative amendments on motor vehicle construction regulations. Please provide details of the work and the resources involved.

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 16)

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 2016-17, the TD will continue the update of regulations on vehicle lighting and vehicle door systems, and start a review on the legislation relating to brakes and occupant protection. The work is absorbed by the TD's existing staff and does not require additional manpower resources.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)191**

**(Question Serial No. 1440)**

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 2015? Please provide the route details and the reasons on which the cancellation applications were made;
- (2) Eight GMB routes were originally planned to be introduced in 2015, but only five GMB routes were finally introduced. Please provide the route details of the five GMB routes, and the details of and reasons for not introducing the remaining three GMB routes; and
- (3) Please provide details of the five GMB routes planned for introduction in 2016.

Asked by: Hon Frankie YICK Chi-ming (Member Question No. 17)

Reply:

- (1) In 2015, the TD received one application for cancellation of Kowloon GMB Route 65 operating between Tsz Wan Shan (South) and Chuk Yuen, due to poor financial performance arising from low passenger demand. The TD is now reviewing the operating conditions of this route together with the operator concerned.
- (2) Details of the five GMB routes introduced in 2015 are as follows:
  - (a) Yau Tong (Ko Yee Estate) – Kowloon Bay (Kai Yan Street) (Circular);
  - (b) Kai Ching Estate (Kai Tak) – Wong Tai Sin Station (Circular);
  - (c) The Beaumont (Tseung Kwan O) – Hang Hau (Circular);
  - (d) Shui Chuen O (Sha Tin) – Shek Mun Station; and
  - (e) Shui Chuen O (Sha Tin) – Hin Keng (Che Kung Miu Road).

Three other GMB routes were originally planned to be introduced in 2015. Their introduction was subsequently deferred to 2016 to tie in with the population intake of new housing developments. Details of these routes are as follows:

- (a) Hung Shui Kiu (Hung Yuen Road) – Tin Shui Wai Station (Circular);
  - (b) Anderson Road Development Area – Ngau Tau Kok (Jordan Valley North Road) (Circular); and
  - (c) Anderson Road Development Area – Kowloon Bay (Sheung Yee Road) (Circular).
- (3) In addition to the above-mentioned three routes which introduction was deferred from 2015, the following two new routes are planned to be introduced in 2016:
- (a) Park Vista (Yuen Long) – Kam Sheung Road Station; and
  - (b) Park Vista (Yuen Long) – Yuen Long (Kik Yeung Road).

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)192**

**(Question Serial No. 1441)**

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 2016-17, the Transport Department will commence the planning for installation of field detection facilities in strategic routes to strengthen real-time traffic information collection and incident detection capability. Please inform this Committee of the details of related work, including the proposed locations of the installation, the time schedule and the budget involved.

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

Reply:

In some sections of the strategic routes, detectors have been installed or will be installed as part of the Traffic Control and Surveillance Systems<sup>1</sup> (TCSS) and the Speed Map Panels (SMP) System<sup>2</sup>. Beside the detectors mentioned above, we plan to install traffic detectors in the following sections of roads which have relatively higher traffic volumes but are not covered by the two systems:

- (i) Route 1: from Aberdeen Praya Road to Sha Tin Road (excluding the Aberdeen Tunnel, the Cross-Harbour Tunnel, the Lion Rock Tunnel, and south bound of Sha Tin Road and Lion Rock Tunnel Road)
- (ii) Route 2: from the Eastern Harbour Tunnel (Kowloon Exit) to the Tate's Cairn Highway (excluding the Tate's Cairn Tunnel and south bound of the Tate's Cairn Highway)

1 The TCSS have been installed at the following locations: the Aberdeen Tunnel, the Cross Harbour Tunnel, the Lion Rock Tunnel, the Eastern Harbour Tunnel, the Tate's Cairn Tunnel, the Tai Lam Tunnel, the Kai Tak Tunnel, the Tseung Kwan O Tunnel, the Shing Mun Tunnel, the Tsing Ma Control Area, the Tsing Sha Control Area, the Shenzhen Western Corridor, and the Tolo Highway between Sha Tin and Tai Po near Hong Lok Yuen. The TCSS will also be installed at the Central Wanchai Bypass and the Tolo Highway between Tai Po near Hong Lok Yuen and Fanling.

2 The SMP System covers the southbound of strategic routes from the New Territories to Kowloon, including: the Tolo Highway near the Science Park to the Lion Rock Tunnel (Kowloon Exit), the Tate's Cairn Highway to the Tate's Cairn Tunnel (Kowloon Exit), Tai Po Road (Sha Tin) from the Tolo Highway to the Eagle's Nest Tunnel (Kowloon Exit), Shing Mun Tunnel Road to the Shing Mun Tunnel (Kowloon Exit), the San Tin Highway near Fairview Park to Ting Kau via the Tai Lam Tunnel, the Yuen Long Highway to Tsuen Wan via Tuen Mun Road, and Castle Peak Road from Pui To Road to Tsuen Wan (West).

- (iii) Route 3: from the Western Harbour Tunnel (Kowloon Exit) to the Tsing Long Highway (excluding the Cheung Ching Tunnel, the Cheung Ching Highway, the Tai Lam Tunnel, and southbound of the Tsing Long Highway)
- (iv) Route 4: from the Island Eastern Corridor to Connaught Road West (excluding the Central Wanchai Bypass)
- (v) Route 5: from Kai Fuk Road to Tsuen Wan Road (excluding the Kai Tak Tunnel)
- (vi) Route 6: from Wan Po Road Junction with Pung Loi Road to Ching Cheung Road (excluding the Tseung Wan O Tunnel)
- (vii) Route 7: the North Lantau Highway from the Lantau Link (Lantau Island Exit) to the Airport
- (viii) Route 8: from Tai Po Road (Sha Tin) to the Shing Mun Tunnel (Shatin Exit) and the Shing Mun Tunnel (Tsuen Wan Exit) to Cheung Pei Shan Road

Subject to the approval of funding by the Finance Committee of the Legislative Council, we schedule to commence the study and design work in early 2017 for completion by 2018. The site installation and implementation works are targeted to commence in 2018 for completion in 2021. The estimated expenditure of the project is \$200 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)193**

**(Question Serial No. 1442)**

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 2016-17, the Transport Department will commence a study on installation of smart devices at signalised pedestrian crossings to extend the pedestrian green time for the elderly and persons with disabilities. Please inform this Committee of the details of the study and the resources involved.

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

Reply:

The study aims at identifying suitable smart device for fitting into the current traffic signal system so that the device can be used for detecting smart cards held by the elderly and persons with disabilities as indication of their demand to cross the road. An appropriately longer green time for pedestrian signal will then be provided. The device to be adopted has to be compatible with the various traffic signal control equipment systems currently used in Hong Kong. The study will investigate the need for a mock up to confirm technical feasibility. The study will also identify necessary modifications to the existing traffic signal system, establish the cost-effectiveness, and recommend a plan for territory-wide implementation including the resources required.

The study will be carried out by consultants and is scheduled to commence in the third quarter of 2016 for completion in two years. The cost of the consultancy study is estimated to be \$4 million. An Engineer/Assistant Engineer will be deployed to oversee the consultancy study and the annual staff cost is \$0.7 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)194**

**(Question Serial No. 1443)**

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 2016-17, the Transport Department (TD) will disburse government subsidies to franchised bus operators for provision of seats at bus stops and termini. Please inform this Committee of the details of the current government programme of installing seats at bus stops and termini. What are the programme timetable and the estimated expenditure involved?

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

Reply:

The Government has earmarked \$88.27 million to subsidise the franchise bus operators to provide for seats and display panels for real-time arrival information at covered bus stops. For budgetary purpose, it is estimated that about two-thirds of the sum will likely be used on seats.

Insofar as the installation of seats is concerned, about 140 of some 3 000 covered bus stops are already equipped with seats. The franchised bus operators will be provided with subsidy for installation of seats at all existing covered bus stops without seats. We expect that seats will be installed at around 1 500 bus stops in the first phase of around three years, and at the remaining bus stops in another two years' time.

The TD is making preparation for rolling out the subsidy scheme and will start accepting applications for subsidy from the franchised bus operators from mid-2016 onwards. It is expected that the franchised bus operators will invite tender in the second half of 2016, subject to further discussion with the TD. The estimated expenditure for the subsidy for installation of seats will be better known upon completion of the tendering exercise.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)195**

**(Question Serial No. 1545)**

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:

Among the items which require special attention in 2016-17, it is noted that the Transport Department (TD) will assist the Transport and Housing Bureau in preparing for and commencing a review on parking policy and standards. What are the expenditure, content, and programme of the review?

Asked by: Hon YIU Si-wing (Member Question No. 321)

Reply:

The TD has been monitoring the supply of, and demand for, parking spaces in Hong Kong. In view of the community's concern over parking provision, the Government will commence in 2016-17 a review on parking policy and standards, with priority accorded to considering and meeting the parking need of commercial vehicles. The details of the review including the expenditure, scope and programme, etc. are being worked out.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)196****(Question Serial No. 1557)**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 changes in the numbers of bicycle parking spaces in each of the 18 districts in Hong Kong over the past three years. What are the measures taken by the Government to encourage the greater use of bicycles as a transport mode?

Asked by: Hon YIU Si-wing (Member Question No. 333)Reply:

The numbers of bicycle parking spaces managed by the Transport Department (TD) in each of the 18 districts in the past three years are provided in the following table:

District	Number of bicycle parking spaces (changes since 2013)		
	2013	2014	2015
Central and Western	0	0 (0)	0 (0)
Wan Chai	0	0 (0)	0 (0)
Eastern	0	0 (0)	0 (0)
Southern	0	0 (0)	0 (0)
Kowloon City	0	0 (0)	0 (0)
Sham Shui Po	60	60 (0)	60 (0)
Kwun Tong	0	0 (0)	0 (0)
Kwai Tsing	0	0 (0)	0 (0)
Yau Tsim Mong	51	51 (0)	51 (0)
Wong Tai Sin	0	0 (0)	0 (0)

District	Number of bicycle parking spaces (changes since 2013)		
	2013	2014	2015
Tsuen Wan	74	74 (0)	74 (0)
Tai Po	3 686	3 686 (0)	3 686 (0)
Islands	4 067	4 155 (+88)	4 619 (+552)
North	3 422	4 034 (+612)	4 034 (+612)
Sai Kung	4 946	4 986 (+40)	4 986 (+40)
Sha Tin	5 494	6 044 (+550)	6 044 (+550)
Tuen Mun	4 172	4 261 (+89)	4 339 (+167)
Yuen Long	8 275	8 275 (0)	8 400 (+125)
<b>Total</b>	34 247	35 626 (+1 379)	36 293 (+2 046)

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 bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government will continue to foster a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

For instance, as part of a consultancy study on improving the cycle track network in the nine new towns in the New Territories, the TD has drawn up a list of about 900 potential improvement sites. The first batch of improvement works for about 100 sites, including provision of additional bicycle parking spaces, enhancement of cycling signage, and widening of bends at existing cycle tracks, will start in 2016 in phases, with a target for completion in two years. The TD is working on the remaining improvement proposals and will implement them in stages.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)197**

**(Question Serial No. 1564)**

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 the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), it is anticipated that there would be a large volume of "Mainland – Hong Kong vehicle" travelling between the urban area and the HZMB via the Lantau Link. By then, the burden on the Lantau Link will be increased, and there will be a need for the Tuen Mun – Chek Lap Kok Link (TM-CLKL) to divert the traffic. In the last financial year, the Government was not able to assess the completion date for the HZMB. What are the revised completion dates of the Hong Kong Link Road (HKLR) under the HZMB and the TM-CLKL? According to the Government's assessment, would the traffic congestion on Tuen Mun Road be aggravated upon the commissioning of the TM-CLKL? If so, what improvement measures will the Government take?

Asked by: Hon YIU Si-wing (Member Question No. 340)

Reply:

The Highways Department anticipates that the HZMB HKLR and the HZMB Hong Kong Boundary Crossing Facilities (HKBCF) will be completed by the end of 2017.

As for the TM-CLKL, it involves the Southern Connection and the Northern Connection. The completion date of the Southern Connection will tie in with that of the HZMB Main Bridge whilst the Northern Connection is targeted for completion in 2018.

Upon commissioning, the TM-CLKL will provide a direct route between the Northwest New Territories (NWNT) and the Lantau, linking Tuen Mun with the HKBCF, the HZMB, the Hong Kong International Airport and the North Lantau Highway. Therefore, the TM-CLKL will divert part of the existing traffic between the NWNT and the urban area that is currently using Tuen Mun Road (between Tuen Mun and Tsuen Wan), thus improving the traffic condition of Tuen Mun Road.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)198**

**(Question Serial No. 2487)**

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 2016-17 is \$9,811.95 million, representing an increase of more than \$4,467 million over the revised estimate for 2015-16. 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 Jeffrey LAM Kin-fung (Member Question No. 49)

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 does 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. Nonetheless, the information sought is provided below:

Subhead 6845TH involves reclamation works of the HZMB HKBCF and superstructure works on the HKBCF. Superstructure works have commenced by phases since 2014. As more superstructure works will take place in 2016-17, the expenditure under Subhead 6845TH is expected to increase in 2016-17 when compared to 2015-16.

The expenditure forecast for Subhead 6845TH in the coming years is as follows:

<b>Year</b>	<b>Expenditure forecast (in money-of-the-day prices) (\$ million)</b>
2016-17	9,812.0
2017-18	7,481.1
2018-19	3,596.7
2019-20	3,039.9

The Highways Department will continue to closely monitor the programme of works of the HKBCF, and to explore with its consultants and contractors on measures to expedite the progress of works. It is anticipated that the essential works for the commissioning of the HKBCF will be completed by the end of 2017.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)199****(Question Serial No. 5407)**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 (CAD) provide in the table below details of the duty visits made by the Director-General of Civil Aviation (DGCA) in the past three years, 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. 166)Reply:

Details of the overseas duty visits made by the DGCA in 2013-14, 2014-15 and 2015-16 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 (excluding DGCA)	Purpose of Visit	Expenses for DGCA only (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
22-26.6.2013	Bangkok / Thailand	3	Chaired the 24th Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) of the International Civil Aviation Organization (ICAO) meetings	9,699	8,403	1,797	19,899
27-28.6.2013	Beijing / China	1	Attended a meeting with the Civil Aviation Administration of China (CAAC) to discuss co-operation 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 the CAAC, the CAD and the Civil Aviation Authority of Macao (CAAM). Also attended meetings with the civil aviation authorities and the search and rescue agencies of the	8,937	4,413	N/A	13,350



Date of visit	Place of visit	Size of entourage (excluding DGCA)	Purpose of Visit	Expenses for DGCA only (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
			Mainland to discuss search and rescue 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 51st 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 Guangzhou Air Command, etc and attended meetings with various Mainland agencies to discuss air traffic control matters	2,901	N/A	389	3,290
11-12.8.2014	Shenzhen / China	3	Attended meetings with the Mainland aviation authority to discuss the impact of the Three-Runway System project	3,088	N/A	9	3,097
7-12.9.2014	Kuala Lumpur / Malaysia	5	Chaired the 25th ICAO APANPIRG meetings	11,152	4,516	198	15,866
7-8.1.2015	Beijing / China	5	Attended meetings with the	2,891	5,982	348	9,221

Date of visit	Place of visit	Size of entourage (excluding DGCA)	Purpose of Visit	Expenses for DGCA only (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
			CAAC to discuss aviation matters				
1-7.2.2015	Montreal / Canada	6	Attended ICAO Second High-level Safety Conference 2015 and representing APAC region attended 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	3	Attended meetings with the Mainland aviation authority to discuss air traffic control matters	2,885	N/A	447	3,332
6-8.5.2015	Fukuoka / Japan	1	Attended as the chairman of the APANPIRG and delivered a presentation at the Asia Pacific Conference 2015 of the Civil Air Navigation Services Organization (CANSO)	4,762	6,329	103	11,194
13-14.5.2015	Guangzhou / China	4	Attended the Pearl River Delta (PRD) Region Airport Operation Seminar	3,529	N/A	388	3,917
21-22.5.2015	Bangkok / Thailand	3	Attended the Regional Aviation Safety Group (RASG)- APANPIRG Coordination Meeting and APANPIRG/25	6,127	3,037	121	9,285

Date of visit	Place of visit	Size of entourage (excluding DGCA)	Purpose of Visit	Expenses for DGCA only (\$)			
				Hotel accommodation and meals	Air ticket	Others (e.g. travelling, conference registration, etc)	Total
			Midterm Review Meeting				
6-10.9.2015	Bangkok / Thailand	4	Chaired the 26th ICAO APANPIRG meetings	9,514	2,879	65	12,458
26-29.10.2015	Manila / Philippines	7	Attended the ICAO 5th RASG Meeting and 3rd Regional Aviation Security Coordination Forum cum 52nd DGCA Conference, Asia and Pacific Region, moderated one of the agenda items of the DGCA Conference, and signed a technical arrangement on airworthiness	7,132	2,927	N/A	10,059
18.1.2016	Guangzhou / China	5	Attended meetings with the Mainland aviation authority to discuss air traffic control matters	N/A	N/A	502	502

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)200****(Question Serial No. 5411)**

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:

In a report of the Director of Audit earlier on, the Civil Aviation Department (CAD) was criticised for blundering seriously in the replacement of the air traffic control (ATC) systems, and delaying the commissioning date of the new ATC systems repeatedly. Even after spending almost \$100 million to improve it, the CAD still could not feel assured to use the new system. The stability of the new system was in question. It was worried that the system might pose problems to aviation safety in Hong Kong. Meanwhile, the CAD has spent \$2 billion of public funds to build its new headquarters. The CAD was criticised for providing shower facilities in its Director-General's office and constructing an additional 1 500 square metres (m<sup>2</sup>) floor area without approval. Has the CAD conducted reviews in respect of the recommendations in the Director of Audit's report? Please set out the remedial measures taken by the CAD up to now. How will the additional 1 500 m<sup>2</sup> floor area be put into good use?

Asked by: Hon CHAN Chi-chuen (Member Question No. 170)

Reply:

The CAD accepts the recommendations made by the Audit Commission and the Public Accounts Committee (PAC) of the Legislative Council (LegCo) regarding the new CAD headquarters project and the administration of the air traffic control and related services. The CAD has accordingly taken follow-up actions as appropriate. Details of the actions were reported to the LegCo as included in the Government Minute in response to the PAC Report No. 63 on 20 May 2015 and the Government Minute in response to the PAC Report No. 63A and No. 64 on 28 October 2015. In short, regarding the 1 500 m<sup>2</sup> expansion area, the CAD has obtained approval of the Property Vetting Committee to use part of the area for its office use. With the assistance from the Government Property Agency, the remaining area has all been taken up by other government departments for official use.

As regards the implementation of the new ATC systems project, ensuring aviation safety and expeditious air traffic management is the topmost priority of the CAD. The CAD has

been conducting stringent acceptance tests and comprehensive safety assessment on the new Air Traffic Management System (ATMS) in accordance with international aviation safety management standards and established Government procedures, in order to ensure that the system operation complies with the contract conditions and safety requirements.

With air traffic safety being the paramount concern, both the CAD and the Transport and Housing Bureau have appointed independent consultants to further ensure the safety, reliability, stability and system and staff readiness of the new ATC systems operations. According to the independent consultants' assessment, the ATMS is safe, stable and reliable and in line with good practice in other ATC centres overseas. According to current progress and subject to further review on system and staff readiness by the independent consultant, the new ATMS should be ready for operation by June 2016 to handle live air traffic in a progressive and phased manner.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)201**

**(Question Serial No. 7176)**

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:

- (1) Please advise on the numbers and the respective salaries and allowances of Air Traffic Control Officers I (ATCO I), Air Traffic Control Officers II (ATCO II), Student Air Traffic Control Officers (SATCO), Flight Procedure Designers and Airspace Designers of the Civil Aviation Department (CAD).
- (2) Since the publication of the Report No. 63 of the Director of Audit in 2014, please advise on the position of Part 4 of the Report, i.e. the administration of the air traffic control service related charges, overdue charges, as well as the collection of en-route navigation charges.
- (3) Please list the names of airlines which involved overdue charges of \$250,000 or more and the respective overdue amount.

Asked by: Hon Albert HO Chun-yan (Member Question No. 41)

Reply:

- (1) For 2016-17, the notional annual salary cost at mid-point of the ATCO grade at different ranks and the corresponding establishment are tabulated below:

Rank	Notional Annual Mid-point Salary for each post	Establishment (as at 29 February 2016)
ATCO I	\$1,309,080	34
ATCO II	\$1,013,760	162
ATCO III / SATCO	\$441,300	78

There is no breakdown of provision for allowances by individual grades.

Flight procedures and airspace designs are also undertaken by the ATCOs who have completed the specialised training on relevant subjects.

- (2) Having taken into account the recommendations concerning the administration of air traffic control service related charges set out in Part 4 of Chapter 4 of the Director of Audit's Report No. 63, the CAD has re-examined the level of the en-route navigation charge (ENC) rate and the revised rate has been implemented on 1 October 2015. The CAD will continue to review the ENC rate in accordance with the Government's established policies and procedures, as well as conduct a review after implementing the ENC level recommended in each fees and charges review so as to ensure that the charge level is conducive to achieving full-cost recovery and adhering to the Government's "user pays" principle.

The CAD has also taken effective follow-up actions to prevent the loss of revenue of the ENC, including demanding banker's guarantees from operators with unsatisfactory ENC payment records, reminding the airline operators of their contractual obligation to pay the ENC and taking legal actions against defaulting airline operators as appropriate.

- (3) As at 29 February 2016, nine airline operators have overdue charges of \$250,000 or more, with a total of \$12.4 million. The CAD has already referred these cases to the Department of Justice to take recovery actions, and therefore cannot disclose the details of the airline operators concerned.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)202**

**(Question Serial No. 5950)**

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:

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?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 168)

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)<sup>1</sup>. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization, among which the measures that can alleviate the noise impact in Ma Wan include:

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<sup>1</sup> The NMTs are located at Ma Wan (Park Island), Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley 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), 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).



- (a) 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;
- (b) 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;
- (c) 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, in particular Ma Wan, and reduces the impact of aircraft noise on these areas; and
- (d) 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 impact of the 3RS operation on the noise level at Ma Wan, the aircraft noise impact assessment in the Environmental Impact Assessment Report approved by the Director of Environmental Protection (DEP) showed that the location concerned is outside the Noise Exposure Forecast (NEF) 25 contours (The NEF contours are used to forecast and assess the impact of aircraft noise for land use planning purposes). 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 (AA) is required to submit an Aircraft Noise Monitoring Plan to the DEP for approval before the operation of the 3RS project, which will include representative locations such as Ma Wan. The CAD will continue to work with the AA and airlines to explore measures to further alleviate the noise impact of aircraft operation on local communities.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)203**

**(Question Serial No. 5952)**

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:

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 Three-Runway System (3RS) at the airport on the district? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 170)

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)<sup>1</sup>. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website. As aircraft operating into and out of the HKIA do not normally overfly Discovery Bay, the CAD does not have any plan at this stage to install an NMT at that location.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization to alleviate the aircraft noise

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<sup>1</sup> The NTMs are located at Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley 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).

impact. 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 impact of the 3RS operation on the noise level at Discovery Bay, the aircraft noise impact assessment under the Environmental Impact Assessment Report approved by the Director of Environmental Protection showed that the location concerned is outside the Noise Exposure Forecast (NEF) 25 contours (NEF contours are used to forecast and assess the impact of aircraft noise for land use planning purposes). No adverse residual aircraft noise impact is identified to be associated with the operation of the 3RS project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)204**

**(Question Serial No. 5953)**

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:

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 Three-Runway System (3RS) at the airport on the district? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 171)

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)<sup>1</sup>. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization, among which the measures that can alleviate the noise impact in Tung Chung include:

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<sup>1</sup> The NMTs are located at Tung Chung (Caribbean Coast), Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley Heights, Cloud View Road), Mid-Levels (Fairmont Gardens, Conduit Road), Tsing Lung Tau (Hong Kong Garden), Lantau (Sha Lo Wan), 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).

- (a) 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; and
- (b) 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 impact of the 3RS operation on the noise level at Tung Chung North, the aircraft noise impact assessment under the Environmental Impact Assessment Report approved by the Director of Environmental Protection (DEP) showed that the location concerned is outside the Noise Exposure Forecast (NEF) 25 contours (The NEF contours are used to forecast and assess the impact of aircraft noise for land use planning purposes). 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 (AA) is required to submit an Aircraft Noise Monitoring Plan to the DEP for approval before the operation of the 3RS project, which will include representative locations such as Tung Chung. The CAD will continue to work with the AA and airlines to explore measures to further alleviate the noise impact of aircraft operation on local communities.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)205**

**(Question Serial No. 5954)**

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:

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 Three-Runway System (3RS) at the airport on the district? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 174)

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)<sup>1</sup>. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization, among which the measures that can alleviate the noise impact in Tung Chung include:

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<sup>1</sup> The NMTs are located at Tung Chung (Caribbean Coast), Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley Heights, Cloud View Road), Mid-Levels (Fairmont Gardens, Conduit Road), Tsing Lung Tau (Hong Kong Garden), Lantau (Sha Lo Wan), 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).

- (a) 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; and
- (b) 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 impact of the 3RS operation on the noise level at Tung Chung South, the aircraft noise impact assessment in the Environmental Impact Assessment Report approved by the Director of Environmental Protection (DEP) showed that the location concerned is outside the Noise Exposure Forecast (NEF) 25 contours (NEF contours are used to forecast and assess the impact of aircraft noise for land use planning purposes). 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 (AA) is required to submit an Aircraft Noise Monitoring Plan to the DEP for approval before the operation of the 3RS project, which will include representative locations such as Tung Chung. The CAD will continue to work with the AA and airlines to explore measures to further alleviate the noise impact of aircraft operation on local communities.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)206**

**(Question Serial No. 5956)**

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:

Has the Government been monitoring the noise level at Belvedere Garden, Tsuen 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?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 176)

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)<sup>1</sup>. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization, among which the measures that can alleviate the noise impact in Tsuen Wan include:

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<sup>1</sup> The NMTs are located at Tsuen Wan (Greenview Court, Yau Kom Tau), Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley 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, 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).



- (a) 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 Tsuen Wan, Shatin, Sham Tseng and Tsing Lung Tau;
- (b) 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;
- (c) 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; and
- (d) 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 impact of the 3RS operation on the noise level at Tsuen Wan, the aircraft noise impact assessment in the Environmental Impact Assessment Report approved by the Director of Environmental Protection (DEP) showed that the location concerned is outside the Noise Exposure Forecast (NEF) 25 contours (NEF contours are used to forecast and assess the impact of aircraft noise for land use planning purposes). 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 (AA) is required to submit an Aircraft Noise Monitoring Plan to the DEP for approval before the operation of the 3RS project, which will include representative locations such as Tsuen Wan. The CAD will continue to work with the AA and airlines to explore measures to further alleviate the noise impact of aircraft operation on local communities.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)207**

**(Question Serial No. 5962)**

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:

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: Dr Hon KWOK Ka-ki (Member Question No. 182)

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)<sup>1</sup>. The noise data collected by the NMTs are consolidated and regularly uploaded onto the CAD's website. As aircraft operating into and out of the HKIA do not normally overfly Tin Shui Wai (Kingswood Villas), the CAD does not have any plan at this stage to install an NMT at that location.

The CAD has implemented a number of aircraft noise abatement measures based on the guidelines of the International Civil Aviation Organization to alleviate the aircraft noise impact. 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).

- End -

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<sup>1</sup> The NMTs are located at Tai Wai (Mei Lam Estate), Kwai Chung (On Yam Estate), Shau Kei Wan (Yiu Tung Estate), North Point (Beverley 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).

**CONTROLLING OFFICER'S REPLY**

**THB(T)208**

**(Question Serial No. 4767)**

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 yes, what were the details? 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. 70)

Reply:

To enhance the CAD's capabilities in search and rescue operations in the event of aircraft accidents, the CAD successfully conducted a long range SAREX on 15 December 2015, simulating an aircraft in distress and ditched into the sea at about 50 nautical miles east of Hong Kong. Five search and rescue organisations participated in the exercise, including the CAD, the Hong Kong Garrison of the People's Liberation Army Forces, the Nanhai Rescue Bureau of the Mainland Ministry of Transport, the Government Flying Services and the Hong Kong Observatory.

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 strengthening co-operation and co-ordination in search and rescue operations between the CAD and the other search and rescue organisations. The exercise also provides qualified air traffic control officers, aircrew and other search and rescue units likely to be involved in such operations with continued training and familiarisation with search and rescue techniques.

The CAD will keep in view the schedule of the next SAREX, taking into account of the training needs of the department and the other relevant organisations.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 4607)**

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) For the work to refine air traffic operating procedures and improve air traffic control and air navigation facilities, what will be the provision earmarked under the 2016-17 Budget?
- (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 provision under the 2016-17 Budget earmarked for facilitating the CAD to monitor the time-keeping performance; and whether the existing air traffic control system has been able to automatically perform the monitoring and statistical work so that no additional provision has to be earmarked under the 2016-17 Budget?

Asked by: Hon Claudia MO (Member Question No. 85)

Reply:

- (1) The CAD utilised satellite-based navigation technology and implemented the first set of satellite-based flight procedures at the Hong Kong International Airport (HKIA) in 2006, in line with the roadmap promulgated by the International Civil Aviation Organization with regard to the use of new air navigation technologies. Since then, the CAD has taken heed of the latest satellite-based navigation capability and progressively optimised the design of flight paths and flight procedures, which resulted in enhancement to flight safety and operational efficiency. Currently, satellite-based flight procedures, including approach and departure procedures, are implemented at the HKIA.

In 2016-17, the CAD will continue to implement a number of enhancement measures to improve air traffic management efficiency, including the refinement of air traffic operating procedures to enhance flight safety and air-route capacity of the Hong Kong Flight Information Region (HKFIR). 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.

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. An estimated expenditure of \$1.2 million will be incurred in 2016-17. The CAD continues its effort to bring in the latest technology gradually through a replacement plan for the existing air navigation facilities.

- (2) The CAD reviews the manpower 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 78 Air Traffic Control Officers III (ATCOs III) and Student Air Traffic Control Officers (SATCOs) [training ranks in the Air Traffic Control Officer (ATCO) grade] in the CAD establishment. Majority of ATCO IIIs and SATCOs are undergoing various stage of specialised training for taking up air traffic control duties. To fill anticipated vacancies as a result of retirement in the ATCO grade, the CAD plans to recruit three ATCO IIIs/SATCOs in 2016-17.

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	2013-14 (\$)	2014-15 (\$)	2015-16 (\$)
ATCO I	1,153,800	1,222,560	1,309,080
ATCO II	882,300	934,860	1,013,760
ATCO III/SATCO	402,840	421,800	441,300

- (3) The existing scheduling software of the CAD is capable of producing the on-time-performance statistical data of airline operations. Those for general or business aviation operations are calculated manually.

Monitoring of the time-keeping performance of airlines and other aircraft operators are undertaken by the existing CAD staff as part of their normal duties under Programme (3). There is no separate breakdown of expenditure for such work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)210**

**(Question Serial No. 5053)**

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:

The Financial Secretary mentioned in paragraph 148 of the 2015-16 Budget Speech that he had “asked all policy bureau to achieve more efficient use of resources through re-engineering and re-prioritising” and “launched the ‘0-1-1’ envelope savings programme to reduce operating expenditure by a total of two per cent over the next three financial years. Resources saved will be re-allocated for new services.” Please inform this Committee of the implementation of the “0-1-1” envelope savings programme by the Civil Aviation Department (CAD) in 2015-16 and 2016-17, the services affected by the programme and details of the expenditure involved.

Asked by: Hon SIN Chung-kai (Member Question No. 28)

Reply:

The “0-1-1” envelope savings programme is a fiscal planning tool aimed at achieving more efficient use of public resources through greater efforts in re-engineering and re-prioritisation such that the savings can be re-deployed to the implementation of new or enhanced services. With the provision of safe and efficient air traffic control services being the paramount concern of the CAD, the CAD has implemented the following major measures in order to deliver the target savings in 2016-17:

- (a) Savings on maintenance expenses and services as a result of the planned implementation of the new air traffic control (ATC) systems

The new ATC systems have employed advanced technologies with more levels of system resilience to ensure safe, reliable and stable air traffic operations. Besides, some recently commissioned ATC systems are still within the warranty period. System support and maintenance work have been streamlined to improve efficiency and achieve the same level of performance as compared with the existing ATC systems.

(b) Savings on energy savings measures

The CAD has embarked on various energy saving measures including optimization of energy performance of air conditioning systems, streamlining procedures for more efficient use of backup generators to support ATC systems resulting in less consumption of fuel oils, dismantling lighting tubes, and automatically switching office computers to hibernate mode after office hours, etc.

(c) Synergy savings under the operations and maintenance services contract with Electrical and Mechanical Services Trading Fund (EMSTF)

Based on experience gained by EMSTF in operations and maintenance of electrical and mechanical / building services facilities in support of ATC systems and more levels of system resilience, some of the performance requirements have been reviewed and adjusted without adversely impacting the ATC operations.

These measures will not affect the standards of CAD's services to the industry and the public and the savings arising from these measures are sufficient to meet the "0-1-1" target. Indeed, the estimate for the CAD for 2016-17 is higher than that for 2015-16 by 1.6%, reflecting efficiency savings to be achieved through the "0-1-1" programme and new resources allocated to the CAD for delivering new/improved services.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)211**

**(Question Serial No. 3441)**

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 2016-17?

Asked by: Hon WU Chi-wai (Member Question No. 100)

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)212**

**(Question Serial No. 3442)**

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:

In paragraph 148 of the Budget Speech 2015-16, the Financial Secretary mentioned that he had “asked all policy bureaux to achieve more efficient use of resources through re-engineering and re-prioritising.” He had “also launched the ‘0-1-1’ envelope savings programme to reduce operating expenditure by a total of two per cent over the next three financial years. Resources saved will be re-allocated for new services.” Please advise this Committee on the implementation details of the “0-1-1” envelop savings programme undertaken by the Civil Aviation Department (CAD) in 2015-16, 2016-17 and 2017-18, the services affected and the details of the expenditure involved.

Asked by: Hon WU Chi-wai (Member Question No. 103)

Reply:

The “0-1-1” envelope savings programme is a fiscal planning tool aimed at achieving more efficient use of public resources through greater efforts in re-engineering and re-prioritisation (R&R) such that the savings can be re-deployed to the implementation of new or enhanced services. With the provision of safe and efficient air traffic control services being the paramount concern of the CAD, the CAD has implemented the following major measures in order to deliver the target savings through 2016-17 to 2017-18:

- (a) Savings on maintenance expenses and services as a result of the planned implementation of the new air traffic control (ATC) systems

The new ATC systems have employed advanced technologies with more levels of system resilience to ensure safe, reliable and stable air traffic operations. Besides, some recently commissioned ATC systems are still within the warranty period. System support and maintenance work have been streamlined to improve efficiency and achieve the same level of performance as compared with the existing ATC systems.

(b) Savings on energy savings measures

The CAD has embarked on various energy saving measures including optimization of energy performance of air conditioning systems, streamlining procedures for more efficient use of backup generators to support ATC systems resulting in less consumption of fuel oils, dismantling lighting tubes, and automatically switching office computers to hibernate mode after office hours, etc.

(c) Synergy savings under the operations and maintenance services contract with Electrical and Mechanical Services Trading Fund (EMSTF)

Based on experience gained by EMSTF in operations and maintenance of electrical and mechanical / building services facilities in support of ATC systems and more levels of system resilience, some of the performance requirements have been reviewed and adjusted without adversely impacting the ATC operations.

These measures will not affect the standard of CAD's services to the industry and the public and the CAD plans to continue with its efforts in promoting R&R for achieving efficiency gains under the "0-1-1" programme in 2017-18. Indeed, the estimate for the CAD for 2016-17 is higher than that for 2015-16 by 1.6%, reflecting efficiency savings to be achieved through the "0-1-1" programme and new resources allocated to the CAD for delivering new/improved services.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)213**

**(Question Serial No. 4658)**

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. It is mentioned under this Programme that the system will be commissioned in 2016-17. Please inform this Committee whether the CAD has confirmed that all the queries previously raised by different parties, including the CAD staff, about the Autotrac 3 system have been resolved. What measures will be introduced in response to the recommendations in the report of the Director of Audit, and what will be the expenditure involved for such measures?

Asked by: Hon WU Chi-wai (Member Question No. 29)

Reply:

The CAD accepts the recommendations made by the Audit Commission regarding the administration of the air traffic control and related services. The CAD has accordingly taken follow-up actions as appropriate. Details of the actions were reported to the Legislative Council as included in the Government Minute in response to the PAC Report No. 63A and No. 64 on 28 October 2015.

Ensuring aviation safety and expeditious air traffic management is the topmost priority of the CAD. The CAD has conducted stringent acceptance tests and comprehensive safety assessment on the new ATC systems in accordance with international aviation safety management standards and established Government procedures, to ensure that the systems operation is in compliance with the contract conditions and safety requirements. Seven out of the eight major systems of the new ATC systems have been put into use by phases since 2013. For the remaining Air Traffic Management System (ATMS), all the acceptance test events have been completed in September 2015 in accordance with the requirements

specified in the contract. The CAD is generally satisfied with the test results with all outstanding priority items addressed by the system supplier.

With air traffic safety being paramount concern, both the CAD and the Transport and Housing Bureau have appointed independent consultants to further ensure the safety, reliability, stability and system and staff readiness of the new ATC systems operations. According to the independent consultants' assessment, the ATMS is safe, stable and reliable and in line with good practice in other ATC centres overseas. According to current progress and subject to further review on system and staff readiness by the independent consultant, the new ATMS should be ready for operation by June 2016 to handle live air traffic in a progressive and phased manner.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)214****(Question Serial No. 4687)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (5) Air Services and Safety ManagementControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the provision of support for the negotiation and implementation of Hong Kong's air services agreements under this Programme, please advise this Committee of the following:

- (1) What were the ports added or suspended in each of the past three years by type of traffic right?
- (2) What are the number of ongoing negotiations on air services agreements and their details as of December 2015?

Asked by: Hon WU Chi-wai (Member Question No. 101)Reply:

- (1) Every year, ports are being added or suspended subject to an airline's network planning and market strategy. In the past three years, the number of new and suspended ports is tabulated as follows. It should be noted that a decision to add or suspend ports may not be related to the availability of traffic rights, and may be due to airlines' commercial considerations.

**New Ports**

Type of traffic right	2013	2014	2015
Third/Forth freedom <sup>1</sup>	1. Da Nang 2. Guadalajara 3. Hohhot 4. Hulunbeier 5. Irkutsk	1. Calgary 2. Huangshan 3. Indianapolis 4. Kagoshima 5. Mexico City	1. Boston 2. Changzhou 3. Cheongju 4. Davao 5. Detroit

<sup>1</sup> In respect of scheduled international air services, third/fourth freedom right refers to the right or privilege granted by one Party to another Party to put down and to take on, in the territory of the first Party, traffic coming from or destined to the home state/region of the carrier.

	6. Mahe Island 7. Wuyishan 8. Yangon	6. Minneapolis 7. Udon Thani 8. Washington 9. Xishuangbanna 10. Yekaterinburg	6. Dusseldorf 7. Hiroshima 8. Kalibo 9. Krabi 10. Kumamoto 11. Lanzhou City 12. Luoyang 13. Miyazaki 14. Nha Trang 15. Stockholm 16. Xining 17. Yiwu
Fifth freedom <sup>2</sup>	1. Chittagong 2. Lagos 3. Muscat 4. Vienna 5. Yerevan		1. Ashgabat 2. Beirut 3. Hahn 4. Maastricht 5. Turkmenbashi
Total:	13	10	22

### **Suspended Ports**

Type of traffic right	2013	2014	2015
Third/Forth freedom	1. Boston 2. Cheongju 3. Denver 4. Detroit 5. Hahn 6. London Gatwick 7. Lanzhou City 8. Shenzhen 9. Urumqi	1. Charleston 2. Hulunbeier 3. Islamabad 4. Kalibo 5. Luoyang 6. Moscow Vnukovo 7. Stockholm	1. Karachi 2. Krasnoyarsk 3. London Stansted 4. Minneapolis 5. Yichang
Fifth freedom	1. Cairo	1. Beirut 2. Kabul 3. Komatsu 4. Kozhikode 5. Tbilisi 6. Thiruvananthapuram 7. Yerevan	1. Ciudad del Este 2. Lagos 3. Milan Bergamo
Total:	10	14	8

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<sup>2</sup> In respect of scheduled international air services, fifth freedom rights refer to the right or privilege granted by one Party to another Party to put down and to take on, in the territory of the first State, traffic coming from or destined to a third Party.

- (2) The Government has been progressively liberalising our air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international hub and the primary gateway to the Mainland. As of December 2015, Hong Kong has signed Air Services Agreements with 64 aviation partners. We shall seek to further liberalise existing air services agreements / arrangements and to negotiate new air services agreements / arrangements with other aviation partners as opportunities arise.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)215**

**(Question Serial No. 4688)**

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:

Regarding the recruitment and training of air traffic control staff, please advise this Committee of:

- (1) the number of air traffic control staff estimated to be recruited this year (including the respective numbers of these recruits for filling the vacancies from officers leaving the service and for new posts created to cope with the increasing workload) and the expenditure involved;
- (2) the attrition rate of the Student Air Traffic Control Officers (SATCO) recruited in each of the past three years (2013-14, 2014-15 and 2015-16) (please provide a breakdown by the number of recruits and year); and
- (3) the differences between the conditions of service for the Air Traffic Control Officer II (ATCO II) recruited from overseas and promoted locally in the past two years (2014-15 and 2015-16), and the ratio of local and overseas staff at the rank of ATCO II and higher ranks.

Asked by: Hon WU Chi-wai (Member Question No. 102)

Reply:

- (1) To fill anticipated vacancies as a result of wastage in the Air Traffic Control Officer (ATCO) grade, the Civil Aviation Department (CAD) plans to recruit three ATCO IIIs/SATCOs in 2016-17. The expenditure involved in terms of notional annual mid-point salary value is \$1.3 million.
- (2) In the past three years, a total of 29 SATCOs were appointed to fill vacancies in the ATCO grade (all in 2013-14). Two officers subsequently resigned, representing 6.9% of the 29 SATCOs recruited.



- (3) The CAD has not recruited any ATCO II from overseas in the past two years (2014-15 and 2015-16). The salary scale for the ATCO II is the same regardless of whether they are local or expatriate officers. At present, the CAD has eight officers on overseas agreement terms and 148 local officers at ATCO II and above ranks. The ratio of overseas to local officers ranked at ATCO II is 1:18.5.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)216**

**(Question Serial No. 4016)**

Head: (33) Civil Engineering and Development Department

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

Programme: (2) Port and Marine Facilities

Controlling Officer: Director of Civil Engineering and Development  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the continuing of the planning, design and construction of various projects for improving port and marine facilities under this programme, please advise this Committee:  
In 2014-15, the Government submitted funding application to this Committee for the additional floors works at Central Piers Nos. 4, 5 and 6. After the adjournment of debate on this item, the Government has not yet provided any further follow-up information on the additional floors works at Central Piers Nos. 4, 5 and 6. Please inform this Committee of the present situation of this item, and whether funding application will be made to this Committee again.

Asked by: Hon James TO Kun-sun (Member Question No. 72)

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 does 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. Nonetheless, the information sought is provided below:

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. These matters are being looked into. Progress will be reported to the Panel on Transport at its meeting on 15 April 2016 together with the outcome of the mid-term review on the provision of Special Helping Measures to the six major outlying island ferry routes for the current three-year licence period.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 4660)**

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  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “continue the detailed design of Trunk Road T2” and the overall Route 6 works:

- (a) What is the completion time of the Trunk Road T2 detailed design anticipated by the Government? And when will the funding application be submitted to the Legislative Council (LegCo)? Whether the Government expects that Trunk Road T2 can tie in with the completion dates of the remaining parts of Route 6?
- (b) At present, what is the progress of the overall Route 6 project (including Central Kowloon Route (CKR), Trunk Road T2, Tseung Kwan O - Lam Tin Tunnel)? For various tunnels and by estimation, when will the funding application be made, the works be commenced and completed?

Asked by: Hon WU Chi-wai (Member Question No. 19)

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 does 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. Nonetheless, the information sought is provided below:

In June 2011, the Highways Department (HyD) commissioned the detailed design for the CKR project, which is now ongoing. The HyD is actively planning the CKR project for its early implementation. The construction of the CKR project takes approximately over seven years.

After finalising the estimate of the project cost, the Transport and Housing Bureau and the HyD will consult the LegCo on its funding application, and seek approval from the Finance Committee when appropriate.

As for the Trunk Road T2, the detailed design of its main works will continue in 2016-17 and is targeted for substantial completion by around end-2017. Upon completion of the detailed design, we will be able to work out the estimated project cost and programme of the Trunk Road T2. As the Trunk Road T2 is the middle section of the strategic Route 6, we will seek funding approval from the LegCo in a timely manner for the construction of the project to tie in with the completion date of the CKR.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)218**

**(Question Serial No. 4690)**

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  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding "Matters Requiring Special Attention in 2016-17", please advise this Committee about the following road works items: (i) description of work and expected progress in 2016-17; (ii) anticipated completion dates; and (iii) total contract value and payment involved in the items –

- (a) detailed design of Trunk Road T2; and
- (b) detailed design and site investigation for the widening of Tai Po Road (Sha Tin section)

Asked by: Hon WU Chi-wai (Member Question No. 105)

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 does 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. Nonetheless, the information sought is provided below:

The detailed design of the main works of Trunk Road T2 will continue in 2016-17 and is targeted for substantial completion by around end-2017. The estimated total cost for the site investigation and design of Trunk Road T2 (under Public Works Programme (PWP) Item 7841TH) is about \$133.6 million. As at end-March 2016, the cumulative expenditure is about \$70.3 million.

As for the widening of Tai Po Road (Sha Tin section) - detailed design and site investigation (PWP Item 7869TH), detailed design of the project commenced in December 2015. The site investigation works are expected to commence in mid-2016. Both the detailed design and site investigation works are scheduled for completion by end-2017. The estimated cost of the detailed design and site investigation works for the project is about \$43.2 million (in money-of-the-day prices). As at end-March 2016, the cumulative expenditure is about \$0.89 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)219**

**(Question Serial No. 4614)**

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 2016-17, the Department will enhance safety inspection and supervision of railway service provided by the MTR Corporation Limited (MTRCL). On this aspect, please advise this Committee:

- (a) The number of inspections for each railway line from 2015 up to end February 2016; and
- (b) In each year from 2015 to end February 2016, the number of inspections conducted by the staff members of the Electrical and Mechanical Services Department (EMSD) and other government departments on various parts (including tracks, trains, overhead lines, signalling systems, etc.) of the railway system, the departments responsible for the inspections, the details of inspections and the standards adopted.

Asked by: Hon Michael TIEN Puk-sun (Member Question No. 59)

Reply:

- (a) The number of inspections conducted by the EMSD for each railway line (existing and under construction) from 2015 up to end February 2016 are set out below:

	Number of Inspections	
	2015	2016 up to end February
<b>Existing Railway Lines</b>		
Island Line	21	3
Kwun Tong Line	27	1

	Number of Inspections	
	2015	2016 up to end February
Tsuen Wan Line	13	3
Tseung Kwan O Line	10	2
East Rail Line	21	1
West Rail Line	10	2
Ma On Shan Line	6	0
Airport Express Line/Tung Chung Line/ Disneyland Resort Line	26	3
Light Rail	10	3
Automated People Mover in the Airport	4	1
<b>New Railway Projects</b>		
West Island Line	3	2
Kwun Tong Line Extension	7	5
South Island Line (East)	14	3
Shatin to Central Link	31	7
Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong section)	5	0
<b>Total:</b>	<b>208</b>	<b>36</b>

- (b) The EMSD is the statutory regulatory authority on railway safety. It adopts a risk-based approach in monitoring the safety of the MTR service. The EMSD will step up inspections on the safety-critical components of the railway system, railway equipment with higher safety risks, or facilities with higher rates of failure. Under the Mass Transit Railway Ordinance (Cap 556) and the Mass Transit Railway Regulation (Cap 556A), the EMSD may enter the railway premises of the MTRCL to conduct inspection for the sake of ensuring railway safety and investigation of railway incidents; and request the MTRCL to submit information or documents.

To ensure that its maintenance work is in line with international standard, the MTRCL has formulated guidelines in respect of the maintenance of different railway components on the basis of the standards recognised by the international railway industry or recommended by railway component manufacturers. In the course of inspection, the EMSD will examine, in particular, whether the MTRCL has strictly adhered to these established guidelines in performing the maintenance work, and will look through the work log of maintenance staff of the MTRCL. Besides, the EMSD will conduct functional tests on high risk components (particularly safety-critical components) to ensure normal operation.

The inspection figures for various components of railway systems by the EMSD personnel from 2015 up to end February 2016 are set out below:



<b>Year</b>	<b>Tracks</b>	<b>Trains</b>	<b>Power Supply (including overhead lines)</b>	<b>Signalling system</b>	<b>Others (including platform screen doors, electrical and mechanical equipment)</b>
<b>2015</b>	53	83	64	51	83
<b>2016 (up to end February)</b>	6	12	14	8	21

To enhance safety inspection and supervision of railway service provided by the MTRCL and its implementation of new railway projects, the Government has enhanced the manpower of the EMSD through the creation of 11 new posts in its Railways Branch starting from 2015-16. Nine of these new posts are professional or technical grade posts, two of which are Chief Engineers at the directorate level. Since the creation of these new posts, the EMSD has stepped up its inspection of the railway system and strategically deployed its resources to cope with the increasing service need in various areas on a need basis. For instance, in order to suit the programme of the new railway projects, the EMSD has purposely increased its inspection frequency in the first two months of 2016. For the inspection by railway lines as indicated in part (a), the total number of inspections carried out by the EMSD from January to February 2016 is 36, which is more than double of the figures within the same period of time in 2015 (15 inspections in total). For the inspection by various parts of the railway system as indicated in part (b), the total number of inspections carried out by the EMSD from January to February 2016 is 61, three times the number within the same period of time in 2015 (20 inspections in total). It is envisaged that following the completion of some new railway projects in 2016, the number of inspections conducted each month will be suitably adjusted so that the resources can be deployed to other areas e.g. auditing of railway safety systems.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)220**

**(Question Serial No. 5441)**

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) will provide barrier-free access (BFA) facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme for the convenience of the public. What are the items under the UA Programme that are completed, in construction and under planning after the commencement of the programme. Please provide a breakdown by location of works, time, expenditure, manpower and the engineering companies involved.

Asked by: Hon CHAN Chi-chuen (Member Question No. 200)

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 does 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. Nonetheless, the information sought is provided below:

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 a number of years (the Original Programme) on the recommendation of the Equal Opportunities Commission. The implementation of 150 items under the Original Programme continues in the past three years, with most of the items anticipated for progressive completion by 2018 as scheduled. As at 29 February 2016, 29 items have been completed, 91 items are under construction, and 13 items are anticipated to commence in 2016-17. The construction works for the remaining 17 items will commence as soon as possible upon completion of detailed design and obtaining of support from the relevant 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). The implementation of these priority items under the Expanded Programme is well underway. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 29 February 2016, 49 priority items are under construction, seven priority items are anticipated to commence construction in 2016-17 and one priority item will commence construction as soon as possible upon completion of the investigation and design works, and obtaining of support from the DC concerned.

Fifteen works contracts have so far been awarded under the UA Programme to 13 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; Leader Civil Engineering Co Ltd - Richwell Engineering Ltd Joint Venture; Welcome Construction Co Ltd - Vernaltex Company Ltd Joint Venture; Kwan On Construction Co Ltd - China Geo Engineering Corporation Joint Venture; Kwan On Construction Co Ltd; Chun Wo Construction & Engineering Co. Ltd.; and China Road and Bridge Corporation). The HyD engages consultants to carry out the design and supervise the construction and deploys existing staff resources to oversee the implementation of the projects.

The expenditure on the UA Programme in 2013-14, 2014-15 and 2015-16 was \$232.2 million, \$554.3 million and \$720.9 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2016-17 is \$788.7 million.

The list of projects under the UA Programme and their present status is as follows:

Original Programme:

Highways Department Structure No.	Location	Present Status
<b>Central &amp; Western District</b>		
HS3	Across Cotton Tree Drive near Murray Building	Under construction
HF37	Along Connaught Road Central near Exchange Square	Under construction
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
HF152	Across Harcourt Road near Citic Tower	Under construction
HF93	At Man Po Street near Pier Road	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under design
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
<b>Eastern District</b>		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
H162	King's Road Flyover across Kornhill Road	Under construction
HF90	Across King's Road and Tin Chiu Street	Under design
HF90A	Across King's Road and Tin Chiu Street	Under construction
<b>Southern District</b>		
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HF59	Along Island Road at Deep Water Bay	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Under construction
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau	Under construction
<b>Wan Chai District</b>		
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF160	Across Gloucester Road near Central Plaza	Completed
HF2	Across Gloucester Road near Luk Kwok Hotel	Under construction
HF2A	Across Gloucester Road near Luk Kwok Hotel	Under construction
HS10	Across Wong Nai Chung Road and Queen's Road East	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF145	Across Gloucester Road and Fenwick Street	Under design
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
HF116	Across Gloucester Road near Stewart Road	Under design
<b>Kowloon City District</b>		
KF25	Across Waterloo Road near Suffolk Road	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KF29	Across Kowloon City Road and San Shan Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS41	Across Chatham Road North near Winslow Street	Under design

Highways Department Structure No.	Location	Present Status
<b>Kwun Tong District</b>		
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF44	Across Hip Wo Street near Cheung Wo Court	Under construction
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
<b>Sham Shui Po District</b>		
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Under construction
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KS25	Across Cheung Sha Wan Road near Kweilin Street	Under construction
KF13	Across Lung Cheung Road near Beacon Heights	Under design
<b>Wong Tai Sin District</b>		
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under design
KS12	Across Choi Hung Road at Lok Sin Road	Under design
K36	At Po Kong Village Road over Lung Cheung Road	Under design
K8	Along Fung Mo Street over Lung Cheung Road	Under design
<b>Yau Tsim Mong District</b>		
KS40	Across Nathan Road near Bute Street	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
KS2	Across Chatham Road South near Gun Club Hill Barracks	Under construction
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Cheong Road near Chatham Road Interchange	Completed
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
KF54	Across Luen Wan Street near Waterworks Depot	Under design
<b>Kwai Tsing District</b>		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
NS126	Across Kwai Fuk Road near Shing Fuk Street	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Under construction
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Under construction
NS10	Across Tsuen Wan Road near Lai King Estate	Under construction
N546	Tsing Tsuen Bridge	Under design
<b>North District</b>		
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Under construction
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Under construction
NF296	Across Lung Sum Avenue near San Fat Street	Under construction
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF212	Across Wo Hing Road near Wah Ming Road	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF104	Across Fanling Highway and San Wan Road	Under design
NS106	Across Fanling Highway near Tai Tau Leng	Under design
<b>Sai Kung District</b>		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
<b>Sha Tin District</b>		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under design
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu	Under design
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under design



<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under design
<b>Tai Po District</b>		
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Under construction
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Under construction
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Under construction
NF266	Across Ting Kok Road near Tung Leung Lane	Under construction
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Under construction
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF81	Across East Rail Line Track near Kiu Tau	Under construction
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Under construction
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Under construction
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under design
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under design
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
<b>Tuen Mun District</b>		
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Under construction
NS99	Across Tsing Wun Road near Yip Wong Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Under construction
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
<b>Tsuen Wan District</b>		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction
<b>Yuen Long District</b>		
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate	Completed
NF245	Across Fuk Hi Street near Wang Lok Street	Under construction
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under design

Expanded Programme:

Highways Department Structure No.	Location	Present Status
<b>Central &amp; Western District</b>		
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
<b>Eastern District</b>		
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF163	Across Siu Sai Wan Road near Harmony Road	Under construction
HF92 & HF92A	Across Island Eastern Corridor near Quarry Bay Park	Under construction
<b>Southern District</b>		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under design
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
<b>Wan Chai District</b>		
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Under construction
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
<b>Kowloon City District</b>		
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under design
<b>Kwun Tong District</b>		
KS56	Across Kwun Tong Road near Ting On Street	Under construction
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under design
<b>Sham Shui Po District</b>		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under design
KS52	Across Tat Chee Avenue near To Yuen Street	Under planning
KF97	Across Tai Po Road near Tai Wo Ping Road	Under design
<b>Wong Tai Sin District</b>		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under design
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under design
<b>Yau Tsim Mong District</b>		
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Under construction
<b>Islands District</b>		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction
<b>Kwai Tsing District</b>		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung, Kwai Chung Road and Lei Muk Road	Under construction

Highways Department Structure No.	Location	Present Status
<b>North District</b>		
NF134	Across Fanling Highway near Fanling MTR Station	Under construction
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
NF295	Across San Wan Road near Landmark North	Under construction
<b>Sai Kung District</b>		
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Under construction
<b>Sha Tin District</b>		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
<b>Tai Po District</b>		
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
<b>Tuen Mun District</b>		
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Under construction
<b>Tsuen Wan District</b>		
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
NF186	Across Tai Chung Road near Heung Che Street	Under construction

<b>Highways Department Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
<b>Yuen Long District</b>		
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)221**

**(Question Serial No. 3508)**

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:

- (a) What is the respective progress of various works of the Central-Wan Chai Bypass and the Island Eastern Corridor Link (CWB) project (including the construction works under the Wan Chai Development Phase II (WDII) and Central Reclamation Phase III)? Is the progress in line with the anticipated construction schedule of the Highways Department (HyD) prior to the commencement of the works?
- (b) There are a significant number of trees in the Victoria Park affected by the Island Eastern Corridor 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: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 160)

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 does 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. Nonetheless, the information sought is provided below:

- (a) The CWB project is implemented by a package of 13 contracts. All these contracts have been awarded and six of them have already been completed, while the remaining seven contracts are in active progress. As at end-March 2016, the overall completion rate is about 71%.

The CWB project is a large-scale and complex road infrastructure project. It has encountered various difficulties and challenges since construction commenced in 2009, which affected the progress of works. The CWB tunnel structure for a part of the trunk road, which is a major part of the CWB, has been entrusted by the HyD to be carried out under the WDII project of the Civil Engineering and Development Department (CEDD). The large metal object that was previously found at the seabed of the WDII works site caused suspension of reclamation and associated works in the area. After the reclamation works resumed in early July 2015, the CEDD notified the HyD of the revised site handing over schedule after the recommencement of works. The CEDD estimated that the section concerned of the CWB tunnel could only be completed for handing over to the HyD's contractor for carrying out the subsequent works in mid-2017. As such, the HyD anticipated that the related subsequent works such as installing electrical and mechanical facilities (including a traffic control and surveillance system, a tunnel ventilation system, a lighting system and a fire services system), laying road pavement and carrying out system testing and commissioning could not be completed within the same year. In other words, the CWB could not be commissioned in 2017 as originally scheduled.

The HyD and the CEDD, together with their consulting engineers and resident site staff, will continue to closely monitor the works progress of the CWB project, and will duly assess the schedule of works with a view to commissioning the CWB as early as possible.

- (b) The progress of the tree transplanting works in the Victoria Park is satisfactory. As at end-February 2016, a total of 235 trees have been transplanted to a holding nursery before their transplanting back into the Victoria Park, while 56 trees have been transplanted to other suitable locations in the Victoria Park. The survival rate of the transplanted trees is about 95%. The estimated cost for the tree transplanting works in the Victoria Park is about \$21 million.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)222**

**(Question Serial No. 3509)**

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:

- (a) What is the progress of the Pound Lane escalator project? Please provide the breakdown of the expenses on this project until now.
- (b) 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?
- (c) 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 Legislative Council Finance Committee for the allocation required in respect of the project cost?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 161)

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 does 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. Nonetheless, the information sought is provided below:

The Pound Lane escalator project is currently under investigation. 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 public concerns, and consulted the Central and Western District Council in January 2015 and held a public forum in April 2015. The consultant has been reviewing the comments received.

In the meantime, a pedestrian survey was conducted in the Pound Lane area in end January 2016 to assess the latest pedestrian flow situation after the opening of the Sai Ying Pun MTR Station. The consultant is analysing the results of the survey. The Government remains open to the views of the public and would take into account all relevant information before deciding 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**

**THB(T)223**

**(Question Serial No. 3510)**

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:

Over the past two years, how many complaints related to road subsidence or uneven ground surface on Bonham Road did the Government receive each year? Please provide a breakdown by details of cases, cause of subsidence, number of casualties and repair costs.

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 162)

Reply:

Over the past two years, the Highways Department did not receive any report on road subsidence on Bonham Road, but received seven complaints on uneven footpath of the road. All of them were due to wear and tear of paving blocks. No injury or death was reported. The cost of the maintenance works is about \$3,500.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)224****(Question Serial No. 5855)**Head: (60) Highways DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) District and Maintenance WorksControlling Officer: Director of Highways (K K LAU)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the complaints relating to cycle tracks that various regions of the Highways Department (HyD) 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 HyD completed repair work last year and the expenditures involved?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 166)Reply:

In 2015, the HyD received a total of 142 complaints about defects of cycle tracks. The length of cycle track repaired or rehabilitated was about 5.7 kilometres, and the total cost involved was about \$3.8 million. Details of the complaints are as follows –

<b>District</b>	<b>Number of Complaints</b>	<b>Details of Complaints</b>
Islands	1	Uneven surface
Tai Po	36	Uneven surface, gully gratings and traffic signs
North	25	Uneven surface, gully gratings and traffic signs
Yuen Long	19	Uneven surface and traffic signs
Tuen Mun	9	Uneven surface, gully gratings and traffic signs
Sha Tin and Tseung Kwan O	50	Uneven surface and traffic signs
Hong Kong and Kowloon	2	Uneven surface
<b>Total</b>	<b>142</b>	

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)225****(Question Serial No. 6305)**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:

What are the works progress, expenditure and manpower involved and the date of completion of 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 entire HZMB project?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 225)Reply:

According to the agreement of the three Governments, the HZMB Authority jointly set up by the three Governments as a legal entity in accordance with Mainland laws 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. As for the HKBCF, the Hong Kong Link Road (HKLR) and the Tuen Mun-Chek Lap Kok Link (TM-CLKL), the supervision of works is carried out by consultants engaged by the Highways Department (HyD). The HyD has been deploying existing staff to oversee the implementation of these projects.

The approved project estimate for the construction of the various projects of the HZMB is as follows:

<b>Project</b>	<b>Approved project estimate (\$ million)</b>
HZMB Main Bridge (within Mainland waters)	9,280 (Hong Kong side's contribution)
HKBCF	35,895
HKLR	25,047
TM-CLKL <sup>Note</sup>	46,708

Note: This comprises the Public Works Programme (PWP) Item 6846TH TM-CLKL – detailed design, site investigation and advance works, and the PWP Item 6857TH TM-CLKL – construction works.

The HZMB Main Bridge project, as well as related projects in Hong Kong, Guangdong and Macao, have all encountered difficulties in construction and in meeting the programme schedule. With safety and quality assurance being the major premise, the HZMB Authority and the three governments have been reviewing the progress of the various projects as well as means to overcome the difficulties concerned.

Having regard to the latest situation of the HZMB Main Bridge and the related projects of the three sides, the three Governments of Guangdong, Hong Kong and Macao as well as the HZMB Authority further compiled and assessed the works programme at the end of last year. It was concluded that it would not be feasible for the HZMB project (including the Main Bridge project) to be completed for commissioning by end-2016. This has been reported to the Task Force of the HZMB, chaired by the National Development and Reform Commission and attended by officials from the three Governments, the Hong Kong and Macao Affairs Office of the State Council, and the HZMB Authority. The Task Force attached great importance to the HZMB project and requested the Joint Works Committee of the three Governments to conduct a final assessment with a view to reporting the consolidated revised target commissioning date of the entire HZMB project to the Central People's Government. This final assessment is ongoing.

For the works progress of the HKBCF and the HKLR, in view of the construction difficulties and challenges such as the unstable supply of materials, shortage of labour, constraints in construction due to height restriction, the environmental protection requirements and the slower-than-expected consolidation rate of reclamation works, the HyD anticipates that the local projects can only be completed by the end of 2017. As of end-February 2016, about 86% of the reclamation works of the HKBCF of the HZMB has been completed. The anticipated completion date of the reclamation works for the HKBCF is end-2016. As for the TM-CLKL, it involves the Southern Connection and the Northern Connection. The completion date of the Southern Connection will tie in with that of the HZMB Main Bridge whilst the Northern Connection is targeted for completion in 2018.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)226**

**(Question Serial No. 6307)**

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:

What are the works progress, expenditure and manpower involved, and the date of completion of 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?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 227)

Reply:

The estimated total expenditure for the TM-CLKL project is \$46,708 million. This comprises the estimated expenditure for 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 to oversee the implementation of the TM-CLKL project, with the assistance of consultants engaged by the HyD.

At present, the following works of the TM-CLKL are in progress:

- (a) reclamation of the Southern Landfall adjacent to the Hong Kong Boundary Crossing Facilities Reclamation;
- (b) construction of the land and marine viaducts of the Southern Connection;
- (c) construction of the sub-sea tunnel of the Northern Connection, with the tunnel section on the Northern Landfall already completed and the first bored tunnel tube progressing under the seabed; and
- (d) construction of the toll plaza together with the approach viaducts and underpass of the Northern Connection.

The completion date of the Southern Connection will tie in with that of the Hong Kong-Zhuhai-Macao Bridge Main Bridge, whilst the Northern Connection is targeted for completion in 2018.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)227**

**(Question Serial No. 6308)**

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:

What are the works progress, expenditure and manpower involved, and the dates of completion regarding the investigation and preliminary design (I&PD) for the Tuen Mun Western Bypass (TMWB)? In 2016-17, will the Highways Department (HyD) conduct joint public consultation with other departments for the construction of the TMWB? What are the respective expenditure and manpower involved, and the anticipated dates of completion?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 228)

Reply:

The total expenditure for the I&PD of the TMWB under the Public Works Programme Item 6828TH was \$28.1 million.

The HyD briefed the Tuen Mun District Council (TMDC) in March 2015 on the proposed tunnel scheme of the TMWB which connects Tuen Mun Area 40 and Tsing Tin Road. The HyD is further reviewing the TMWB project taking into account the views from the TMDC and other stakeholders, and will further report to the TMDC. If the support from the local community and the TMDC could be obtained, we will proceed with the associated tasks, including the funding application to the Legislative Council in phases for carrying out ground investigation, traffic impact assessment, environmental impact assessment, detailed engineering design and construction works, etc. The implementation programme and estimated cost of the TMWB project will be ascertained during the above process.

The HyD deploys existing staff resources to oversee the project.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)228**

**(Question Serial No. 6309)**

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:

What are the works progress, expenditure and manpower involved, and date of completion for the improvement to Pok Oi Interchange?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 229)

Reply:

The construction works of the "Improvement to Pok Oi Interchange" project commenced in November 2012 and are scheduled for completion in mid-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. A segregated left turn lane at Pok Oi Roundabout to facilitate the traffic from Tai Lam Tunnel (southbound) to Au Tau has also been open for public use since February 2016. The estimated cost for the project is \$264.8 million. The Highways Department 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.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)229**

**(Question Serial No. 6310)**

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:

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 2016-17? Does the Government have any plan to construct BBIs on other roads, and what are the details and expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 230)

Reply:

The BBIs on Tuen Mun Road were fully commissioned in July 2013. They currently serve 28 regular franchised bus routes. On average, about 34 000 passengers make use of the BBIs daily, with about 20 000 passengers using the Tuen Mun bound BBI and about 14 000 passengers using the Kowloon bound BBI. The BBIs are operating smoothly and are well-received by the users.

In 2016-17, the estimated expenditure (mainly for the settlement of project accounts and for carrying out outstanding works related to the construction of the permanent toilets) for the Tuen Mun Road BBIs project is about \$13 million. Design and supervision of the works are carried out by consultants engaged by the Highways Department (HyD). The HyD deploys existing staff resources to oversee the 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 for the BBI services. The TD will continue to explore with bus companies on the provision of enhanced interchange facilities at other suitable locations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)230**

**(Question Serial No. 6311)**

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:

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 carry out public consultations in the areas affected? What were the details and expenditure involved? In 2016-17, will the Government continue to carry out public consultations in the areas affected? What are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 231)

Reply:

The Highways Department (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. The Chief Executive-in-Council has authorised the widening works with a modification. The notice was gazetted on 3 July 2015. The project is currently under judicial review proceedings. The programme of the project is under review.

The HyD conducted public consultations at the investigation stage from February to December 2013, and at the detailed design stage from January 2014 to August 2015. Various stakeholders including the Tuen Mun District Council (TMDC) and residents of the estates along the road section were consulted. Subject to the outcome of the judicial review, the HyD will further proceed with the project, and continue to consult the TMDC and other stakeholders as necessary by deploying existing staff resources.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)231**

**(Question Serial No. 6312)**

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:

What is the works progress for the reconstruction and improvement of Tuen Mun Road? In 2016-17, what are the expenditure and number of staff involved, and the anticipated date of completion for the aforesaid project?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 232)

Reply:

The "Reconstruction and Improvement of Tuen Mun Road" project was substantially completed in December 2014. The estimated expenditure of the project in 2016-17 is about \$124.7 million, 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 (HyD). The HyD deploys existing staff resources to oversee the implementation of the project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)232**

**(Question Serial No. 6313)**

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 2016-17, will the Highways Department (HyD) conduct joint public consultation with other departments for the construction of the Tuen Mun Western Bypass (TMWB)? In 2016-17, what are the expenditure and manpower involved, and the anticipated date of completion for the aforesaid project?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 233)

Reply:

The HyD briefed the Tuen Mun District Council (TMDC) in March 2015 on the proposed tunnel scheme of the TMWB which connects Tuen Mun Area 40 and Tsing Tin Road. The HyD is further reviewing the TMWB project taking into account the views from the TMDC and other stakeholders, and will further report to the TMDC. If the support from the local community and the TMDC could be obtained, we will proceed with the associated tasks, including the funding application to the Legislative Council in phases for carrying out ground investigation, traffic impact assessment, environmental impact assessment, detailed engineering design and construction works, etc. The implementation programme and estimated cost of the TMWB project will be ascertained during the above process.

The HyD deploys existing staff resources to oversee the project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)233**

**(Question Serial No. 6314)**

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:

Please provide details of the investigation for the widening of the western and eastern sections of Lin Ma Hang Road. What is the anticipated commencement date of the construction works? Over the past five years, did the Government carry out public consultation in the areas affected? What were the details and expenditure involved? In 2016-17, will the Government continue to carry out public consultations in the areas affected? What are the details and estimated expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 234)

Reply:

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 Highways Department (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.

During the period from June 2014 to February 2016, the HyD conducted a series of public consultation 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 2016-17, the HyD plans to consult the Traffic and Transport Committee of the North District Council and other stakeholders as necessary on the proposed widening works for the eastern section of Lin Ma Hang Road by deploying existing staff resources.

The actual and estimated expenditure for the project up to March 2016 and 2016-17 is \$2.4 million and \$2.0 million respectively for the payment of consultancy fees.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)234**

**(Question Serial No. 6315)**

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:

What is the works progress for the traffic improvements to the Tuen Mun Road Town Centre Section? What are the expenditure and manpower involved in 2016-17, and the anticipated date of completion for this project?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 235)

Reply:

The "Traffic Improvements to Tuen Mun Road Town Centre Section" project was substantially completed in February 2014. The estimated expenditure of the project in 2016-17 is about \$26.9 million, mainly for the settlement of project accounts. The design and supervision of works are carried out by consultants engaged by the Highways Department (HyD). The HyD deploys existing staff resources to oversee the implementation of the project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)235**

**(Question Serial No. 6316)**

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 expenditures 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 2016-2017, what are the details of the items to be commenced under the UA Programme? What are the actual project expenditures and the number of staff involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 236)

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 does 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. Nonetheless, the information sought is provided below:

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 a number of years (the Original Programme) on the recommendation of the Equal Opportunities Commission. The implementation of 150 items under the Original Programme continues, with most of the items anticipated for progressive completion by 2018 as scheduled. As at 29 February 2016, 29 items have been completed, 91 items are under construction, 13 items are anticipated to commence in 2016-17 and the remaining 17 items will commence as soon as possible upon completion of detailed design and obtaining of support from the relevant 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). The implementation of these priority items under the Expanded Programme is well underway. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 29 February 2016, 49 priority items are under construction, seven priority items are anticipated to commence construction in 2016-17 and one priority item will commence as soon as possible upon completion of its investigation and design works, and obtaining of support from the DC concerned.

The expenditure on the UA Programme in 2011-12, 2012-13, 2013-14, 2014-15 and 2015-16 was \$6.6 million, \$28.5 million, \$232.2 million, \$554.3 million and \$720.9 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The estimated expenditure in 2016-17 is \$788.7 million. The Government has been deploying existing staff resources to oversee the implementation of the UA Programme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)236**

**(Question Serial No. 6317)**

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:

Following the publication of the Railway Development Strategy 2014 (RDS-2014) by the Government, please provide the implementation timetable, details, expenditure and manpower involved regarding the Strategy.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 237)

Reply:

Having regard to the indicative implementation window recommended in the RDS-2014, the Government has invited the MTR Corporation Limited to submit proposals for the implementation of the first batch of railway projects viz the Northern Link and Kwu Tung Station, the East Kowloon Line and the Tuen Mun South Extension. 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.

Regarding the other four railway schemes viz the Hung Shui Kiu Station, the Tung Chung West Extension, the South Island Line (West) and the North Island Line, the current plan is to pursue these schemes having regard to the indicative implementation windows recommended in the RDS-2014. 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.

The Highways Department deploys in-house resources to carry out the above tasks.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)237****(Question Serial No. 6318)**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:

What are the construction progress and respective 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 are the updated cost estimates for these projects?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 238)Reply:

According to the MTR Corporation Limited (MTRCL), the progress of construction works, the target commissioning dates and the updated cost estimates of the railway projects as at the end of 2015 are tabulated below –

<b>Projects</b>	<b>Actual Progress of Construction Works* (% completed)</b>	<b>Target Commissioning Date</b>	<b>Updated Cost Estimate (\$ billion) (in money-of-the-day prices)</b>
XRL	76	Third quarter of 2018, including a six-month contingency period	86.4
SIL(E)	93	End 2016	16.9**
KTE	91	Third or fourth quarter of 2016	7.2**
SCL	48	Tai Wai to Hung Hom section: 2019	79.8 (under review)
		Hung Hom to Admiralty section: 2021	

- Notes: \*
- The progress of the railway projects is expressed in terms of percentage of work done.
- \*\* As the SIL(E) and the KTE are ownership projects, the MTRCL will bear the additional costs arising from the delay and variations of the railway works.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)238**

**(Question Serial No. 7257)**

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 Programme (3), it was stated that the Highways Department (HyD) would “co-ordinate with the Mainland authorities on cross-boundary infrastructure developments” in 2016-17. Regarding the liaison groups established with the Mainland authorities, please set out the names, duties, numbers of staff involved and the costs shared by the Hong Kong Government for all of them.

Asked by: Hon Alan LEONG Kah-kit (Member Question No. 7)

Reply:

The cross-boundary infrastructure development in question is the Guangzhou-Shenzhen-Hong Kong Express Rail Link project. The HyD 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**

**THB(T)239**

**(Question Serial No. 7258)**

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 Programme (1), it was stated that in 2015-16, the Highways Department (HyD) commenced works including the “construction of the Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR) for the Hong Kong-Zhuhai-Macao Bridge (HZMB)”, and monitored “the progress of the works of the HZMB Main Bridge in the Mainland waters”. Regarding the HZMB project, please set out the details, quantity, cause and latest progress for the parts that require reconstruction due to failure to meet the expected standard, as well as the reconstruction costs involved and the related government expenses.

Asked by: Hon Alan LEONG Kah-kit (Member Question No. 7)

Reply:

The supervision of the construction of the HZMB HKBCF and HKLR is carried out by consultants engaged by the HyD. Assisted by its consultant engineers as well as resident site staff, the HyD oversees the performance of the contractors during the construction of the works to ensure compliance with the specified standards and other contractual requirements.

For works found not complying with the standards, the contractors will be required to carry out remedial works at their own costs. The remedial works proposed by the contractors are implemented according to the contractual requirements upon approval by the consultant engineers engaged by the HyD.

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 oversees the performance of the contractors during the construction of the works to ensure compliance with the specified standards and other contractual requirements. For works found not complying

with the standards, the HZMB Authority will deal with the contractors in accordance with the terms of the contract at the contractors' own costs. 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.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)240**

**(Question Serial No. 4290)**

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 paragraph 168 of this year's Policy Address, the Chief Executive stated that "the Government is progressively enhancing barrier-free access (BFA) facilities at public walkways under the Universal Accessibility (UA) Programme. Having completed more than 20 projects, the Government will press ahead with the remaining about 180 projects in all 18 districts, including the three priority projects identified by each District Council (DC). It is expected that about 80% of the projects will be completed in phases within three years." In this connection, would the Government advise this Committee:

- (a) What were the Government's expenditures on enhancing BFA facilities at public walkways in all the districts across the territory over the past three years?
- (b) For the remaining 180 projects across the 18 districts, would the Government deploy additional manpower or resources to ensure their timely completion? If yes, what are the details? If no, what are the reasons?

Asked by: Dr Hon Priscilla LEUNG Mei-fun (Member Question No. 58)

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 does 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. Nonetheless, the information sought is provided below:

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 a number of years (the Original Programme) on the recommendation of the



Equal Opportunities Commission. The implementation of 150 items under the Original Programme continues in the past three years, with most of the items anticipated for progressive completion by 2018 as scheduled. As at 29 February 2016, 29 items (one item in 2013, nine items in 2014, 15 items in 2015 and four items in early 2016) have been completed, 91 items (21 items commenced construction in 2013, 34 items in 2014 and 36 items in 2015) are under construction, and 13 items are anticipated to commence in 2016-17. The construction works for the remaining 17 items will commence as soon as possible upon completion of detailed design and obtaining of support from the relevant 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). The implementation of these priority items under the Expanded Programme is well underway. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 29 February 2016, 49 priority items (one item commenced in 2014 and 48 items in 2015) are under construction, seven priority items are anticipated to commence construction in 2016-17 and one priority item will commence construction as soon as possible upon completion of the investigation and design works, and obtaining of support from the DC concerned.

The expenditure on the UA Programme in 2013-14, 2014-15 and 2015-16 was \$232.2 million, \$554.3 million and \$720.9 million (estimated) respectively, covering the costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction. The annual maintenance cost for each lift is around \$300,000.

Overall, the UA Programme is being implemented as scheduled. The Government has been deploying existing staff resources to oversee the implementation of the UA Programme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)241**

**(Question Serial No. 4584)**

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 issue of hillside escalator links and elevator systems, it is noted that the project of escalator link at Pound Lane in Sheung Wan 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 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. Has the Government conducted any related feasibility study?

Asked by: Hon Claudia MO (Member Question No. 62)

Reply:

The Pound Lane escalator project is currently under investigation. 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 public concerns, and consulted the Central and Western District Council in January 2015 and held a public forum in April 2015. The consultant has been reviewing the comments received.

In the meantime, a pedestrian survey was conducted in the Pound Lane area in end January 2016 to assess the latest pedestrian flow situation after the opening of the Sai Ying Pun MTR Station. The consultant is analysing the results of the survey. The Government remains open to the views of the public and would take into account all relevant information before deciding on the way forward for the project.

As regards the Tung Wah Hospital redevelopment project, we understand that the development 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)242**

**(Question Serial No. 4603)**

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) states that it will continue to take forward the pedestrian footbridge system in Mong Kok for its early implementation. In this regard, please advise this Committee on the following –

- (a) what is the estimate for this project and when will the works commence? What are the details of the expenditures?
- (b) will district consultation exercise be conducted in the future? What are the relevant estimated costs and plans?
- (c) will the underground strata of the buildings along the alignment be resumed? What are the details? Please provide in a list the names and addresses of the buildings affected, and the related impact; and
- (d) what is the estimated utilisation rate after the commissioning of the project and when was this projection made?

Asked by: Hon Claudia MO (Member Question No. 81)

Reply:

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 impact of the project on the buildings in the vicinity will also be examined. The studies are anticipated to be completed in mid-2016, after which the HyD will consult the public on the project. The estimated expenditure for the studies and site investigation is about \$5.5 million. The HyD deploys existing staff resources to oversee the studies and site investigation of the project.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)243****(Question Serial No. 4604)**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:

The Highways Department stated that it will continue to oversee the progress 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) to ensure their timely completion. In this regard, please advise –

- (a) what is the current progress for these projects?
- (b) what are the current anticipated dates of completion for these projects?
- (c) has the Government received any claims for compensation concerning these projects so far? Please provide information regarding the details, amount involved and vetting of these cases; and
- (d) what is the estimated patronage after the commissioning of these projects and when was this projection made?

Asked by: Hon Claudia MO (Member Question No. 82)Reply:

- (a)&(b) According to the MTR Corporation Limited (MTRCL), the progress of construction works and the target commissioning dates of the railway projects as at the end of 2015 are tabulated below –

<b>Project</b>	<b>Actual progress of construction works* (% completed)</b>	<b>Target commissioning date</b>
XRL	76	Third quarter of 2018, including a six-month contingency period
SIL(E)	93	End 2016
KTE	91	Third or fourth quarter of 2016
SCL	48	Tai Wai to Hung Hom section: 2019
		Hung Hom to Admiralty section: 2021

\* The progress of the railway projects is expressed in terms of percentage of work done.

- (c) The information on contractors' claims and the corresponding compensation paid for settled claims for the railway projects as at end December 2015 is tabulated below –

<b>Project</b>	<b>Number of settled claims</b>	<b>Number of unsettled claims</b>	<b>Amount of compensation paid for settled claims (\$ million)</b>	<b>Amount of unsettled claims for compensation (\$ million)</b>
XRL	170	692	1,919	23,357
SCL	20	301	20	1,369

For the XRL, the progress of works was delayed due to the unfavourable ground conditions encountered, changes in design to suit actual site conditions and various unforeseen circumstances, etc. The foundation works at the West Kowloon Terminus was hindered by the presence of large boulders and uncharted utilities, which also resulted in a knock-on effect on the progress of the subsequent and adjacent works implemented under tightly interfaced contracts. The contractors have submitted claims in accordance with the contract terms to cover the additional expenditures. During the course of executing the contracts, the contractors may submit claims in accordance with the contract terms to cover the additional expenditures to which they consider entitled. The MTRCL would process each claim in a prudent manner, and the contractors would have to provide sufficient justifications and information to support their claims.

For the SCL, the Government and the MTRCL conducted risk assessment at the planning and budgeting stages of the project to minimise claims arising from the works. Nevertheless, there were often unforeseeable situations in the course of works. For instance, the foundation or excavation works might come across a larger amount of or more complicated obstructions than expected. As this would add difficulties to the works, the contractors might have to use more machines or switch to other machines that were more suitable, and employ more staff to cope with the situations. During the course of executing the contracts, the contractors may submit claims in accordance with the contract terms to cover the additional expenditures to which they consider entitled. The MTRCL would process each claim in a prudent manner, and the contractors would have to provide sufficient justifications and information to support their claims.

The SIL(E) and the KTE are ownership projects. The MTRCL will bear the additional costs arising from the delay and variation of the railway works. We do not have information on claims from contractors on related contracts.

- (d) The forecast daily patronage in the commissioning year of the railway projects is tabulated below –

<b>Project</b>	<b>Forecast daily patronage in the commissioning year</b>	<b>Year of forecast</b>
XRL	99 000 in 2016 (original) 109 200 in 2018 (revised)	Original forecast made in 2008 and reviewed in 2015
SIL(E)	170 000 in 2016	2010
KTE	180 000 in 2016	2007
SCL	1.1 million in 2021	2010

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)244****(Question Serial No. 4048)**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 (HyD) stated that the number of non-directorate posts will be increased by 59 to 2 181 posts as at 31 March 2017. Please inform this Council of the nature of work, ranks and salaries of these new posts.

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 64)Reply:

Sixty non-directorate posts will be created in 2016-17 in the HyD while one time-limited post of Geotechnical Engineer/Assistant Geotechnical Engineer (with annual staff cost of \$702,060) will lapse in 2016-17, making a net increase of 59 non-directorate posts. The ranks, annual staff costs (in terms of notional annual mid-point salary) and duties of the sixty new posts to be created in 2016-17 are summarised below –

<b>Rank</b>	<b>Number of posts</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Engineer/Assistant Engineer	1	702,060	To implement the Universal Accessibility Programme.
Engineer/Assistant Engineer	2	1,404,120	To implement noise mitigation projects.
Senior Geotechnical Engineer	1	1,309,080	To deliver the related local projects of the Hong Kong-Zhuhai-Macao Bridge.
Building Services Engineer/Assistant Building Services Engineer	1	702,060	
Engineer/Assistant Engineer	1	702,060	To conduct strategic studies on railways and major roads.
Technical Officer/Technical Officer Trainee (Civil)	1	249,240	

<b>Rank</b>	<b>Number of posts</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Clerical Officer	1	390,720	To handle accounting duties in the Railway Development Office.
Senior Engineer	2	2,618,160	To implement highway improvement projects.
Engineer/Assistant Engineer	4	2,808,240	
Technical Officer/Technical Officer Trainee (Civil)	1	249,240	
Assistant Clerical Officer	1	243,660	
Engineer/Assistant Engineer	4	2,808,240	To handle emergency incidents in the Tsing Ma Control Area.
Inspector of Works	2	1,243,320	
Assistant Inspector of Works	2	781,440	
Senior Engineer	1	1,309,080	
Engineer/Assistant Engineer	1	702,060	To strengthen the capability of the New Territories Regional Office in dealing with district and maintenance matters.
Inspector of Works	1	621,660	
Assistant Inspector of Works	1	390,720	
Works Supervisor I (Civil)	2	642,840	
Works Supervisor II (Civil)	1	258,600	
Senior Engineer	1	1,309,080	To assist in the taking over and maintenance of the Eastern Harbour Crossing.
Engineer/Assistant Engineer	1	702,060	
Inspector of Works	2	1,243,320	
Assistant Inspector of Works	2	781,440	
Works Supervisor I (Civil)	4	1,285,680	
Senior Engineer	1	1,309,080	To strengthen the capability of the Urban Regional Office in dealing with district and maintenance matters.
Engineer/Assistant Engineer	2	1,404,120	
Inspector of Works	2	1,243,320	
Assistant Inspector of Works	1	390,720	
Works Supervisor I (Civil)	5	1,607,100	
Works Supervisor II (Civil)	4	1,034,400	
Engineer/Assistant Engineer	1	702,060	To support the delivery of projects related to local traffic improvement and connectivity enhancement under the Energising Kowloon East initiative.
Assistant Inspector of Works	1	390,720	
Assistant Supplies Officer	1	372,240	To strengthen the support in the Supplies Section for procurement and supplies matters.
Motor Driver	1	202,680	To strengthen transport services for staff.
<b>Total:</b>	<b>60</b>	<b>34,114,620</b>	

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)245**

**(Question Serial No. 3453)**

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 Financial Secretary mentioned in paragraph 148 of the 2015-16 Budget Speech that he had “asked all policy bureaux... to achieve more efficient use of resources through re-engineering and re-prioritising” and “launched the 0-1-1 envelope savings programme to reduce operating expenditure by a total of two per cent over the next three financial years. Resources saved will be re-allocated for new services.” Please inform this Committee of the implementation of the 0-1-1 envelope savings programme by the Highways Department (HyD) in 2015-16, 2016-17 and 2017-18, the services affected by the programme and details of the expenditure involved.

Asked by: Hon WU Chi-wai (Member Question No. 151)

Reply:

The HyD will deliver the savings through re-engineering and re-prioritisation. In order to achieve the required cost saving while maintaining the service quality, the HyD would review the priorities of various tasks and activities, and streamline the arrangements in providing the various operation and maintenance services having regard to their actual needs and specific circumstances. Among others, the arrangements for cleansing of traffic signs and highway structures as well as the inspection of low traffic roads would be revisited. Measures to enhance energy saving so as to reduce electricity costs would also be taken forward.

The estimate of the HyD for 2016-17 is higher than that for 2015-16 by 9.5%, reflecting efficiency savings to be achieved through the 0-1-1 programme and new resources allocated to the HyD for delivering new/improved services.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)246****(Question Serial No. 4724)**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 information according to (i) the project name, (ii) the total costs for design contracts, (iii) the costs of contracts awarded, (iv) the completion rate of works for 2015-16, and (v) the completion rate of works for 2016-17 for the following projects under design:

- (a) Central Kowloon Route;
- (b) dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung;
- (c) elevated pedestrian corridor in Yuen Long Town connecting with Long Ping Station;
- (d) widening of Castle Peak Road - Castle Peak Bay;
- (e) widening of western section and eastern section of Lin Ma Hang Road;
- (f) Tuen Mun Western Bypass; and
- (g) pedestrian footbridge system in Mong Kok.

Asked by: Hon WU Chi-wai (Member Question No. 149)Reply:

Project Title (i)	Estimated cost of consultancies (\$ million) (ii) <sup>(Note 1)</sup>	Total Estimated Cost of Awarded Contracts (\$ million) (iii) <sup>(Note 2)</sup>	For all the awarded contracts	
			Estimated % of completion (up to 2015-16) (iv) <sup>(Note 3)</sup>	Estimated % of completion (up to 2016-17) (v) <sup>(Note 4)</sup>
(a) Central Kowloon Route - Main Works	121.0	No contract has been awarded	NA	NA

Project Title (i)	Estimated cost of consultancies (\$ million) (ii) <sup>(Note 1)</sup>	Total Estimated Cost of Awarded Contracts (\$ million) (iii) <sup>(Note 2)</sup>	For all the awarded contracts	
			Estimated % of completion (up to 2015-16) (iv) <sup>(Note 3)</sup>	Estimated % of completion (up to 2016-17) (v) <sup>(Note 4)</sup>
(b) Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and improvement to local access to Ho Chung	5.6	1,264.0	0	7% <sup>(Note 5)</sup>
(c) Elevated pedestrian corridor in Yuen Long Town connecting with Long Ping Station	9.0	No contract has been awarded	NA	NA
(d) Widening of Castle Peak Road - Castle Peak Bay	12.1	No contract has been awarded	NA	NA
(e) Widening of western section and eastern section of Lin Ma Hang Road	7.9	No contract has been awarded	NA	NA
(f) Tuen Mun Western Bypass - investigation and preliminary design	28.1	No contract has been awarded	NA	NA
(g) Proposed pedestrian footbridge system in Mong Kok	5.0 <sup>(Note 6)</sup>	No contract has been awarded	NA	NA

Note 1: Estimated cost of consultancies for investigation and design

Note 2: Total estimated final contract sum of awarded contracts at the current stage

Note 3: Estimated expenditures of all contracts up to March 2016 / total estimated cost of awarded contracts at (iii)

Note 4: Estimated expenditures of all contracts up to March 2017 / total estimated cost of awarded contracts at (iii)

Note 5: The works contract will commence in end-March 2016.

Note 6: The current consultancy is for the investigation study of the project only. The detailed design has not yet commenced.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)247**

**(Question Serial No. 4725)**

Head: (60) Highways Department

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

Programme: (4) Technical Services

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the use of lighting fixtures with better energy-efficiency for roads and vehicle tunnels in Hong Kong, please inform this Committee on the following:

- (a) the work of the Highways Department (HyD) to install more lighting fixtures with better energy-efficiency for roads and vehicle tunnels, including light emitting diode (LED) or other energy-saving lighting fixtures over the past three years; and
- (b) will the HyD consider progressively replacing road lights with LED or other energy-saving lighting fixtures? If so, what are the details in this year for the aforesaid replacement?

Asked by: Hon WU Chi-wai (Member Question No. 150)

Reply:

- (a) In terms of efficiency in energy saving, the lamps and lanterns used in the existing public lighting system are already at the top end of similar products currently available in the market. Nevertheless, the HyD has been monitoring the development of new energy-saving lighting facilities and exploring their applications in Hong Kong.

It was noted that 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 171 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 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 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 lights are available in the market, and they are far more expensive than high-wattage high pressure sodium lamps. Utilisation of high-wattage LED lights is therefore not considered justifiable at the moment.

The numbers of LED lighting installed in the past three years (2013-14 to 2015-16) are set out below:

	<b>2013-14</b>	<b>2014-15</b>	<b>2015-16</b>
Numbers of LED road light installed	24	29	31
Numbers of LED light installed at underpass	0	0	54
Numbers of LED light installed at covered public transport interchange	0	0	47

- (b) The HyD will continue to replace the aged lighting by installing more low- and medium-wattage LED lights as appropriate under our trial scheme with a view to further assessing the performance and cost-effectiveness of LED lights. In 2016-17, the HyD will install about 200 LED lights at covered public transport interchanges and seven LED road lights. Moreover, the HyD is planning to commence trial use of LED lights for directional sign lighting.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)248****(Question Serial No. 7274)**

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:

Please provide the manpower and expenditures respectively required for handling compensation claims in respect of railway projects, and undertaking land administration work required for 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) in the recent three years.

Asked by: Hon Albert HO Chun-yan (Member Question No. 54)

Reply:

In the past three years from 2013-14 to 2015-16, the manpower deployed and staff cost incurred in handling compensation and undertaking of land administration work required for the XRL, the SIL(E), the KTE and the SCL are as follows:

Railway project	Average number of full-time staff deployed in a year	Average staff cost incurred in a year (\$ million)
XRL	21	13.0
SIL(E)	11	7.4
KTE	5	3.3
SCL	21	12.1

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)249**

**(Question Serial No. 3603)**

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 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)? What will be the estimated expenditure and manpower required for handling this task in 2016-17?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 59)

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. 2011-12 to 2015-16) is 248.

For the past five financial years up to 2015-16, the total staff cost involved in the LandsD for handling the land matters relating to the WIL, the XRL, the SIL(E), the KTE and the SCL is about \$211 million. An average of about 70 staff has been deployed to work on these five railway projects each year. For 2016-17, the estimated staff cost and the number of staff in the LandsD for these duties are about \$48 million and 74 respectively.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)250**

**(Question Serial No. 3513)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the blaze that broke out at the Shau Kei Wan Typhoon Shelter last year in which many vessels were destroyed, sunk or damaged, please provide details about the number of requests for assistance received by the Department after the incident, the nature of the requested assistance, the latest situation of the follow-up, and the cash assistance or loans provided for eligible cases.

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 177)

Reply:

Twenty-nine local vessels were damaged by a fire in the Shau Kei Wan Typhoon Shelter on 27 September 2015. In view of the financial difficulties faced by the affected owners, the Marine Department (MD) exercised discretion to arrange for the salvage and disposal of the wrecks of 16 vessels at no charge. The wrecks of other affected vessels were handled by their owners. Salvage work was completed in December 2015.

In addition, the MD helped seven affected vessel owners to apply for Emergency Relief Fund under the Social Welfare Department by assessing the extent of damage caused by the fire. The MD also provided assistance to 13 owners to apply for emergency financial assistance under the General Chinese Charities Fund through the Eastern District Office by verifying the details of the affected vessels. The MD has no information on the cash assistance or loans provided for eligible cases.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)251**

**(Question Serial No. 5955)**

Head: (100) Marine Department

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

Programme: (1) Infrastructure

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the figures for the tonnages of ships registered in Hong Kong in the past five years.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 175)

Reply:

The total tonnage of Hong Kong-registered ships in the past five years are set out below:

<b>Year</b>	<b>As at 31.3.2012</b>	<b>As at 31.3.2013</b>	<b>As at 31.3.2014</b>	<b>As at 31.3.2015</b>	<b>As at 29.2.2016</b>
Total Gross Tonnage (million)	72.5	81.2	87.2	95.7	103.2

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)252**

**(Question Serial No. 5957)**

Head: (100) Marine Department

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

Programme: (5) Government Fleet

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

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.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 177)

Reply:

The MD co-ordinates with 14 government departments on the management (including the provision of crew) and the maintenance of vessels. The expenditure incurred by the MD for the management of the government fleet and the manpower involved in each of the past five years is as follows:

<b>Year</b>	<b>Actual Expenditure (\$ million)</b>	<b>Number of staff</b>
2011-12	399.2	497
2012-13	417.7	499
2013-14	438.9	498
2014-15	506.7	504
2015-16	483.8 (estimated)	502

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)253**

**(Question Serial No. 5958)**

Head: (100) Marine Department

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

Programme: (1) Infrastructure

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

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 (Cap 548) [the Ordinance] in 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 178)

Reply:

The Ordinance governs the construction and operation of local vessels. The Marine Department (MD) seeks to ensure that local vessels comply with safety and environmental protection requirements. The MD will carry out initial and periodic surveys of ships and issue certificates under the Ordinance to local vessels. The MD will conduct regular safety inspections to ensure that local vessels under repair, being broken up, engaged in cargo handling and marine construction works in Hong Kong comply with the relevant safety requirements. In the event of non-compliance, warnings and directions will be issued to mandate rectification within a specified period. Where necessary, prosecutions will be conducted.

The regulatory work for local vessels and for safety of shipboard works is performed by the MD's existing staff as part of their normal duties. There is no separate breakdown of manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)254****(Question Serial No. 5959)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (2) Port ServicesControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

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 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 179)Reply:

Regulating shipping movements is a major but not exclusive function of the Vessel Traffic Centre and the Aids to Navigation and Mooring Unit. The former monitors vessel movements round-the-clock through the vessel traffic service system and the provision of traffic information to vessels through very high frequency radio. The latter serves and maintains navigational aids such as light houses, light buoys and beacons.

The Vessel Traffic Centre has an establishment of 59 staff. The Aids to Navigation and Mooring Unit has an establishment of 29 staff. Their respective expenditures in the past five years and their estimated expenditures in 2016-17 are as follows –

Year	Vessel Traffic Centre \$ '000	Aids to Navigation and Mooring Unit \$ '000
2011 - 12	54,279	21,553
2012 - 13	59,895	22,347

Year	Vessel Traffic Centre \$ '000	Aids to Navigation and Mooring Unit \$ '000
2013 - 14	64,067	21,895
2014 - 15	65,520	25,393
2015 - 16 (provisional actual)	66,714	24,306
2016 - 17 (estimates)	67,300	25,000

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)255**

**(Question Serial No. 5960)**

Head: (100) Marine Department

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

Programme: (2) Port Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide specific information on the number of emergency incidents handled by the Marine Department (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 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 180)

Reply:

The number of emergency incidents handled by the MD in the past five years is set out below:

Year	2011	2012	2013	2014	2015
Number of Incidents	109	126	125	132	134

Emergency incidents are handled by the Harbour Patrol Section (HPS) of the MD. The HPS has an establishment of 97 staff members. The handling of emergency incidents forms part of their normal duties. There is no separate breakdown on the manpower and expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)256****(Question Serial No. 5961)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Local ServicesControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please provide the figures on the Marine Department's work in detaining and disposing of crafts seized by enforcement agencies in the past five years.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 181)Reply:

The figures with regard to the detention and disposal of crafts seized by enforcement agencies in the past five years are set out below:

Calendar year	Total number of detained crafts in DCA brought forward from the previous calendar year (a)	Number of detained crafts handed over by the HKPF & the C&ED (b)	Number of detained crafts released to the HKPF and the C&ED (c)	Number of detained crafts disposed of by way of destruction by the MD (d)	Total number of crafts detained in DCA carried forward to the following calendar year (a)+(b)-(c)-(d)
2011	149	72	32	40	149
2012	149	59	40	63	105
2013	105	40	12	26	107
2014	107	43	8	36	106
2015	106	30	40	8	88

**Notes:**

DCA: Detained Craft Anchorage

HKPF: Hong Kong Police Force

C&amp;ED: Customs and Excise Department

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)257****(Question Serial No. 6263)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (3) Local ServicesControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

Please list out the details of the special operations conducted by the Marine Department (MD) in the past five years and the expenditure involved.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 183)Reply:

The special operations conducted by the MD in the past five years are listed below:

	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Safe carriage of passengers	7	7	17	17	19
Safe carriage of cargoes	6	6	4	4	4
Safe speed	7	6	20	19	21
Compliance with the international regulations for preventing collisions at sea	6	6	7	9	9
Safety seminar	2	3	2	2	2
<b>Total</b>	<b>28</b>	<b>28</b>	<b>50</b>	<b>51</b>	<b>55</b>

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 the expenditure involved.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)258**

**(Question Serial No. 6264)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

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 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 184)

Reply:

The MD does not have readily available information on those vessels which did not carry the required number of adult lifejackets on board prior to November 2012. Based on the results of a series of special inspections conducted during the period from November 2012 to April 2013, 185 vessels did not have the required number of adult lifejackets on board. After the special inspections, the adult lifejacket requirement has been strictly enforced. At present, all locally licensed passenger vessels fully comply with the requirement.

In 2016-17, periodical inspections of locally licensed vessels will be performed by 20 ship surveyors and ship inspectors. Periodical inspections form part of the normal duties of these officers, and there is no separate breakdown of the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)259**

**(Question Serial No. 6266)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the average time (in hours) taken by the Marine Department (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 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 186)

Reply:

The MD has stepped up efforts to enhance navigation safety of locally licensed vessels since November 2012, and dedicated more time to ensure thorough and comprehensive ship inspection. 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 2016-17 is estimated to be around three to seven hours.

The periodical inspections carried out by the MD form part of the normal duties of MD officers, and there is no separate breakdown on the expenditure involved.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)260**

**(Question Serial No. 6268)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

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: Dr Hon KWOK Ka-ki (Member Question No. 188)

Reply:

In the past five years, no local vessel could not renew their licence due to non-compliance with the Ordinance and its subsidiary legislation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)261**

**(Question Serial No. 6652)**

Head: (100) Marine Department

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

Programme: (2) Port Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

In the past three years, what is the monthly average number of ocean-going vessels berthing in Hong Kong?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 339)

Reply:

The monthly average number of ocean-going vessels berthing in Hong Kong in the past three years is set out below:

<b>Year</b>	<b>Monthly Average Number of Vessels</b>
2013	2 490
2014	2 510
2015	2 420

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)262**

**(Question Serial No. 4932)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the management and planning work of typhoon shelters, please provide the following information:

- (a) the work, staffing and expenditure involved in the management of typhoon shelters;
- (b) the supply and occupancy of berthing spaces, and the staffing and expenditure involved in connection with the supply of typhoon shelter space in the past three years; and
- (c) whether the Government has estimated the requirement for additional sheltered space for local and small visiting vessels in order to meet future demand, and the staffing and expenditure involved in the planning work.

Asked by: Hon Tang Ka-piu (Member Question No. 44)

Reply:

- (a) In managing typhoon shelters, the main duties of the Marine Department (MD) are to ensure that all passage areas are free from obstruction, local vessels are properly and safely moored within the mooring areas, and aids to navigation and facilities are in good working condition. When a tropical cyclone approaches, the MD will deploy more patrol resources to control and regulate local vessels in typhoon shelters. Typhoon Shelters are managed by the Harbour Patrol Section (HPS) of the MD. The HPS has an establishment of 97 staff members. The management of typhoon shelters forms part of their normal services, and there is no separate breakdown in the staffing and expenditure involved.
- (b) In the past three years (i.e. 2013-14 to 2015-16), the total area of the 14 gazetted typhoon shelters and sheltered anchorages in Hong Kong remained unchanged, i.e. at

419.0 hectares (ha) for typhoon shelters and 143.8 ha for sheltered anchorages. The MD only keeps track of the highest occupancy of each typhoon shelter during typhoons. The breakdown of the highest occupancy rates for each typhoon shelter in 2013, 2014 and 2015 is set out at *Annex*. There is no separate breakdown on the staffing and expenditure involved in the supply of berthing spaces at typhoon shelters.

- (c) The MD is conducting a review on berthing and sheltered spaces for local vessels. As part of the review, a consultant is engaged at around \$1.5 million to conduct a large-scale survey on berthing arrangements of local vessels. The survey data is being analysed and the projection of berthing and sheltered space to meet future demand is being conducted. The work relating to the review, except for the consultancy, will be absorbed by existing resources of the MD.

### The Numbers of Vessels in Typhoon Shelters (TS) during typhoons from 2013 to 2015

Year	2013		2014		2015	
	Number	% *	Number	% *	Number	% *
Aberdeen TS <sup>#</sup>	1 562	73	1 914	86	1 577	78
Causeway Bay TS	342	60	338	45	358	60
Cheung Chau TS	334	50	275	36	370	65
Hei Ling Chau TS	71	6	30	4	47	4
Kwun Tong TS	251	70	179	48	97	25
New Yau Ma Tei TS	505	94	446	91	479	90
Rambler Channel TS	197	100	216	100	220	100
Sam Ka Tsuen TS	75	40	59	45	79	50
Shaukeiwan TS	527	100	356	62	388	62
Shuen Wan TS	89	50	127	50	130	51
To Kwa Wan TS	185	75	209	55	176	70
Tuen Mun TS	656	100	796	100	632	100
Yim Tin Tsai TS	26	25	23	23	22	13

Note: The figures above refer to the highest occupancy of each typhoon shelter from 2013 to 2015

\*The % refers to the highest percentage of occupancy of each typhoon shelter

<sup>#</sup>Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)263**

**(Question Serial No. 4010)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Marine Department (MD) would continue to follow up on the range of issues arising from the collision of vessels near Lamma Island on 1 October 2012 in 2015-16. In this connection, will the Government inform this Committee:

- (a) the progress in following up on the range of issues arising from the above incident (including the recommendations of the Commission of Inquiry) in the past year, and the expenditure involved; and
- (b) the work plan in the coming year, and the estimated operational expenses and staffing.

Asked by: Hon James TO Kun-sun (Member Question No. 63)

Reply:

To follow up 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 set up the Steering Committee on Systemic Reform of the MD (the 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 16 meetings so far.

In 2015-16, the Government continued to implement various measures to enhance marine safety. The MD commissioned a feasibility study on developing a lifejacket suitable for use by both adult and child in March 2015. A prototype lifejacket has already been developed and is being tested to ascertain its compliance with international standards. The testing will be completed by mid-2016. Also, the Government is working on legislative amendments to enhance marine safety, e.g. requiring certain classes of local vessels to install navigation safety equipment (including automatic identification system, radar and



very high frequency radiotelephone), increasing the minimum liability cover of third party risks insurance for local vessels, and requiring child passengers on board to wear lifejackets during major events at sea, etc. Furthermore, the MD has sought the trade's agreement to introduce a navigation simulation assessment as a condition for granting certificates of competency to operate a large-size local passenger vessel or local pleasure vessel which is let for hire, and introduce an administrative guideline on periodic medical examinations (including eyesight test) of coxswains of local passenger vessels licensed to carry more than 100 passengers. The MD will amend the relevant examination rules to introduce the navigation simulation assessment, and issue the administrative guideline on periodic medical examinations in mid-2016.

Moreover, the MD continued to implement the recommendations of the organisational review conducted earlier with a view to improving its regulatory functions and business procedures. These include strengthening the communication between frontline staff and the management, developing systems and procedures to enhance reporting and documentation, and making use of information technology to improve storage and shared use of information, etc. The MD will continue to implement measures to address the recruitment difficulties and manpower shortage of its professional grades staff, and assess their effectiveness so as to formulate long-term improvement proposals and details for implementation.

In 2015-16, the estimated expenditure (excluding staff cost) involved in taking forward the improvement measures to enhance marine safety is about \$4.0 million.

For 2016-17, the estimated expenditure (excluding staff cost) involved in taking forward the improvement measures to enhance marine safety is about \$2.6 million. Besides, the MD plans to retain three directorate posts and 13 non-directorate posts in the Task Force on Reform with effect from 1 June 2016 for another three years to continue taking forward the systemic reform in the MD.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)264**

**(Question Serial No. 4011)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

The Financial Secretary mentioned in paragraph 148 of the 2015-16 Budget Speech that he had “asked all policy bureau... to achieve more efficient use of resources through re-engineering and re-prioritising” and “launched the 0-1-1 envelope savings programme to reduce operating expenditure by a total of two per cent over the next three financial years. Resources saved will be re-allocated for new services.” Please inform this Committee of the implementation of the 0-1-1 envelope savings programme by the Marine Department (MD) in 2015-16, 2016-17 and 2017-18, the services affected by the programme and details of the expenditure involved.

Asked by: Hon James TO Kun-sun (Member Question No. 64)

Reply:

Under the 0-1-1 envelope savings programme, the MD will continue to keep a vigilant watch on departmental expenses with a view to keeping down expenses as far as practicable but without compromising maritime safety. For example, the MD will redeploy internal resources to absorb the costs arising from ad hoc projects and operations as far as practicable with a view to reducing the need to engage external service providers.

The estimate of the MD for 2016-17 is higher than that for 2015-16 by 5.1%, reflecting efficiency savings to be achieved through the 0-1-1 programme and new resources allocated to the MD for delivering new/improved services.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)265****(Question Serial No. 4119)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the engagement of “outsourced workers”, please provide the following information:

	2015-16 (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	( )
Percentage of outsourced workers against the total number of staff in the Department	( )

	2015-16 (the latest position)
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 2014-15

Asked by: Hon WONG Kwok-hing (Member Question No. 100)

Reply:

The information requested is set out below:

	2015-16 (the latest position)
Number of outsourced service contracts	3 453 (-28%)
Total payments to outsourced service providers (\$ million)	191.185 (2%)
Duration of service of each outsourced service provider	1 year to 5 years
Number of outsourced workers engaged through outsourced service providers <sup>Note 1</sup>	254 (-1%)
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
Monthly salary range of outsourced workers <sup>Note 2</sup>	
- \$30,001 or above	0 (-)
- \$16,001 to \$30,000	0 (-)
- \$8,001 to \$16,000	180 (5%)
- \$6,501 to \$8,000	68 (-11%)
- \$6,240 to \$6,500	0 (-)
- under \$6,240	6 <sup>Note 3</sup> (0%)

	2015-16 (the latest position)
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 MD	The MD does not have the requested information, as not all service contracts specify the number of workers required.
Percentage of payments to outsourced service providers against the total staff costs of the MD	Payment to outsourced service providers include non-staff cost. As such, it is not directly comparable to the total staff cost of the MD.
Number of workers who received severance payment / long service payment / contract gratuity	As workers are employees of outsourced service providers, the MD does not have the requested information.
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 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 2014-15

### 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)266****(Question Serial No. 4120)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the engagement of “agency workers”, please provide the following information:

	2015-16 (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	( )
Number of workers who received severance payment / long service payment / contract gratuity	( )

	2015-16 (the latest position)
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 2014-15

Asked by: Hon WONG Kwok-hing (Member Question No. 101)

Reply:

The information requested is set out below:

	Type of Contract	2015-16 (as at 29 February 2016)
Number of contracts with EAs	Others	13 (-24%)
	T-contract <sup>Note 1</sup>	23 (+35%)
Contract sum paid to each EA <sup>Note 2</sup>	Others	\$10,000 to \$682,000 (N.A.)
	T-contract	\$100,000 to \$2,426,000 (N.A.)
Duration of service for each EA	Others	6 months to 18 months <sup>Note 3</sup> (N.A.)
	T-contract	2 months to 37 months (N.A.)
Number of agency workers	Others	28 (-28%)
	T-contract	21 (+24%)
Details of the positions held by agency workers	Others	To provide executive support, clerical support and general support

	Type of Contract	2015-16 (as at 29 February 2016)
	T-contract	To provide IT support
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	Others	0 (-) 2 (increased from 0) 26 (-33%) <sup>Note 4</sup> 0(-) 0(-) 0(-)
	T-contract	T-contract staff are employees of contractors. As such, the information requested is unavailable.
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	Others	Agency workers and T-contract staff are employees of EAs and contractors respectively. As such, the information requested is unavailable.
	T-contract	
Percentage of agency workers against the total number of staff in the Department	Others	1.97% (-29%)
	T-contract	1.47% (+23%)
Percentage of payments to EAs against total staff costs of the Department	Others	0.42% (-9%)
	T-contract	1.46% (+5%)
Number of workers who received severance payment / long service payment / contract gratuity	Others	Agency workers and T-contract staff are employees of EAs and contractors respectively. As such, the information requested is unavailable.
	T-contract	
Amount of severance payment / long service payment / contract gratuity paid	Others	
	T-contract	
Number of workers with severance payment / long service payment	Others	



	Type of Contract	2015-16 (as at 29 February 2016)
offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	T-contract	
Amount of severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	Others	
	T-contract	
Number of workers with paid meal break Number of workers without paid meal break	Others	
	T-contract	
Number of workers working five days per week	Others	22 (-37%)
	T-contract	21 (+24%)
Number of workers working six days per work week	Others	0 (-)
	T-contract	0 (-)
Number of workers working on shift pattern	Others	6 (+50%)
	T-contract	0 (-)

( ) Changes in percentage as compared with 2014-15

#### Notes

1. T-contracts refer to the engagement of information technology contract staff services under term contracts centrally administered by the Office of the Government Chief Information Officer.
2. Rounded to the nearest thousand dollars.
3. One of the contracts was engaged to meet service needs which entailed irregular work pattern.
4. 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)267****(Question Serial No. 4121)**Head: (100) Marine DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director of Marine (Maisie CHENG)Director of Bureau: Secretary for Transport and HousingQuestion:

Regarding the employment of “non-civil service contract (NCSC) staff”, please provide the following information:

	2015-16 (the 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	( )

	2015-16 (the 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 2014-15

Asked by: Hon Wong Kwok-hing (Member Question No. 102)

Reply:

The information requested is set out below:

	2015-16 (as at 29 February 2016)
Number of NCSC staff	26 (+37%)
Details of the positions held by NCSC staff	3 Contract Marine Controllers 9 Contract Marine Officers 3 Contract Senior Ship Inspectors 5 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	\$18.204 million (+90%)
Monthly salary range of NCSC staff	
- \$30,001 or above	23 (+44%)
- \$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)

	2015-16 (as at 29 February 2016)
- 5 to 10 years	2 (0%)
- 3 to 5 years	3 (+200%)
- 1 to 3 years	12 (+100%)
- under 1 year	9 (-10%)
Number of NCSC staff successfully appointed as civil servants	1 (N/A) <sup>Note</sup>
Percentage of NCSC staff against the total number of staff in the Department	1.8 (+38%)
Percentage of staff costs for NCSC staff against the total staff costs of the Department	3.3 (+83%)
Number of NCSC staff who received severance payment / long service payment / contract gratuity	16 (+45%)
Amount of severance payment / long service payment / contract gratuity paid	\$1.566 million (+58%)
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 MPF	0 (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	0 (N/A)
Number of NCSC staff with paid meal break	26 (+37%)
Number of NCSC staff without paid meal break	0 (N/A)
Number of NCSC staff working five days per week	26 (+37%)
Number of NCSC staff working six days per week	0 (N/A)

( ) Change in percentage as compared with 2014-15

#### Note

The NCSC staff joined the civil service through an open, fair and competitive process.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)268**

**(Question Serial No. 4738)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Maisie CHENG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the enhancement of the safety of local passenger carrying vessels and taking appropriate follow-up actions under Matters Requiring Special Attention, please advise this Committee of the measures to be taken and the expenditure involved in 2016-17.

Asked by: Hon WU Chi-wai (Member Question No. 167)

Reply:

In 2016-17, the Government will continue to implement various measures to enhance marine safety. The Marine Department (MD) commissioned a feasibility study on developing a lifejacket suitable for use by both adult and child in March 2015. A prototype lifejacket has already been developed and is being tested to ascertain its compliance with international standards. The testing will be completed by mid-2016. Also, the Government is working on legislative amendments to enhance marine safety, e.g. requiring certain classes of local vessels to install navigation safety equipment (including automatic identification system, radar and very high frequency radiotelephone), increasing the minimum liability cover of third party risks insurance for local vessels, and requiring child passengers on board to wear lifejackets during major events at sea, etc. Furthermore, the MD has sought the trade's agreement to introduce a navigation simulation assessment as a condition for granting certificates of competency to operate a large-size local passenger vessel or local pleasure vessel which is let for hire, and introduce an administrative guideline on periodic medical examinations (including eyesight test) of coxswains of local passenger vessels licensed to carry more than 100 passengers. The MD will amend the relevant examination rules to introduce the navigation simulation assessment, and issue the administrative guideline on periodic medical examinations in mid-2016.

For 2016-17, the estimated expenditure (excluding staff cost) involved in taking forward the improvement measures to enhance marine safety is about \$2.6 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)269**

**(Question Serial No. 5422)**

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 current land space available for use by the logistics industry is inadequate in Hong Kong. The Government explored the potentials of logistics development in Sunny Bay some years ago but the plan was cancelled eventually. With the completion of the many logistics-related infrastructures in the future, the supply of logistics space for handling air and land cargoes will become very tight. In this connection, please advise on the availability of logistics space in Hong Kong and list the additional space available over the past four years in table form.

What measures will the Government put in place to support the future development of the logistics industry and meet the increased demand for logistics services upon completion of the Hong Kong-Zhuhai-Macao Bridge (HZMB) and the Three-Runway System (3RS) of the airport? Please advise on the number of sites reserved by the Government for logistics use, including the districts where such sites are available.

Members of the industry have pointed out that sites for logistics services and storage of high-value goods are far from adequate in Hong Kong. For example, art works, jewellery and antiques are mainly transported to Hong Kong by air and have to be kept in stores with high-level security. How will the Government meet the demand for logistics services and storage of high-value goods?

Asked by: Hon CHAN Chi-chuen (Member Question No. 181)

Reply:

Logistics encompasses a wide scope of activities, which can be undertaken in custom-designed logistics developments or existing industrial buildings. Given the diverse

nature of logistics activities, the different requirements of these activities and the accommodation options available, we do not have readily available information on logistics space in Hong Kong.

In recent years, the Transport and Housing Bureau has been supporting the development of the logistics industry towards the provision of high-value added services. To this end, we have been identifying suitable sites for construction of modern logistics facilities. In the past four financial years (2012-13 to 2015-16), we have disposed of a 2.1 hectares (ha) logistics site in Tsing Yi through open tender. We have also reserved 10 ha of land in Tuen Mun West for modern logistics development, comprising a site in Tuen Mun Area 49 (around 3.5 ha) and another site in Tuen Mun Area 38 (around 6.5 ha). For the site in Tuen Mun Area 49, with the District Council's agreement, we will seek the Town Planning Board's approval for the designated land use as soon as practicable. Tuen Mun Area 38 is now being used as a temporary fill bank until the end of 2018. We will liaise with the relevant government departments on its release for modern logistics use upon expiry of the current tenure.

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 the Hung Shui Kiu New Development Area (HSKNDA), Tuen Mun Areas 40 and 46 and the topside development at the Hong Kong Boundary Crossing Facilities Island of the HZMB (topside development). Under the Recommended Outline Development Plan of the study on the HSKNDA, about 37 ha of land have been reserved for logistics development. For Tuen Mun Areas 40 and 46 and the topside development, the land use proposals are still under study.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)270**

**(Question Serial No. 5431)**

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 Policy Address that the Government has decided to merge the existing Maritime Industry Council (MIC) and the Port Development Council (PDC) to form a new Hong Kong Maritime and Port Board (HKMPB), which will be chaired by the Secretary for Transport and Housing (STH). Please provide the details.

Asked by: Hon CHAN Chi-chuen (Member Question No. 190)

Reply:

The Government established the new HKMPB by merging the existing MIC and PDC on 1 April 2016. The HKMPB, chaired by the STH, comprises representatives from the Government, industry, academia and statutory bodies, etc. Serviced by the Transport and Housing Bureau, the HKMPB serves as a platform for the Government to work closely with the industry to promote the growth of high value-added and professional maritime services in Hong Kong, foster the development of maritime manpower, and devise strategies and initiatives to enhance Hong Kong's status as an international maritime centre. Three functional committees led by industry figures, namely the Maritime and Port Development Committee; the Promotion and External Relations Committee; and the Manpower Development Committee, are formed under the HKMPB.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)271**

**(Question Serial No. 5450)**

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 2016-17, 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. 209)

Reply:

For budgetary purpose, the salary provisions in respect of the positions of the STH, the USTH and the PA to STH in the 2016-17 Estimates are \$3.58 million, \$2.50 million and \$1.25 million respectively. There is no budget for allowance made for the STH, the USTH and the PA to STH in the 2016-17 Estimates.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)272**

**(Question Serial No. 3518)**

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 2016-17, 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, timetables and estimated expenditure? If no, what are the reasons for that?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 219)

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 2015, there were a total of 33 such disruptions, resulting in a total fine of \$71.5 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 service performance arrangement will, together with other arrangements associated with the FAM, be looked into during the next review on the FAM. According to the Operating Agreement, the next scheduled review of the FAM is due for completion in 2018. In the light of the public opinions towards the FAM, the Government issued a letter to the MTRCL on 22 March 2016, asking the MTRCL to advance by one year a joint review with

the Government on the FAM. It is the Government's objective to advance the review by one year, so that the new FAM can take effect in 2017.

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 franchise 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 a 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, with effect from 2015, 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)273**

**(Question Serial No. 3519)**

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 being carried out, please set out the following breakdown or information by year and by project over the past five years:

- (a) types of air pollutants found and works-generated air pollutants at the works sites;
- (b) measures taken to improve air quality and reduce the amount of works-generated air pollutants at the works sites, and the expenditure and manpower involved;
- (c) noise level in decibel;
- (d) noise mitigating measures taken, and the expenditure and manpower involved;
- (e) figures on industrial accidents and casualties involved; and
- (f) measures taken to reduce industrial accidents.

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 222)

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 that 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 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 the 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 over the past five financial years are tabulated below:

<b>Railway Project</b>	<b>2011-12 to 2015-16 (up to end December 2015)</b>		
	<b>Number of industrial accidents</b>	<b>Number of deaths</b>	<b>Number of injuries</b>
XRL	584	3	581
WIL	168	1	167
SIL(E)	274	0	277
KTE	84	0	84
SCL	191	2	193

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)274**

**(Question Serial No. 3520)**

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 2016-17, 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: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 223)

Reply:

According to a study conducted in 2008 by the aviation consultant of the Airport Authority Hong Kong (AA), 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 in aircraft technology, the terrain constraint surrounding the HKIA, the development of air networks, travel trends, and the historical growth of traffic at the HKIA, etc.

Amid the robust growth of the ATMs at the HKIA in the past few years, the ATMs at the HKIA reached 406 000 in 2015, representing a 3.8% growth year-on-year. In terms of the ATMs per hour, the declared runway capacity of the existing 2RS has reached its maximum capacity of 68 ATMs per hour in 2015. While the Civil Aviation Department (CAD) and the AA will continue to monitor the air traffic growth situation, and strive to fully utilise the runway capacity of the 2RS, there is a pressing need to implement the Three-Runway System (3RS) project to cater for the long-term air traffic demand of the HKIA and maintain

Hong Kong's competitiveness amidst increasing competition from the neighbouring airports.

The CAAC, the CAD and the Civil Aviation Authority of Macao (CAAM) jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the Pearl River Delta (PRD) region in order to rationalise and optimise the PRD airspace management. The TWG drew up the "Pearl River Delta Region Air Traffic Management Planning and Implementation Plan (Version 2.0)" (the Plan) in 2007, based on the principles of joint airspace planning, use of common standards, and harmonised flight procedure design, setting out various air traffic management enhancement measures to be adopted. The Plan has taken into consideration Hong Kong's need for the 3RS as well as expansion plans of neighbouring airports in the PRD.

Through the collaborative efforts of the TWG, a number of airspace enhancement measures in the Plan have been successfully implemented, including the establishment of additional handover points, peripheral flight paths in the PRD region, the adjustment of the Zhuhai airspace structure, etc. In January 2016, through the co-operation platform of the TWG, new air routes for the eastern part of the Mainland and an additional handover point for flights operating between Hong Kong, Macao and the eastern part of the Mainland have also been successfully implemented. This measure enhances the efficiency of air routes for the eastern part of the Mainland.

In 2016-17, the CAD will continue to contribute to the discussions of the TWG and co-ordinate with the CAAC and the CAAM in order to enhance the efficient use of airspace in the PRD region in a progressive manner, with a view to further increasing the air transport capacity in the PRD region thus benefitting the HKIA's growth.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)275**

**(Question Serial No. 3521)**

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 the Terminals of the Hong Kong International Airport (HKIA), will the Government advise on:

- (a) the respective figures on the annual passenger throughput, the utilisation rate of the commercial floor area and the utilisation rate of check-in counters of the Terminal 1 (T1) and the Terminal 2 (T2) of the HKIA over the past five years (please list the breakdown by year and by item); and
- (b) whether the Government is aware of the news that the Airport Authority Hong Kong (AA) is planning to close and re-develop the T2, and if so, whether the Government has formulated corresponding work plans for follow-up in 2016-17. If yes, what are the specific details and their timetables; if no, the reasons for that?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 224)

Reply:

- (a) Currently, there are 321 and 56 check-in counters at the T1 and the T2 of the HKIA respectively. The T1 is currently serving as a terminal for arrival, departure and transfer/transit passengers. The T2 is currently serving as a departures only terminal (no arrivals and transfer/transits), with a coach station and a retail hub.

According to the AA, the passenger traffic (in terms of departure) at the T1 and the T2 in the past five years was as follows:



Calendar Year	Passenger traffic (departure) Trips (in million)	
	T1	T2
2011	15.8	2.7
2012	17.1	2.5
2013	18.4	2.9
2014	19.3	3.2
2015	20.3	3.7

The number of counters and the time to be open for passenger check-in services are determined mainly by the airlines' flight schedule and the passenger volume. The average occupancy rate of the retail area in T1 and T2 was 99% and 96% respectively in the past three years.

- (b) The expansion of T2 to provide full-fledged terminal services forms part of the Three-runway System (3RS) project. The Transport Branch of the Transport and Housing Bureau set up a dedicated Airport Expansion Project Coordination Office (AEPCO) in 2012 to assist, monitor and support AA in the implementation of the 3RS project, including the expansion of the T2. The AEPCO will also assist in co-ordinating any interface issue between various bureaux/departments and the AA during the implementation process. The office comprises three directorate officers and eight non-directorate officers from the Administrative Officer, Engineer and Executive Officer grades, as well as clerical and secretarial staff. The AEPCO will also appoint independent professional consultants to provide support in the monitoring work. The scope of the consultancy services will mainly be as follows -
- (a) aiming to assist in the satisfactory delivery of the 3RS project having regard to cost-effectiveness, fit-for-purpose and value-for-money;
  - (b) independent review of the design works by the AA to ensure full compliance with relevant statutory requirements and technical standards;
  - (c) provision of expert advice on tender documentation and contract procurement strategy, with particular focus on claims avoidance and mechanism for dispute resolution; and
  - (d) keeping under close review the overall construction process with particular emphasis on cost control, progress monitoring, works quality and contract interfacing arrangements.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)276**

**(Question Serial No. 3522)**

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; and
- (d) 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: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 225)

Reply:

- (a) According to the Airport Authority Hong Kong (AA), the cost of the 3RS project is estimated to be around \$ 141.5 billion in money-of-the-day prices.
- (b) Over the past years, the AA has reached out to promote the 3RS 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.

In 2015, the AA set up the Professional Liaison Group comprising relevant professional/experts to facilitate communications, enquiries and the handling of complaints on environmental issues related to the 3RS project. Relevant information of the project including the detailed design, progress of construction, operation, environmental monitoring and audit results will be shared with the Group.

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:

<b>Year</b>	<b>Number of Activities</b>
2013	319
2014	278
2015	333

- (c) According to a study conducted in 2008 by the AA's aviation consultant, National Air Traffic Services (NATS), 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. The annual runway capacity, the ATMs and utilisation rate of HKIA over the past five years are provided below. Figures are rounded up to the nearest thousands.

<b>Year</b>	<b>Runway capacity</b>	<b>Total air traffic</b>	<b>Utilisation rate</b>
2011	420 000	334 000	80%
2012	420 000	352 000	84%
2013	420 000	372 000	89%
2014	420 000	391 000	93%
2015	420 000	406 000	97%

- (d) 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 \$10 billion Midfield Concourse also commenced operation in December 2015. This new passenger concourse provides 20 additional aircraft parking stands, and will be able to handle an additional ten million passengers annually. Notwithstanding the above expansion projects which could incrementally and temporarily provide more capacity, the HKIA is expected to reach its maximum practical capacity of 68 ATMs per hour (as confirmed by NATS) very soon in 2016 or 2017. 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. The work involved was undertaken by the AA's internal manpower resources.

-End-

**CONTROLLING OFFICER'S REPLY**

**THB(T)277**

**(Question Serial No. 3523)**

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 environmental impact assessment (EIA) of the Hong Kong International Airport Master Plan 2030 (MP 2030), please advise on:

- (a) the current progress, the expenditure and manpower involved and the anticipated time of completion;
- (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 EIA of the MP 2030 over the past three years and the expenditure and manpower involved, with all information set out by year and by consultation; and
- (c) assessments on mitigation measures that would be more comprehensive than those specified in the EIA Ordinance to be taken by the Airport Authority Hong Kong (AA) for the Three-Runway System (3RS) project, given that the Government may include conditions in relation to mitigation measures in an environmental permit under the Ordinance.

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 226)

Reply:

(a)&(c)

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 cost of the EIA study was about \$100 million. The study was conducted by a team of consultants comprising international experts on relevant environmental fields. The AA is committed to implementing all environmental mitigation measures included in the EIA report and fully complying with the EP conditions.

(b)

Over the past years, to promote the 3RS project and in connection with the EIA, the AA has 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.

In 2015, to fulfill relevant conditions included in the EP, the AA set up the Professional Liaison Group comprising relevant professional/experts to facilitate communications, enquiries and the handling of complaints on environmental issues related to the 3RS project. Relevant information of the project including the detailed design, progress of construction, operation, environmental monitoring and audit results will be shared with the Group.

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 and the EIA process. The number of engagement activities over the past three years is summarised below.

<b>Year</b>	<b>Number of Activities</b>
2013	319
2014	278
2015	333

-End-

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 3524)**

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 financial provision for air and sea communications and logistics development made by the Transport and Housing Bureau (THB), the estimate for 2016-17 is 50% higher than the actual expenditure in 2015-16 and the revised estimate for 2015-16. Please advise on the details of and reasons for that. As regards the increase of seven posts, the setting up of the Maritime and Aviation Training Fund (MATF) and an item related to the Three-Runway System (3RS) Project as mentioned in it, what are the reasons, details, staffing provision, timetable involved and the effectiveness expected to be achieved?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 227)

Reply:

The increase of \$58.7 million (M) or 54.3% under Programme 3 in the Estimate for 2016-17 as compared to the Revised Estimate in 2015-16 is mainly due to:

- (a) an increase in cash flow requirements for two non-recurrent items, viz. (i) \$35.9M for a new item on the Monitoring and Verification Services Consultancy for the detailed design and construction stages of the 3RS Project in 2016-17, and (ii) \$5.75M for the continual implementation of the MATF;
- (b) an increase in salary provision of \$4.04M arising from the net increase of seven posts in 2016-17; and
- (c) an increase in general departmental expenses.

There will be a net increase of seven non-directorate posts in Programme (3) in 2016-17. Among them, six posts, including two in the Executive Officer grade and four in the Clerical Officer grade, will be created to support the newly established Hong Kong

Maritime and Port Board, which is a high-level platform for the Government to work closely with the industry to promote the growth of high value-added and professional maritime services in Hong Kong, foster the development of maritime manpower, and devise strategies and initiatives to enhance Hong Kong's status as an international maritime centre. The deployment of an Administrative Officer post is being finalised in the light of the latest operational requirement of the THB (Transport Branch).

The \$100M-MATF was set up in April 2014 to enhance manpower training support for the two industries. The MATF has since implemented a number of training and incentive schemes to encourage young people to join the maritime and aviation sectors, and support in-service practitioners to enhance their professional competency. For 2016-17, it is estimated that some 800 persons will benefit from schemes under the MATF.

The estimated costs for the employment of consultants to provide monitoring and verification services during detailed design stage and construction stage of the 3RS project are \$90.7M and \$93.7M respectively. The briefs of the consultants will mainly be as follows -

- (a) aiming to assist in the satisfactory delivery of the 3RS project having regard to cost-effectiveness, fit-for-purpose and value-for-money;
- (b) independent review of the design works by the Airport Authority Hong Kong (AA) to ensure full compliance with relevant statutory requirements and technical standards;
- (c) provision of expert advice on tender documentation and contract procurement strategy, with particular focus on claims avoidance and mechanism for dispute resolution; and
- (d) keeping under close review the overall construction process with particular emphasis on cost control, progress monitoring, works quality and contract interfacing arrangements.

Subject to funding approval, the first consultancy is planned to commence in the latter half of 2016 for completion by end 2019 to provide monitoring and verification services during the detailed design stage of the 3RS project. The second consultancy is to cover the construction stage of the project, and its start date will tie in with the AA's construction programme for the 3RS project. The second consultancy is expected to last for eight years.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)279**

**(Question Serial No. 6198)**

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:

Regarding overseas duty visits, exchanges and other work by the Secretary for Transport and Housing (STH) and relevant officers in the past five years, please provide information on the number of such activities, number of officers, their post titles, number of days, details of overseas duty visits (including name of country/city, length of stay and number of officers), subjects of overseas exchanges, and the expenditure and manpower involved by year and by overseas duty visit/exchange.

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 218)

Reply:

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

### Former STH

Date of Visit (Number of visits)	Place of Visit	Number of entourage from the Director of Bureau's Office	Purpose of Visit	Total Expenditure
2011-12 (6)	Seoul, Shenzhen, Zhuhai, Los Angeles and San Francisco, Beijing, Chongqing	The Administrative Assistant to STH and/or the Press Secretary to STH would accompany the STH during duty visits having regard to operational needs.	(i) To attend meetings (e.g to attend the 7 <sup>th</sup> Asia-Pacific Economic Co-operation (APEC) Transportation Ministerial Meeting in the US) (ii) To meet relevant Government officials and representatives of local organisations (e.g to meet and exchange views with Mainland officials on transportation issues to understand the railway and housing development in the Mainland) (iii) To lead delegation on overseas visits (e.g to lead a delegation of the Hong Kong Maritime Industry Council (MIC) and the Hong Kong Port Development Council (PDC) to South Korea to exchange views with local ship companies and promote Hong Kong as an international maritime centre; and to lead the delegation of the Hong Kong Housing Authority to Chongqing to exchange experience in public housing with officials of the municipality)	About \$485,500

### Present STH

Date of Visit (Number of visits)	Place of Visit	Number of entourage from the Director of Bureau's Office	Purpose of Visit	Total Expenditure
2012-13 (5)	Guangzhou, Dalian, Beijing, Zhuhai	The Administrative Assistant to STH and/or the Press Secretary to STH would accompany the STH during duty visits having regard to operational needs.	(i) To attend meetings (e.g to attend the HongKong/Guangdong Co-operation Joint Conference and meetings relating to the HongKong-Zhuhai-Macao Bridge (HZMB) project) (ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to meet and exchange views with Mainland officials on transportation issues and meet the Hong Kong and Macao Affairs Office of the State Council (HKMAO)) (iii) To lead delegation on overseas visits (e.g to lead the delegation of the MIC and the PDC to Dalian to promote the maritime services offered by Hong Kong)	About \$62,900
2013-14 (11)	Singapore, Shanghai, Brussels, Frankfurt, Florence, Milan, Tokyo, Beijing, Zhuhai, Taipei, Shenzhen, Guangzhou		(i) To attend meetings (e.g to attend the 8th APEC Transportation Ministerial Meeting in Tokyo, Japan; and meetings relating to the HZMB project) (ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to meet and exchange views with the Singapore Government officials to understand the latest development of transportation and housing in Singapore; and to meet and exchange views with Mainland officials on transportation issues, and meet the HKMAO)	About \$462,000

		<p>(iii) To lead delegation on overseas visits (e.g to lead a delegation of the Hong Kong Logistics Development Council (LOGSCOUNCIL) to Brussels, Frankfurt, Florence and Milan to promote Hong Kong's logistics industry; to lead a Hong Kong maritime delegation to participate in Marintec China 2013 in Shanghai; and to lead a Hong Kong maritime delegation to Taipei to meet and exchange views with the local maritime sectors)</p> <p>(iv) To accompany the Chief Executive (CE) on his duty visit</p>	
2014-15 (13)	Athens, Guangzhou, London, Rotterdam, Amsterdam, Beijing, Macao, Kuala Lumpur, Shenzhen, Zhuhai	<p>(i) To attend meetings (e.g to attend meetings relating to the HZMB project, the Hong Kong/Guangdong Co-operation Joint Conference and the Hong Kong-Shenzhen Co-operation Meeting)</p> <p>(ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to visit and exchange views with relevant authorities and key market players of the maritime industry and transportation in the UK, to visit the European Port in the Netherlands and learn about the logistics development; and to meet and exchange views with Mainland officials on transportation and civil aviation issues, and meet the HKMAO)</p> <p>(iii) To lead delegation on overseas visits (e.g to lead a delegation of the MIC to Athens to attend Posidonia 2014, an international maritime exhibition; and lead a delegation of the LOGSCOUNCIL and the PDC to Malaysia to promote Hong Kong as a regional logistics hub)</p> <p>(iv) To accompany the CE on his duty visit</p>	About \$720,100
2015-16@ (14)	Beijing, Hamburg, Shenzhen, Taoyuan, Zhuhai, Guangzhou, Cebu, Vienna, Seoul and Busan	<p>(i) To attend meetings and events (e.g to attend the 9th APEC Transportation Ministerial Meeting in Cebu, The Philippines; to participate in the Intercity Forum 2015 in Taoyuan and the Walk 21 Vienna 2015 – XVI International Conference on Walking and Liveable Communities in Vienna, Austria; and to attend meetings relating to the HZMB project)</p> <p>(ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to meet and exchange views with Mainland officials on transportation and civil aviation issues, and meet the HKMAO)</p> <p>(iii) To lead delegation on overseas visits (e.g to lead a delegation of the MIC and the PDC to promote Hong Kong's maritime services and to strengthen links with the maritime sectors in Germany; and to lead a delegation of the LOGCOUNCIL and the PDC to South Korea to promote Hong Kong's strengths as a regional logistics hub)</p> <p>(iv) To accompany the CE on his duty visit</p>	About \$593,400

The above duty visits lasted for one to ten days per trip.

@ Included duty visits made between 1 April 2015 and 7 March 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**(Question Serial No. 6199)**

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 2016-17, 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, timetable and estimated expenditure 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: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 220)

Reply:

The Government agrees in-principle to take forward in phases the host of short, medium and long-term measures recommended by the Transport Advisory Committee (TAC) in December 2014 to alleviate road traffic congestion, having regard to stakeholders' views, feasibility of available options and overseas experience, etc. Increasing the first registration tax and annual licence fee for private cars and planning of an ERP pilot scheme are amongst the recommendations put forward by the TAC.

In December 2015, the Government launched a three-month public engagement exercise for the ERP pilot scheme in Central and its adjacent areas. After the public engagement exercise, the Government will engage a consultant to carry out an in-depth feasibility study to develop detailed options for further public engagement. The resources needed for the

feasibility study can be estimated when the scope of the study is determined after collating and analysing the public views.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)281****(Question Serial No. 6860)**

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 to 2016.

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?
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- (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 2016-17? 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?
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Asked by: Hon CHEUNG Kwok-che (Member Question No. 1088)

Reply:

Details of the policy studies commissioned with funds allocated from 2011-12 to 2015-16, and for which funds have been reserved in 2016-17, 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><b>Consultancy Services for Providing Expert Advice on Rationalising the Utilisation of Road Harbour Crossings (RHCs)</b></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	<b>Consultancy Study on Potential Reprovisioning Sites for Oil Depots Affected by the Proposed Port Development at Southwest Tsing Yi</b>  <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>	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 Kong Maritime Industry Council (MIC) in Dec 2014. Findings form part of the Preliminary Feasibility Study for Container Terminal 10 at Southwest Tsing Yi.
Ove Arup & Partners HongKong Ltd	Tender	<b>Traffic Study for Admiralty</b>  <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 Jun 2012.</i>	1.418 (2011-12)  0.252 (2012-13)	May 2010	Completed	The proposed improvement works are being carried out by the Highways Department (HyD).	The Executive Summary has been uploaded to the Transport Department (TD)'s homepage.
AECOM Asia Company Limited	Tender	<b>Traffic Study for Pok Fu Lam Area</b>  <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 would not be substantial.	As the study involves sensitive land development information, the Government has no plan to release the study report.



MVA Hong Kong Limited	Tender	<b>TIA for Long-term Logistics Development in Kwai Tsing Area</b>  <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	<b>Consultancy Study on Review and Update of the Railway Development Strategy (RDS) 2000</b>  <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)  0.758 (2015-16)  1.800 (2016-17)	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 HyD.
Wilbur Smith Associates Limited	Written quotations	<b>Detailed Traffic Assessment of Toll Arrangements for RHCs</b>  <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 better distribution of traffic.</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 2013 for a further three-month public consultation.	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.

BMT Asia Pacific Limited	Tender	<b>Consultancy Study on the Strategic Development Plan for Hong Kong Port 2030</b>  <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	<b>Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre</b>  <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	Making reference to the consultant's findings, the Government set up the Hong Kong Maritime and Port Board (MPB) on 1 Apr 2016.	The final report and the executive summary are available for public viewing on the website of the MIC.
ICF International Ltd	Written quotations	<b>Consultancy for the Study of Fare Adjustment Mechanism (FAM) of the MTR Corporation Limited (MTRCL)</b>	1.342 (2012-13)	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.
Asia Consulting Group Limited	Tender	<b>Financial Consultancy Study (Appointment of Financial Adviser) for the Hong Kong International Airport Master Plan 2030</b>  <i>To advise the Government on the financial and economic aspects relating to the Master Plan 2030.</i>	2.655 (2012-13)	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 Hong Kong (AA) in Dec 2011.	Key findings of the study have been set out in the LegCo Brief on the Government's decision on the Master Plan 2030 issued on 20 Mar 2012.
AECOM Asia Company Limited	Tender	<b>Ecological Assessment for Logistics Development in Tuen Mun Area 49</b>  <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 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	<b>Traffic Study for Causeway Bay West - Feasibility Study</b>  <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>	0.260 (2012-13)  0.540 (2013-14)	Dec 2012	Completed	TD is studying the improvement schemes recommended under the study.	The Executive Summary has been uploaded to TD's homepage.
Deloitte & Touche Financial Advisory Services Ltd	Written quotations	<b>Appointment of Financial Consultant for the Review of the FAM of the MTRCL</b>	1.038 (2013-14)	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.
Milliman Limited	Tender	<b>Consultancy on the implementation of a Marine Traffic Accident Victims Assistance Scheme</b>  <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	In the light of the consultant's findings, the introduction of a Marine Traffic Accident Victims Assistance Scheme will not be pursued at this stage.	The major findings of the study were set out in the LegCo Panel on Economic Development (ED Panel) paper in May 2015.
ICF International Ltd	Written quotation	<b>Consultancy for the Review on the Fare Adjustment Arrangement (FAA) for Franchised Buses</b>	0.425 (2014-15)  0.567 (2015-16)  0.426 (2016-17)	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, as part of the Public Transport Strategy Study (PTSS) due for completion in mid-2017.  The outcome of the review will be made public.	N/A
AECOM Asia Company Limited	Tender	<b>Transport and TIA – under Technical Feasibility Study For Proposed Land Uses in Tuen Mun Areas 38 &amp; 49</b>  <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)  1.245 (2014-15)  0.505 (2015-16)	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	<b>Study on the impact of new entrants to Hong Kong's aviation market</b>  <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>	0.500 (2013-14)	Jan 2014	Completed	N/A	As the report contains sensitive information on the airline industry, it has not been made public.
The Chinese University of Hong Kong	Tender	<b>Study on the Operation of Airlines and Airline Groups</b>  <i>To study the latest developments in the international airline industry from both economic and technical perspectives.</i>	0.322 (2013-14)	Jan 2014	Completed	N/A	As the report contains sensitive information on the airline industry, it has not been made public.
MVA Hong Kong Limited	Tender	<b>TIA for the Proposed Development at Murray Road Multi-storey Car Park</b>  <i>To carry out a TIA of the proposed commercial development for Murray Road Multi-storey Car Park.</i>	0.319 (2014-15)  0.183 (2015-16)  (This study was funded by the Development Bureau (DEVB))	Apr 2014	Completed	N/A	The findings were presented to the Central and Western District Council on 16 Jul 2015.
Policy 21 Ltd	Tender	<b>Provision of Services for Conducting the Stocktaking and Identification Study on Berthing Arrangements for Local Vessels</b>  <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>	0.741 (2014-15)  0.593 (2015-16)  0.148 (2016-17)	May 2014	In progress	The Marine Department (MD) closely monitors the progress of the study. The survey data is being analysed, and the projections of berthing and sheltered space are being conducted. Interviews with stakeholders are in progress.	N/A
The Chinese University of Hong Kong	Tender	<b>Consultancy Study on Establishing a Civil Aviation Training Institute in Hong Kong</b>  <i>To assess the current and future manpower supply and demand of the aviation industry and explore the feasibility of establishing a civil aviation training institute in Hong Kong.</i>	0.560 (2014-15)  0.840 (2015-16)	Jun 2014	Completed	The AA will establish a Civil Aviation Academy and has taken forward the project based on the consultancy study's findings and recommendations.	The findings and recommendations were reported to the Sub-group on Aviation under the Working Group on Transportation and the Economic Development Commission.

AECOM Asia Company Limited	Tender	<p><b>Preliminary Study on Multi-storey Container Tractor/Trailer and Heavy Goods Vehicle Carpark in Kwai Chung Area</b></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>	<p>0.524 (2014-15)</p> <p>0.756 (2015-16)</p>	Jun 2014	Being finalised	N/A	N/A
Tricor Consulting Limited	Written quotation	<p><b>Business Case Study for Establishing a New Statutory Maritime Body</b></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>0.420 (2015-16)</p> <p>0.128 (2016-17)</p>	Jul 2014	Substantially completed	In the light of the consultant's recommendations, the Government established the MPB on 1 Apr 2016 with three functional committees led by industry figures.	The main findings of the study were presented to the LegCo ED Panel on 23 Nov 2015.
H4 Maritime Limited	Tender	<p><b>Consultancy to Provide Expert Advice on the Work of the MD with Reference to Maritime Authorities Adopting Regulatory Regimes Similar to Hong Kong's</b></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	Completed	The findings of the consultancy have been reported to the Steering Committee on Systemic Reform of the MD for consideration. The MD is following up on the advice arising from the consultancy and will consult the trade where appropriate.	The major findings of the consultancy study will be reported to the LegCo ED Panel in due course.

BMT Asia Pacific Limited	Tender	<b>Risk Assessment on “Fast Speed” Locally-Licensed Passenger-Carrying Vessels (LLPCVs)</b>  <i>To prescribe a definition of “fast speed” with respect to LLPCVs, and to identify measures to enhance the safety and control of “fast speed” LLPCVs on the basis of risk assessment(s).</i>	0.349 (2014-15)  0.524 (2015-16)	Nov 2014	Completed	The MD is studying the findings of the consultancy study and will consult the trade on the recommendations of the consultancy study where appropriate.	The major findings of the consultancy study will be reported to the LegCo ED Panel in due course.
MVA Hong Kong Limited	Tender	<b>TIA for the Proposed Development near junction of Lung Cheung Road and Lion Rock Tunnel Road</b>  <i>To carry out a TIA of the proposed housing site near junction of Lung Cheung Road and Lion Rock Tunnel Road.</i>	0.144 (2014-15)  0.372 (2015-16)  0.084 (2016-17)  (This study is funded by DEVB)	Dec 2014	In progress	N/A	N/A
AECOM Asia Company Ltd	Tender	<b>TIA for the Proposed Developments in Stanley and Tai Tam</b>  <i>To carry out a TIA of the proposed housing site in Stanley and Tai Tam.</i>	0.109 (2014-15)  0.374 (2015-16)  0.197 (2016-17)  (This study is funded by DEVB)	Jan 2015	In progress	N/A	N/A
PolyU Technology and Consultancy Co. Ltd	Tender	<b>Consultancy on Developing a Lifejacket Suitable for Use by Both Adults and Children on Local Vessels in the Waters of Hong Kong</b>  <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>	0.204 (2014-15)  1.432 (2015-16)  1.020 (2016-17)	Mar 2015	In progress	N/A	N/A
AECOM Asia Company	Tender	<b>TIA for the Proposed Development at Nam Fung Road</b>  <i>To carry out a TIA of the proposed housing sites at Nam Fung Road.</i>	0.248 (2015-16)  0.342 (2016-17)  (This study is funded by DEVB)	Apr 2015	In progress	N/A	N/A

CBRE Limited	Written quotations	<b>Consultancy study relating to the premium arrangement for use of Government land by the peak tramway</b>  <i>To provide advice to the Government on the premium arrangement for the use of Government land for the peak tramway operating right commencing 1 Jan 2016</i>	1.220 (2015-16)	Jun 2015	Completed	The arrangement was reported in the LegCo Brief of 2 Dec 2015 on the operating right of the peak tramway commencing 1 Jan 2016.	See the last column.
MVA Hong Kong Limited	Tender	<b>TIA for the Proposed Development in Tai Po Kau and Ma Wo</b>  <i>To carry out a TIA of the proposed housing sites in Tai Po Kau and Ma Wo.</i>	0.323 (2015-16)  0.225 (2016-17)  (This study is funded by DEVB)	Aug 2015	In progress	N/A	N/A
NATS Services (Asia Pacific) PTE Limited	Written Quotation	<b>The operational readiness of the new Air Traffic Management System (ATMS)</b>  <i>To conduct an independent assessment of the operational readiness (including system engineering and safety assurance and human factors) of the new ATMS being implemented by the Civil Aviation Department (CAD) before its commissioning.</i>	1.358 (2015-16)	Nov 2015	Completed	The THB/CAD will make reference to the consultant's observations and recommendations when implementing the ATMS.	We have reported the major findings at the LegCo ED Panel on 24 Mar 2016.
AECOM Asia Company Limited	Quotation	<b>PTSS – Consultancy Study on the Assessment of Desirability and Feasibility of Increasing the Seating Capacity of Public Light Buses</b>  <i>To assess whether it is desirable and feasible to increase the seating capacity of public light buses</i>	0.583 (2016-17)	Feb 2016	In progress	N/A	N/A
Asia Consulting Group Limited	Quotation	<b>PTSS – Consultancy Study for Fares for Premium Taxis</b>  <i>To advise the Government on financial matters related to possible introduction of premium taxis</i>	1.430 (2016-17)	Feb 2016	In progress	N/A	N/A

CBRE Limited	Written quotation	<b>Consultancy study on financial matters related to outlying island ferry routes</b>  <i>To advise the Government on financial matters related to outlying island ferry routes</i>	1.200 (2016-17)	Mar 2016	In progress	N/A	N/A
NATS Services (Asia Pacific) PTE Limited	Written Quotation	<b>Phased Transition Approach for ATMS and Overall Transition Readiness for Air Traffic Control (ATC) Replacement System</b>  <i>To conduct an independent assessment on the preparation and implementation of the new ATMS</i>	1.430 (2016-17)	Apr 2016	In progress	The THB/CAD will make reference to the consultant's observations and recommendations when implementing the ATMS and ATC Replacement System.	N/A
Not yet available	Written Quotation	<b>Technical Assessment for Long-term Barge Berths in Tsing Yi</b>  <i>To ascertain the technical acceptability of additional long-term barge berths in Tsing Yi</i>	1.400 (2016-17)	Apr 2016 (tentative)	Under planning	N/A	N/A
Not yet available	Tender	<b>TIA for the Proposed Developments in the South of Ma Wan and along Route Twisk, Tsuen Wan</b>  <i>To carry out a TIA of the proposed housing sites in Ma Wan and along Route Twisk.</i>	0.700 (2016-17)  (This study is funded by DEVB)	Jun 2016 (tentative)	Under planning	N/A	N/A
Not yet available	Tender	<b>Study on Multi-storey Complex for Container Storage and Cargo Handling in Tsing Yi – Feasibility Study</b>  <i>To examine the feasibility of developing a multi-storey complex in Tsing Yi for accommodating container related and port back-up facilities</i>	2.169 (2016-17)	Sep 2016 (tentative)	Under planning	N/A	N/A
Not yet available	Tender	<b>Roles and Positioning Review of the PTSS</b>  <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	Q3 2016 (tentative)	Under planning	N/A	N/A



Not yet available	Tender	<b>Study of Strategic and Major Roads in Hong Kong beyond 2030</b>  <i>To review and evaluate the broad-brush transport proposals to be drawn up under the HK2030+ Study currently undertaken by the Planning Department, and recommend new strategic and major roads to support long-term land use developments.</i>	Not yet available	Early 2017 (tentative)	Under planning	N/A	N/A
Not yet available	Tender	<b>Study on Parking Policy Review</b>  <i>To review the current parking policy, develop a coherent set of policy directives and recommend any policy changes and new initiatives on parking policy.</i>	Not yet available	Not yet available	Under planning	N/A	N/A

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)282**

**(Question Serial No. 3593)**

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 in 2016-17 to decide whether our railway network should be further expanded? If yes, what are the details and the estimated expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 11)

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 five 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 development. Pursuant to the announcement of the Railway Development Strategy 2014 that recommends seven new railway projects to be implemented by 2031, we will continue to take forward the detailed planning work for the Northern Link and Kwu Tung Station, the Tuen Mun South Extension and the East Kowloon Line in 2016-17.

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. To this end, the Government is conducting the Public Transport Strategy Study (PTSS) to examine the roles and positioning of public transport services (other than heavy rail) to enhance their complementarity. This is to ensure that the public can enjoy efficient services with reasonable modal choices, while public transport operators can enjoy long-term sustainable development. Amongst various public transport services to be covered in the PTSS, the long term development of the Light Rail will be reviewed under the "Role and Positioning Review" of the PTSS. The topics to be covered include (1) the feasibility of increasing carrying capacity of the Light Rail with the original design of the system; (2) the feasibility of upgrading the existing Light Rail system to increase the carrying capacity; (3) the long-term demand of North West New Territories for public transport services; and (4) the roles of various public transport services including the Light Rail in meeting such demand. The PTSS is expected to be completed by mid-2017 and the findings will be announced.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)283**

**(Question Serial No. 3611)**

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 is the specific launch date of the Electronic Road Pricing (ERP) scheme after the Transport and Housing Bureau has completed the ERP pilot scheme in Central and its adjacent areas, and what are the number of staff involved and the estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 138)

Reply:

The Government launched a three-month public engagement exercise for the Electronic Road Pricing pilot scheme in Central and its adjacent areas (the Central District ERP Pilot Scheme) in December 2015. After the public engagement exercise, the Government will engage a consultant to carry out an in-depth feasibility study to develop detailed options for further public engagement. The cost of implementing the Central District ERP Pilot Scheme will depend on a multitude of factors, such as the size of the charging area and the choice of ERP technology, and will be estimated in the feasibility study. There is as yet no planned date for implementing the Pilot Scheme.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)284**

**(Question Serial No. 4862)**

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 2016-17. Please also advise whether public consultation will be conducted for the PTSS and the details and estimated expenditure involved.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 19)

Reply:

In late 2014, the Government has rolled out the two parts of the PTSS, namely the Role and Positioning Review (RPR) and the Topical Study in phases, to conduct a systemic review of the roles and positioning of public transport services other than heavy rail, and to study some important topical issues that are of concern to the public transport trades. The aim of the PTSS is to enhance the existing strategic arrangements of our public transport services in tandem with the further development of the heavy rail network, so as to ensure the long-term, balanced, efficient, multi-model and sustainable development of public transport services.

In view of the public views on taxi and public light bus (PLB) services, we have accorded priority to the reviews of these two services under the RPR. The key areas of study are the feasibility of introducing premium taxis and increasing the seating capacity of PLBs. We plan to report the progress of the two reviews to the Legislative Council Panel on Transport (the Panel) by mid-2016, and strive to complete the reviews by the third quarter of 2016.

Moreover, since March 2015, we have reported to the Panel the result of six Topical Studies, including the service level of franchised bus service, school bus service, seating

capacity of PLBs, supply of taxis, taxi fuel surcharge and statutory cap on the PLBs. The results of the remaining two studies (i.e. review of ferry service and how to enhance the provision of accessible transport facilities for people with disabilities) will be reported to the Panel within the 2015-16 legislative year.

During the course of the study, we would from time to time report, as have been the case, the progress and outcome of various studies to the Panel, and canvassed views of the stakeholders through various platforms such as deputation sessions arranged by the Panel and trade conferences. The expenditure for stakeholder engagement is absorbed by existing resources.

For the RPR, a sum of \$9.5 million has been earmarked for commissioning consultancy studies. A total of six time-limited posts have been created for two and a half years in the Transport Branch of the Transport and Housing Bureau and the Transport Department, including one directorate post of Administrative Officer Staff Grade C and five non-directorate posts. In 2016-17, the notional annual mid-point salary value of the six posts is about \$6.8 million. The Topical Study is carried out using existing resources.

The whole PTSS is expected to be completed by mid-2017. Upon completion of the PTSS, we will submit a consolidated report.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)285**

**(Question Serial No. 5916)**

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 works for the Hong Kong Boundary Crossing Facilities (HKBCF), Hong Kong Link Road (HKLR) and Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project in 2015-16.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 125)

Reply:

The supervision of the works of the HKBCF, the HKLR and the TM-CLKL is carried out by the Highways Department, with the assistance of consultants engaged by the Department. The Transport Branch of the THB has been deploying existing staff resources as part of their normal duties to oversee the implementation of these projects.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)286**

**(Question Serial No. 5917)**

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 the launch of the public engagement exercise for an Electronic Road Pricing pilot scheme in Central and its adjacent areas in 2015-16.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 127)

Reply:

The Government launched a three-month public engagement exercise for the Electronic Road Pricing pilot scheme in Central and its adjacent areas (the Central District ERP Pilot Scheme) in December 2015. To encourage the participation of the public and stakeholders, the Government has prepared various types of publicity material and organised meetings with different stakeholders. The total cost for the above work is about \$1.9 million, and the supporting work involved is absorbed by the existing staff of the THB and the Transport Department.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)287**

**(Question Serial No. 5918)**

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 is the anticipated time of completion of the Hong Kong Boundary Crossing Facilities (HKBCF) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project? How does the Government avoid further cost overrun and delay?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 129)

Reply:

It is anticipated that the essential works for the commissioning of the HZMB HKBCF will be completed by the end of 2017. The Highways Department (HyD) will continue to closely monitor the programme of works of the HKBCF, and to explore with its consultants and contractors on measures to expedite the works. The HyD will continue to exercise tight control on the expenditures of the works under the project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)288**

**(Question Serial No. 5919)**

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 is the anticipated time of completion of the Hong Kong Link Road (HKLR) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project? How does the Government avoid further cost overrun and delay?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 130)

Reply:

It is anticipated that the essential works for the commissioning of the HZMB HKLR will be completed by the end of 2017. The Highways Department (HyD) will continue to closely monitor the programme of works of the HKLR, and to explore with its consultants and contractors on measures to expedite the works. The HyD will continue to exercise tight control on the expenditures of the works under the project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)289**

**(Question Serial No. 5921)**

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 is the anticipated time of completion of the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project? How does the Government avoid further cost overrun and delay?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 132)

Reply:

The TM-CLKL involves the Southern Connection and the Northern Connection. The completion date of the Southern Connection will tie in with that of the HZMB Main Bridge whilst the Northern Connection is targeted for completion in 2018. The Highways Department (HyD) will continue to closely monitor the programme of works of the TM-CLKL, and to explore with its consultants and contractors on measures to expedite the works. The HyD will continue to exercise tight control on the expenditures of the works under the project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)290**

**(Question Serial No. 5931)**

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:

How will the Transport and Housing Bureau handle the operational arrangements of the Eastern Harbour Crossing (EHC) if legislative amendments cannot be made before the expiry of its Build-Operate-Transfer franchise?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 143)

Reply:

The 30-year Build-Operate-Transfer (BOT) franchise of the EHC will expire on 7 August 2016. Currently, the EHC Ordinance (Cap 215) and its subsidiary legislation (the EHC Ordinance) provide the legal backing for the operation and management of the EHC as a BOT tunnel. To provide the legal backing for the EHC to operate and be managed as a Government tunnel on the expiry of the BOT franchise, the Government introduced the EHC Legislation (Amendment) Bill 2015 (the Amendment Bill) to subsume the EHC under the Road Tunnels (Government) Ordinance (Cap 368) and the Road Tunnels (Government) Regulations (Cap 368A).

Under the hypothetical scenario that the legislative amendment exercise were not completed before the expiry of the BOT franchise, the Government would have to rely on the provisions of the EHC Ordinance which are not related to the rights and obligations of the franchisee and those provisions of the Road Traffic Ordinance (Cap 374) which are not inconsistent with any regulations or by-laws made under the EHC Ordinance to operate and manage the EHC. There would be some areas of tunnel operation not properly covered. In particular, the Government would not be able to collect tolls from vehicles passing through the EHC, which would have serious traffic implications as toll collection is a means

to regulate traffic flow. The Government would also have no power to appoint authorised personnel (i.e. staff employed by operators under management, operation and maintenance contracts) to carry out traffic enforcement duties and regulate traffic at the EHC. We would have to rely on the Hong Kong Police Force to direct traffic and take enforcement actions.

The Amendment Bill is technical in nature. It is not complicated nor does it involve any policy change. The relevant Legislative Council (LegCo) Bills Committee has already completed the scrutiny of the Amendment Bill on 1 March 2016. We aim to resume Second Reading Debate on the Amendment Bill at the LegCo as soon as possible.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)291**

**(Question Serial No. 5933)**

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 details of meetings held between the Transport and Housing Bureau (THB) and the relevant Mainland departments on the “co-location” arrangements in 2015-16, including the dates of meetings, venues of meetings, name lists of participating officials of both sides and the expenditure involved.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 146)

Reply:

In 2015-16, the THB staff attended three meetings held in Shenzhen or Beijing with the relevant Mainland Authorities, including the Hong Kong and Macao Affairs Office of the State Council and the National Office of Port Administration, to discuss the issue of “co-location” of customs, immigration and quarantine facilities at the West Kowloon Terminus of the Guangzhou-Shenzhen-Hong Kong Express Rail Link. The total expenditure on these visits was about \$99,000. Each meeting involved four to six members of staff of the THB including the Secretary for Transport and Housing.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)292**

**(Question Serial No. 5934)**

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 specific expenditure and number of officers involved by the Transport and Housing Bureau (THB) in 2016-17 for working with the Airport Authority Hong Kong (AA) in taking forward the Three-Runway System (3RS) at the Hong Kong International Airport, including detailed design, relevant statutory procedures, financing arrangements, environmental mitigation and enhancement measures, and stakeholder engagement.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 148)

Reply:

A dedicated Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport Branch of the THB in 2012 to assist, monitor and support the AA in the implementation of the 3RS project. The AEPCO will also assist in co-ordinating any interface issue between various bureaux/departments and the AA during the implementation process. The office comprises three directorate officers and eight non-directorate officers from the Administrative Officer, Engineer and Executive Officer grades, as well as clerical and secretarial staff. The notional annual mid-point salary of all the posts in the AEPCO is estimated to be \$11,448,960 in 2016-17. The expenditure for the employment of independent consultants to assist in reviewing the works of AA is about \$39.0 million in 2016-17.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)293**

**(Question Serial No. 5935)**

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 set out the details of meetings held between the Transport and Housing Bureau (THB) and the relevant Mainland departments on airspace management in relation to the Three-Runway System (3RS) of the Hong Kong International Airport (HKIA) in 2015-16, including the dates of meetings, venues of meetings, name lists of participating officials of both sides and the expenditure involved.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 149)

Reply:

The Civil Aviation Administration of China (CAAC), the Civil Aviation Department (CAD) and the Civil Aviation Authority of Macao (CAAM) jointly established the Tripartite Working Group (TWG) in 2004 to formulate measures to enhance the air traffic management arrangements in the Pearl River Delta (PRD) region in order to rationalise and optimise the PRD airspace management.

In 2015-16, through the co-operation platform of the TWG and regular working liaison in the form of correspondence exchanges and meetings, an airspace enhancement measure in the Plan has been successfully implemented as from January 2016. New air routes for the eastern part of the Mainland and an additional handover point for flights operating between Hong Kong, Macao and the eastern part of the Mainland were put in place. This measure enhances the efficiency of air routes for the eastern part of the Mainland.

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

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)294**

**(Question Serial No. 5936)**

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 set out the details of the work of the Transport and Housing Bureau (THB) on the financing arrangements for the Three-Runway System (3RS) of the Hong Kong International Airport in 2015-16, including the staff and expenditure involved.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 151)

Reply:

A dedicated Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport Branch of the THB in 2012 to assist, monitor and support the Airport Authority Hong Kong (AA) in the implementation of the 3RS project. The AEPCO will also assist in co-ordinating any interface issue between various bureaux/departments and the AA during the implementation process. The office comprises three directorate officers and eight non-directorate officers from the Administrative Officer, Engineer and Executive Officer grades as well as clerical and secretarial staff. The notional annual mid-point salary of all the posts in the AEPCO is estimated to be \$11,448,960 in 2015-16. The expenditure for the employment of independent consultants to assist in reviewing the works of the AA is about \$4.2 million in 2015-16.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)295**

**(Question Serial No. 5937)**

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 set out the details of the work of the Transport and Housing Bureau (THB) on the Three-Runway System (3RS) of the Hong Kong International Airport in 2015-16, including the staff and expenditure involved.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 153)

Reply:

A dedicated Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport Branch of the THB in 2012 to assist, monitor and support the Airport Authority Hong Kong (AA) in the implementation of the 3RS project. The AEPCO will also assist in co-ordinating any interface issue between various bureaux/departments and the AA during the implementation process. The office comprises three directorate officers and eight non-directorate officers from the Administrative Officer, Engineer and Executive Officer grades, as well as clerical and secretarial staff. The notional annual mid-point salary of all the posts in the AEPCO is estimated to be \$11,448,960 in 2015-16. The expenditure for the employment of independent consultants to assist in reviewing the works of the AA is about \$4.2 million in 2015-16.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)296**

**(Question Serial No. 5938)**

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 set out the details of the work of the Transport and Housing Bureau (THB) on the legal justifications of charging Airport Construction Fee (ACF) for the Three-Runway System (3RS) of the Hong Kong International Airport (HKIA) in 2015-16, including the staff and expenditure involved.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 155)

Reply:

The Airport Authority Hong Kong (AA) plans to introduce the ACF as part of the financial arrangement plan to fund the 3RS project. The legal basis of the AA for introducing the ACF is set out below. The Government shares the view of the AA.

- (a) Section 5(1)(a) of the Airport Authority Ordinance (AAO) (Cap 483) states that the AA “shall, in accordance with this Ordinance and also in accordance with the objective of maintaining Hong Kong’s status as a centre of international and regional aviation, provide, operate..., develop and maintain, at and in the vicinity of Chek Lap Kok, an airport for civil aviation.”
- (b) Section 7(1) of the AAO states that the AA “shall have power to do anything which is requisite or expedient, or is calculated to facilitate, or is conducive or incidental to, the performance of any of its functions and which is not inconsistent with any other provision of this Ordinance...”

- (c) Section 7(2)(i) of the AAO states that without affecting the generality of section 7(1) of the AAO, the AA “may...subject to section 34 where applicable, determine the amount of charges and fees.”
- (d) Section 34 of the AAO does not apply to the ACF because this Section only concerns “airport charges” which are specially defined in Section 2 of the AAO.
- (e) According to Section 2 of the AAO, “airport charges means charges payable in connection with the landing, parking or taking off of aircraft at the Airport”.

The work of the THB in this connection is absorbed by existing resources.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)297**

**(Question Serial No. 5939)**

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 anticipated commencement and completion dates of the Three-Runway System (3RS) of the Hong Kong International Airport (HKIA)?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 157)

Reply:

On 17 March 2015, the Executive Council affirmed the need for the 3RS project. The Airport Authority Hong Kong (AA) is actively working on the implementation of the project, including detailed designs of the works, the financial arrangement plan and implementation of a series of environmental mitigation measures committed in the Environmental Impact Assessment report and in compliance with the conditions of the Environmental Permit. In parallel, the statutory procedures of the project are in progress under the Foreshore and Seabed (Reclamations) Ordinance and the Town Planning Ordinance for the relevant reclamation works and outline zoning plan respectively. According to the AA's plan, reclamation works is targeted to commence around mid-2016 upon completion of the statutory procedures. The 3RS project is estimated to take around eight years to complete.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)298**

**(Question Serial No. 5940)**

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:

How will the Transport and Housing Bureau (THB) oversee the work of the Airport Authority Hong Kong (AA) to ensure that the works for the Three-Runway System (3RS) of the Hong Kong International Airport (HKIA) will be rigorously monitored and will not contravene the conditions set out in the Environmental Permit (EP)?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 158)

Reply:

The AA, as the project proponent and holder of the EP, has a detailed work plan to ensure full compliance with the EP conditions throughout the implementation of the 3RS project. A full time on-site Environmental Team has been commissioned by the AA to carry out comprehensive environmental monitoring and auditing (EM&A) to check the effectiveness of the recommended mitigation measures and to ensure full compliance with relevant statutory requirements. Furthermore, a full time on-site Independent Environmental Checker has been appointed by the AA to audit, review and verify all the EM&A data and the EP submissions.

A dedicated Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport Branch of the THB in 2012 to assist, monitor and support the AA in the implementation of the 3RS project. The AEPCO will also assist in co-ordinating any interface issue between various bureaux/departments and the AA during the implementation process. With the support of independent monitoring and verification consultants, the AEPCO will ensure that the AA will fully comply with all the EP conditions in the project delivery process.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)299**

**(Question Serial No. 5941)**

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:

How will the Transport and Housing Bureau (THB) oversee the work of the Airport Authority Hong Kong (AA) to ensure that the works for the Three-Runway System (3RS) of the Hong Kong International Airport (HKIA) will be rigorously monitored and completed within the estimated cost and by the anticipated completion date?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 159)

Reply:

A dedicated Airport Expansion Project Coordination Office (AEPCO) was set up in the Transport Branch of the THB in 2012 to assist, monitor and support the AA in the implementation of the 3RS project. The AEPCO will also assist in co-ordinating any interface issue between various bureaux/departments and the AA during the implementation process. The office comprises three directorate officers and eight non-directorate officers from the Administrative Officer, Engineer and Executive Officer grades, as well as clerical and secretarial staff. The AEPCO will also appoint independent professional consultants to provide support in the monitoring work. The scope of the consultancy services will mainly be as follows -

- (a) aiming to assist in the satisfactory delivery of the 3RS project having regard to cost-effectiveness, fit-for-purpose and value-for-money;
- (b) independent review of the design works by the AA to ensure full compliance with relevant statutory requirements and technical standards;
- (c) provision of expert advice on tender documentation and contract procurement

strategy, with particular focus on claims avoidance and mechanism for dispute resolution; and

- (d) keeping under close review the overall construction process with particular emphasis on cost control, progress monitoring, works quality and contract interfacing arrangements.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)300**

**(Question Serial No. 4248)**

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 existing franchise for the bus network of the Kowloon Motor Bus Co. (1933) Limited (KMB) will expire in 2017 and the Government will continue to review the fare adjustment arrangement for franchised bus service. What are the estimated expenditure, manpower arrangement and details of the work? Will the Government monitor the advanced review of the fare adjustment arrangement conducted by the MTR Corporation Limited (MTRCL)? If yes, what are the estimated expenditure, manpower arrangement and details of the work? If no, what are the reasons for that?

Asked by: Dr Hon LAM Tai-fai (Member Question No. 49)

Reply:

The current franchise of the KMB commenced on 1 August 2007 and will expire on 1 July 2017. Under the Public Bus Services Ordinance (Cap 230), the Chief Executive-in-Council may grant to a company a franchise conferring the right to operate a public bus service for a period not exceeding ten years. According to the established practice, an incumbent operator which is able to prove its ability 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. In this connection, the KMB has indicated an interest to apply for a new ten-year franchise. Taking all things into account and as reported to the Legislative Council Panel on Transport in January 2016, the Government will discuss with the KMB on a new ten-year franchise so that the KMB can continue to operate its existing bus network. The new franchise will take effect immediately upon expiry of the current one in 2017, and we aim to conclude the discussion with the KMB within 2016. Meanwhile, the Government is inviting views from the public

on the requirements of the new franchise for the bus network of the KMB until mid-April 2016.

Separately, the Fare Adjustment Arrangement for Franchised Buses (FAA) is a mechanism for the Government to process applications for fare adjustment as and when made by the franchised bus operators. 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 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 long-term healthy development of bus services can be sustained. The on-going review on the FAA is being covered under the Role and Positioning Review of the Public Transport Strategy Study, which is expected to be completed by mid-2017.

The work involved in the new franchise for the bus network of the KMB and the FAA review will be absorbed by the existing staffing resources of the Transport Branch (TB) of the Transport and Housing Bureau and the Transport Department (TD) as part of their normal duties, and there is no separate breakdown of expenditure for the purpose. To assist in the FAA review, the Government has commissioned a consultancy study at a fee of around \$1.4 million.

As regards the Fare Adjustment Mechanism (FAM) of the MTRCL, according to the Operating Agreement signed between the Government and the MTRCL in 2007, the FAM should be reviewed every five years. The last review of the FAM was conducted in 2013 and completed in April of the same year. According to the Operating Agreement, the next scheduled review of the FAM is due for completion in 2018. In the light of the public opinions towards the FAM, the Government issued a letter to the MTRCL on 22 March 2016, asking the MTRCL to advance by one year a joint review with the Government on the FAM. The experience gained so far since the last review suggests that there is possible room for an early review of the FAM, so that the operation of the FAM can further respond to the public concern about the MTRCL's overall profitability and passengers' affordability, whilst still respecting the financial prudence required of the MTRCL as a listed company. It is the Government's objective to advance the review by one year, so that the new FAM can take effect in 2017. The task is undertaken by the staff of the TB and the TD as part of their normal duties. There is no separate breakdown of expenditure for the purpose.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)301**

**(Question Serial No. 4419)**

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:

- (a) Please list the details of duty visits made by the Bureau's politically appointed officials since the commencement of the current-term Government, including place of visit, purpose of visit and main itinerary, name list of accompanying politically appointed officials, number of accompanying civil servants and total expenditure.
- (b) Please list in a table the respective dates on leave for the Bureau's politically appointed officials since the commencement of the current-term Government and state whether they were outside Hong Kong.

Asked by: Hon Alan LEONG Kah-kit (Member Question No. 82)

Reply:

- (a) Relevant information concerning Programme (1) on duty visits by the Secretary for Transport and Housing (STH), the Under Secretary for Transport and Housing (USTH) and the Political Assistant (PA) to STH is as follows :

STH

Date of Visit (Number of visits)	Place of Visit	Number of entourage from the Director of Bureau's Office	Purpose of Visit	Total Expenditure
2012-13 (5)	Guangzhou, Dalian, Beijing, Zhuhai	The Administrative Assistant to STH and/or the Press Secretary to STH would accompany the STH during duty visits having regard to operational needs.	<p>(i) To attend meetings (e.g to attend the HongKong/Guangdong Co-operation Joint Conference and meetings relating to the HongKong-Zhuhai-Macao Bridge (HZMB) project)</p> <p>(ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to meet and exchange views with Mainland officials on transportation issues and meet the Hong Kong and Macao Affairs Office of the State Council (HKMAO))</p> <p>(iii)To lead delegation on overseas visits (e.g to lead the delegation of the Hong Kong Maritime Industry Council (MIC) and the Hong Kong Port Development Council (PDC) to Dalian to promote the maritime services offered by Hong Kong)</p>	About \$62,900
2013-14 (11)	Singapore, Shanghai, Brussels, Frankfurt, Florence, Milan, Tokyo, Beijing, Zhuhai, Taipei, Shenzhen, Guangzhou		<p>(i) To attend meetings (e.g to attend the 8th Asia-Pacific Economic Co-operation (APEC) Transportation Ministerial Meeting in Tokyo, Japan; and meetings relating to the HZMB project)</p> <p>(ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to meet and exchange views with the Singapore Government officials to understand the latest development of transportation and housing in Singapore; and to meet and exchange views with Mainland officials on transportation issues, and meet the HKMAO)</p> <p>(iii)To lead delegation on overseas visits (e.g to lead a delegation of the Hong Kong Logistics Development Council (LOGSCOUNCIL) to Brussels, Frankfurt, Florence and Milan to promote Hong Kong's logistics industry; to lead a Hong Kong maritime delegation to participate in Marintec China 2013 in Shanghai; and to lead a Hong Kong maritime delegation to Taipei to meet and exchange views with the local maritime sectors)</p> <p>(iv)To accompany the Chief Executive (CE) on his duty visit</p>	About \$462,000

2014-15 (13)	Athens, Guangzhou, London, Rotterdam, Amsterdam, Beijing, Macao, Kuala Lumpur, Shenzhen, Zhuhai		<p>(i) To attend meetings (e.g to attend meetings relating to the HZMB project, the Hong Kong/Guangdong Co-operation Joint Conference and the Hong Kong-Shenzhen Co-operation Meeting)</p> <p>(ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to visit and exchange views with relevant authorities and key market players of the maritime industry and transportation in the UK, to visit the European Port in the Netherlands and learn about the logistics development; and to meet and exchange views with Mainland officials on transportation and civil aviation issues, and meet the HKMAO)</p> <p>(iii) To lead delegation on overseas visits (e.g to lead a delegation of the MIC to Athens to attend Posidonia 2014, an international maritime exhibition; and lead a delegation of the LOGSCOUNCIL and the PDC to Malaysia to promote Hong Kong as a regional logistics hub)</p> <p>(iv) To accompany the CE on his duty visit</p>	About \$720,100
2015-16@ (14)	Beijing, Hamburg, Shenzhen, Taoyuan, Zhuhai, Guangzhou, Cebu, Vienna, Seoul and Busan		<p>(i) To attend meetings and events (e.g to attend the 9th APEC Transportation Ministerial Meeting in Cebu, The Philippines; to participate in the Intercity Forum 2015 in Taoyuan and the Walk 21 Vienna 2015 – XVI International Conference on Walking and Liveable Communities in Vienna, Austria; and to attend meetings relating to the HZMB project)</p> <p>(ii) To pay courtesy visits, meet relevant Government officials and representatives of local organisations (e.g to meet and exchange views with Mainland officials on transportation and civil aviation issues, and meet the HKMAO)</p> <p>(iii) To lead delegation on overseas visits (e.g to lead a delegation of the MIC and the PDC to promote Hong Kong's maritime services and to strengthen links with the maritime sectors in Germany; and to lead a delegation of the LOGCOUNCIL and the PDC to South Korea to promote Hong Kong's strengths as a regional logistics hub)</p> <p>(iv) To accompany the CE on his duty visit</p>	About \$593,400

## USTH

Date of Visit (Number of visits)	Place of Visit	Number of entourage from the Director of Bureau's Office	Purpose of Visit	Total Expenditure
2012-13 (3)	Zhuhai Shenzhen	0	To attend meetings relating to the HZMB project and the Hong Kong/ Shenzhen Cooperation meeting	About \$800
2013-14 (1)	Wuhan	0	To participate in the Mainland visit for Under Secretaries and Political Assistants and visit Wuhan to understand the latest development in the Mainland	About \$7,500

2014-15 (4)	London, Guangzhou, Shenzhen	0	To represent STH to lead the delegation of the MIC to promote the maritime services offered by Hong Kong in London; to attend meetings relating to the HZMB project; and to visit the logistics facilities in Mainland to understand the latest development	About \$83,200
2015-16@	No duty visit was made by the USTH in 2015-16			

### PA to STH

Date of Visit (Number of visits)	Place of Visit	Number of entourage from the Director of Bureau's Office	Purpose of Visit	Total Expenditure
2012-13	No duty visit was made by PA to STH in 2012-13			
2013-14 (1)	Wuhan	0	To participate in the Mainland visit for Under Secretaries and Political Assistants and visit Wuhan to understand the latest development in the Mainland	About \$7,500
2014-15 (1)	Zhuhai	0	To accompany STH to inspect the HZMB project	About \$400
2015-16@	No duty visit was made by the PA to STH in 2015-16			

@ Included duty visits made between 1 April 2015 and 7 March 2016.

- (b) The STH, the USTH and the PA to STH are each entitled to paid vacation leave of 22 working days per year of service or such proportion of it on a pro rata basis. They all took their vacation leave within their entitlement.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)302**

**(Question Serial No. 5706)**

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. 512)

Reply:

- (a) The MTRCL and the KCRC merged their operations since 2 December 2007. The overall fare adjustment rate of MTR fares from 2011 to 2015 in accordance with the Fare Adjustment Mechanism is set out in the table below:

<b>Year</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Overall fare adjustment rate	+2.2%	+5.4%	+2.7%	+3.6%	+4.3%

- (b) The overall weighted average rate of increase approved for KMB fares from 2011 to 2015 is as follows:

<b>Year</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
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 the **Annex**.



**Toll levels for Government Tunnels from 2011 to present** <sup>Note 1</sup>

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 buses	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 2011 to present** <sup>Note 2</sup>

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Tunnel / Vehicle Category	Government vehicles, ambulances or vehicles used by officers of the Fire Services Department / Hong Kong Police Force / Customs and Excise Department / Correctional Services Department (\$)	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) (\$)	Taxis Note 3 (\$)
Discovery Bay Tunnel Link	50	50	50	120	160	250	250	Free

Note 2: No change in toll levels for Discovery Bay Tunnel Link in the past five years.

Note 3: Starting from 26 October 2014, only Urban and Lantau taxis are allowed to enter the Discovery Bay Tunnel Link.

### Toll levels for Built-Operate-Transfer Tunnels from 2011 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  (\$)
<b>Eastern Harbour Crossing</b>											
1 January 2011 to present	13	25	25	38	38	38	50	75	50	75	25
<b>Western Harbour Crossing</b> <sup>Note 4</sup>											
1 January 2011 - 31 December 2012	23	45	50	60	60	60	85	115	90	128	30 <sup>Note 5</sup>
1 January 2013 - 21 February 2015	25	50	55	65	65	65	90	120	100	140	30 <sup>Note 5</sup>
22 February 2015 to present	25	55	60	70	70	70	95	125	110	155	30 <sup>Note 5</sup>
<b>Tate's Cairn Tunnel</b>											
1 January 2011 - 31 July 2012	12	15	15	21	22	22	26	26	29	32	19
1 August 2013 - 31 December 2015	13	17	17	23	24	24	28	28	31	34	21
1 January 2016 to present	15	20	20	23	24	24	28	28	32	35	24
<b>Tai Lam Tunnel</b> <sup>Note 4</sup>											
1 January 2011 - 31 December 2012	20	33	33	100	100	34	40	45	115	135	Free
1 January 2013 - 21 February 2015	20	36	36	100	100	38	43	48	115	135	Free
22 February 2015 to present	20	40	40	100	100	41	47	52	120	140	Free

Note 4: The franchisees of the Western Harbour Crossing and the 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 5: The toll for each additional axle in excess of two is only applicable to goods vehicles.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)303**

**(Question Serial No. 5713)**

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 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 have been news in recent years that the railway projects are facing delays and injections into the Capital Works Reserve Fund (CWRP) might be required. Please advise on:

- (a) the progress of works for the SIL(E), the expected time of project completion, the additional project cost required due to the delays and the probability of further injections after an injection is made;
- (b) the progress of works for the East West Corridor of the SCL, the expected time of project completion, the additional project cost required due to the delays and the probability of further injections after an injection is made;
- (c) the progress of works for the North South Corridor of the SCL, the expected time of project completion, the additional project cost required due to the delays and the probability of further injections after an injection is made; and
- (d) the manpower and expenditure involved in restoring the relics discovered during the works for the North South Corridor of the SCL.

Asked by: Hon LEUNG Kwok-hung (Member Question No. 519)

Reply:

- (a) As reported to the Subcommittee on Matters Relating to Railways (the Subcommittee) of the Legislative Council (LegCo) Panel on Transport in February 2016, according to the MTR Corporation Limited (MTRCL), up to end December 2015, about 93%\* of the works of the SIL(E) had been completed. The MTRCL maintained the target of commissioning the SIL(E) at the end of 2016. The cost estimate of the SIL(E) had increased from \$12.4 billion (in December 2009 prices) to \$15.2 billion (in money-of-the-day prices), and further revised upward to \$16.9 billion (in money-of-the-day prices) in August 2015. As the SIL(E) is an ownership project, the MTRCL will bear the additional expenditure arising from the delay of the railway works.

- (b) and (c)

As reported to the Subcommittee of the LegCo Panel on Transport in February 2016, according to the MTRCL, up to end December 2015, about 63%\* and 23%\* of the works of the Tai Wai to the Hung Hom section and the Hung Hom to Admiralty section of the SCL had been completed respectively.

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, due to the delay in site handover arrangement of the Wan Chai Development Phase II (WDII) and to allow flexibility for the construction of new convention facilities above the Exhibition Station, the commissioning date will be deferred to 2021.

The MTRCL is conducting a cost review for the entire SCL project for submission to the Highways Department in the second quarter of 2016 for scrutiny. As the current contingency of the SCL will not be sufficient to meet the additional cost, the Government will seek additional funding from the LegCo in a timely manner in order to proceed with the works.

- (d) Many of the remnants discovered at the works site of the To Kwa Wan Station of the SCL project are of very high historic and cultural value. Some of them dated back to the Song and Yuan dynasties. The Government will consider the proposal for the interpretation of the archaeological site when planning the future Sung Wong Toi Park in a holistic way. The estimated cost is not available at this moment.

\* The progress of the railway projects is expressed in terms of percentage of work done.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)304**

**(Question Serial No. 4032)**

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 continuing to take forward the 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 set out the work related to the Northern Link (including commissioning the MTR Corporation Limited (MTRCL) or consultants) in 2015-16 and details of the expenditure involved. Has the Government consulted the affected residents and conducted ownership investigation?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 60)

Reply:

The taking forward of individual railway projects recommended 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 invited the MTRCL to submit a proposal for the implementation of the Northern Link (and Kwu Tung Station) (NOL) having regard to the indicative implementation window recommended in the RDS-2014. The expenditure involved in taking forward the detailed planning work for the NOL is absorbed by in-house resources of the Transport Branch of the Transport and Housing Bureau.

In line with established procedures, prior to the finalisation of any new railway schemes, we will consult the public and the relevant stakeholders 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.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)305**

**(Question Serial No. 4779)**

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 traffic arrangement for the Geopark, will the Government advise this Committee of the following:

- (a) whether it has considered improving the traffic arrangement for the Geopark, such as introducing electric buses plying between the Geopark and the Sai Kung Town centre; if yes, please provide the relevant budget and implementation timetable;
- (b) as there are reports of overcharging by taxi drivers during holidays when there are more visitors, has the Government taken combat actions to deter the illegal activities of taxi drivers; if yes, please provide figures of such actions?

Asked by: MA Fung-kwok (Member Question No. 83)

Reply:

- (a) The Geopark is a unique natural area with special geological significance and natural and cultural landscape. It serves the three objectives of conservation, education and sustainable development. At present, access to geosites around the High Island Reservoir from the Sai Kung town centre has to be made via restricted road sections administered by the Agriculture, Fisheries and Conservation Department (AFCD) and the Water Supplies Department, and members of the public may get there by taxis or vehicles with the requisite permits. According to the AFCD, the aforesaid road sections are unsuitable for operation of coach-typed buses having regard to the actual situation, the narrow and winding alignment as well as the number of visitors strolling around during holidays. The Working Group on Tourism and Economic

Development under the Sai Kung District Council has concerns about road safety issues and the transport arrangements in respect of the geosites. It has discussed these issues a number of times. Meanwhile, a local organisation in the Sai Kung District has recently proposed to offer tourism and transport service packages between the Sai Kung town centre and the Geopark on a limited scale and trial basis. Government departments concerned are actively studying the proposal in a facilitative manner, with a view to enabling the proposal to be implemented as soon as practicable to ascertain its feasibility. As the proposal was put forth by a non-government organisation, the Government does not have information on its financial details.

- (b) The Government has all along been striving to combat malpractices of the taxi trade. The Hong Kong Police Force (the Police) has stepped up enforcement actions through, for example, decoy operations and particularly targeting places frequented by visitors. According to the Police, about 470 prosecutions were carried out against the malpractices of taxi drivers in 2015. About 20% of these prosecutions were attributed to overcharging. The Police does not have a breakdown on the prosecution figures relating to Geopark.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)306****(Question Serial No. 4577)**

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
2012-13			
2013-14			
2014-15			
2015-16			
2016-17 (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
2012-13				
2013-14				
2014-15				
2015-16				
2016-17 (Estimate)				

- (e) the details of the meetings held with 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
2012-13				
2013-14				
2014-15				
2015-16				
2016-17 (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 Claudia MO (Member Question No. 55)

Reply:

- (a) and (b) The HZMB Main Bridge project, as well as related projects in Hong Kong, Guangdong and Macao, have all encountered difficulties in construction and in meeting the programme schedule. With safety and quality assurance being the major premise, the HZMB Authority and the three governments have been reviewing the progress of the various projects as well as means to overcome the difficulties concerned.

Having regard to the latest situation of the HZMB Main Bridge and the related projects of the three sides, the three governments of Guangdong, Hong Kong and Macao as well as the HZMB Authority further compiled and assessed the works programme at the end of last year. It was concluded that it would not be feasible for the HZMB project (including the Main Bridge project) to be completed for commissioning by end 2016. This has been reported to the Task Force of the HZMB, chaired by the National Development and Reform Commission and attended by officials from the three Governments, the Hong

Kong and Macao Affairs Office of the State Council, and the HZMB Authority. The Task Force attached great importance to the HZMB project and requested the Joint Works Committee of the three governments to conduct a final assessment with a view to reporting the consolidated revised target commissioning date of the entire HZMB project to the Central People's Government. This final assessment is ongoing.

- (c) to (e) According to the agreement of the three governments, the HZMB Authority, jointly set up by the three governments as a legal entity in accordance with Mainland laws, 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. During the past five years (from 2011 to 2015), a total of 11 meetings of the Joint Works Committee of the three governments were held to discuss matters relating to the overall HZMB project including the progress of the HZMB Main Bridge. The Central HZMB Task Force had also held five meetings during the past five years (from 2011 to 2015).

Under Head 158, the TB of the THB deploys existing staff resources to generally oversee the works of the HZMB Main Bridge. There is no separate breakdown on the operating expenses, staff establishment and expenditure on salary dedicated for these purposes.

- (f) The HZMB Authority is directly 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 as appropriate. The details of the industrial accidents relating to the HZMB Main Bridge are not readily available.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)307****(Question Serial No. 4597)**

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:

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

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

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

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
2012-13				
2013-14				
2014-15				
2015-16				
2016-17 (Estimate)				

Asked by: Hon Claudia MO (Member Question No. 75)

Reply:

The 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

<b>Contract Number (Commencement Date)</b>	<b>Description of Works</b>	<b>Contractor</b>	<b>Contract Sum (\$ billion)</b>
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/2012/08 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/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 Cheung Tung Road at North Lantau, and associated works	Gammon Construction Limited	8.7
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	3.0
HY/2014/17 TM-CLKL – Northern Connection Tunnel Buildings, Electrical and Mechanical Works	Construction of an administration building, a toll control building and ancillary buildings and facilities for the Northern Connection, electrical and mechanical works, and re-provision of facilities for	Tender Under Preparation	-

<b>Contract Number (Commencement Date)</b>	<b>Description of Works</b>	<b>Contractor</b>	<b>Contract Sum (\$ billion)</b>
	the Customs and Excise Department and the Fire Services Department		
HY/2014/10 TM-CLKL – Northern Connection Traffic Control and Surveillance System	Design, supply, installation and commissioning of a traffic control and surveillance system for the TM-CLKL, including its toll plaza, sub-sea tunnel and southern viaduct.	Tender Under Preparation	-
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.	7.0
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 HKBCF - Infrastructure Works Stage II (Southern Portion) (March 2015)	Construction of the vehicular bridges and at-grade roads at the southern portion of the HKBCF	China State Construction Engineering (Hong Kong) Limited	2.3

<b>Contract Number (Commencement Date)</b>	<b>Description of Works</b>	<b>Contractor</b>	<b>Contract Sum (\$ billion)</b>
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) (August 2015)	Design, supply, delivery, installation, testing and commissioning of the AVCSS for the HKBCF	ATAL Technologies Limited	0.2
Contract No. HY/2014/04: HZMB HKBCF - Gantry Type X-ray Vehicle Inspection System (December 2015)	Design, supply, delivery, installation, testing, commissioning and maintenance of the Gantry Type X-ray Vehicle Inspection System for the HKBCF	Rapiscan Systems Pte Ltd	0.2
Contract No. HY/2014/05: HZMB HKBCF - Remaining Ancillary Buildings and Facilities (December 2015)	Construction of the remaining ancillary buildings for the HKBCF	Leighton - Chun Wo Joint Venture	1.2

As for the works progress of the HKBCF and HKLR, in view of the construction difficulties and challenges such as the unstable supply of materials, shortage of labour, constraints in construction due to height restriction, the environmental protection requirements and the slower-than-expected consolidation rate of reclamation works, the Highways Department (HyD) anticipates that the local projects can only be completed by the end of 2017.

As for the TM-CLKL, it involves the Southern Connection and the Northern Connection. The completion date of the Southern Connection will tie in with that of the HZMB Main Bridge whilst the Northern Connection is targeted for completion in 2018.

The information regarding the consultancies for supervising the HZMB related local projects is as follows:



<b>Agreement Number</b>	<b>Consultancies</b>	<b>Consultancy Lump Sum Fee (\$ million)</b>	<b>Date of Agreement</b>
Agreement No. CE 36/2009 (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 28/2009 (CE) HZMB HKBCF (Reclamation Works) – Design and Construction	Ove Arup & Partners Hong Kong Limited	27	September 2009
Agreement No. CE 13/2010 (CE) HZMB HKBCF (Superstructures and Infrastructures) – Design and Construction	AECOM Asia Company Limited	328	December 2010

The information regarding the industrial accidents of the HZMB related local projects as at end February 2016 is as follows:

<b>Project</b>	<b>Number of industrial accidents</b>	<b>Number of deaths</b>	<b>Number of injured</b>
HKBCF	30	3	41
HKLR	97	2	98
TM-CLKL	39	1	38
<b>Total</b>	166	6	177

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)308****(Question Serial No. 4598)**

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:

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
2012-13			
2013-14			
2014-15			
2015-16			
2016-17 (Estimate)			

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
2012-13				
2013-14				
2014-15				

2015-16				
2016-17 (Estimate)				

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
2012-13				
2013-14				
2014-15				
2015-16				
2016-17 (Estimate)				

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
2012-13				
2013-14				
2014-15				
2015-16				
2016-17 (Estimate)				

Asked by: Hon Claudia MO (Member Question No. 76)

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 THB 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)309****(Question Serial No. 4599)**

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:

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

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

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

Asked by: Hon Claudia MO (Member Question No. 77)

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 Chinese White Dolphin 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 2012 to 2016 (as of 10 March 2016) 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 and cannot be separately accounted for, the Government has not incurred any expenditure in handling the complaints on the works.

	2012	2013	2014	2015	2016 (As of 10 March 2016)	Total
<b>General</b>	0	3	9	11	1	<b>24</b>
<b>HKBCF</b>	1	2	1	8	0	<b>12</b>

<b>HKLR</b>	<b>2</b>	<b>20</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>45</b>
<b>TM-CLKL</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>25</b>	<b>4</b>	<b>45</b>
<b>Total</b>	<b>3</b>	<b>26</b>	<b>40</b>	<b>52</b>	<b>5</b>	<b>126</b>

- (c) Details of environment-related prosecution in the last five years are summarised in the table below. Contractors are responsible for paying the fines and expense for any remedial measures.

<b>Date of offence</b>	<b>Date of prosecution</b>	<b>Name of contract / contractor</b>	<b>Location of offence</b>	<b>Details of offence</b>	<b>Handling method</b>
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

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)310**

**(Question Serial No. 4608)**

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:

Funding is reserved in this year's Budget for Programme (3) Facilities Development of the Architectural Services Department (ArchSD). The Airport Authority Hong Kong (AA) 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 ArchSD 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 separate application will be made for funding a study on the provision of the new CIQ facilities at the Terminal 2 and the Terminal 3, or for funding relevant preliminary consultancy studies?

Asked by: Hon Claudia MO (Member Question No. 86)

Reply:

On 17 March 2015, the Executive Council affirmed the need for the 3RS project. The AA is actively taking forward the project, including detailed designs of the works, implementation of the financial arrangement plan and a series of environmental mitigation measures committed in the Environmental Impact Assessment report and in compliance with the conditions of the Environmental Permit. In parallel, the statutory procedures of the project are in progress under the Foreshore and Seabed (Reclamations) Ordinance and

the Town Planning Ordinance for the relevant reclamation works and outline zoning plan respectively.

Facilities required to support the operation of the 3RS are being studied by the AA in consultation with relevant Government bureaux and departments as appropriate. The AA will liaise with the ArchSD in due course with regard to the provision of the CIQ facilities. As work in this respect is at a very early stage, the requested information is not available at this stage.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)311**

**(Question Serial No. 5271)**

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:

Would the Government inform this Committee of the following:

- (a) How many additional civil service information technology (IT) posts were applied for by the Transport and Housing Bureau (Transport Branch) from the Civil Service Bureau (CSB) over the past three years? How many of these posts applied were approved by the CSB (please list by department, year and post title)?
- (b) What were the justifications of the CSB if application requests of such IT posts were revised or rejected?

Asked by: Hon Charles Peter MOK (Member Question No. 45)

Reply:

- (a) In the past three years, there has not been any increase in the civil service posts of IT staff in the Transport and Housing Bureau (Transport Branch).
- (b) The Government's guiding principles for considering the creation of additional civil service posts are as follows: when the operational need is fully justified; and the work involved cannot be handled by streamlining the procedures, re-organisation, re-deployment of existing staff or any other means. The above principles are applicable across all the civil service grades, including the IT grades. Manpower in the IT grades will be increased as and when it is fully justified on the grounds of maintaining effective operation and addressing the manpower needs arising from new and improved services.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)312****(Question Serial No. 5285)**

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 respect of the public relations expenditure of government departments, please inform this Committee of the following:

- (a) the total expenditure of the Transport Branch (TB) of the Transport and Housing Bureau for publishing advertisements, sponsored content or advertorials in newspapers registered under the Registration of Local Newspapers Ordinance (the Ordinance) in the past year as well as the relevant details:

Date of publish (Day/Month/Year)	Status (one-off/ ongoing/done) (as at 29 February 2016)	Government or public organisation (including policy bureau/ department/ public organisation/ government advisory body)	Name and purpose of advertisement	Name of media organisation and newspaper	Frequency (as at 29 February 2016)	Expenditure (as at 29 February 2016)

- (b) the expenditure of the TB for sponsoring local free-to-air television stations, paid television stations and radio stations to provide information and produce programmes or materials in the past year as well as the relevant details:

Date of broadcast (Day/Month/Year)	Status (one-off/ ongoing/ done) (as at 29 February 2016)	Government or public organisation (including policy bureau/ department/ public organisation/ government advisory body)	Name and purpose of advertisement	Media organisation	Frequency (as at 29 February 2016)	Expenditure (as at 29 February 2016)

- (c) the media organisations which published or broadcast advertisements/sponsored content of the TB in the past three years, as well as the frequency and the total expenditure involved (in descending order of amount spent):

Name of media organisation	Frequency	Total expenditure (\$)

- (d) the websites/network platforms on which the TB published online advertisements/sponsored content in the past three years, as well as the frequency, the duration (days) and the total expenditure involved (tabulated in descending order of amount spent):

Website/ network platform	Content of advertisement	Frequency	Duration (days)	Hit rate, frequency of exposure and number of viewers	Total expenditure (\$)

Asked by: Hon Charles Peter MOK (Member Question No. 59)

Reply:

Relevant details in respect of the TB are provided below:

- (a) expenditure for publishing advertisements, sponsored content or advertorials in newspapers registered under the Registration of Local Newspapers Ordinance in 2015-16 (up to 29 February 2016):

Date of publish (Day/ Month/ Year)	Status (one-off/ on-going / done)	Purpose and name of advertisement	Name of media organisation and newspaper	Frequency	Total Expenditure (\$'000)
4/3/2016	One-off	<i>To promote the Hong Kong Shipping Register with a view to fostering awareness and interest in Hong Kong's maritime industry</i>			
		1. Landmark gross tonnage marks milestone in Hong Kong's shipping register	South China Morning Post	1	114
		2. Hong Kong Shipping Register drives the maritime development in Hong Kong	Sing Tao Daily	1	40

- (b) expenditure for sponsoring local free-to-air television stations, paid television stations and radio stations to provide information and produce programmes or materials in 2015-16 (up to 29 February 2016):

Nil.

- (c) media organisations which published or broadcast advertisements/sponsored content of the TB in the past three years (up to 29 February 2016):

Name of media organisation	Frequency	Total expenditure (\$'000)
Television Broadcasts Limited	1	400
South China Morning Post	1	114
Sing Tao Daily	1	40

- (d) websites/network platforms on which the TB published online advertisements/sponsored content in the past three years (up to 29 February 2016):

Nil.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)313****(Question Serial No. 5306)**

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) Please tabulate the details concerning the social media platforms set up and run by the Transport and Housing Bureau (Transport Branch) (TB) and its subvented organisations (including outsourced contractors or consultants) in 2015-16 (as at 29 February 2016).

Commencement of operation (Month/Year)	Status (keeps updating/ ceased updating)	Policy bureau/ subvented organisation	Name	Social media platform	Purpose of establishment and content	No. of "likes"/ subscribers/ average monthly visits	Regular compilation of summary of comments and follow-up (Yes / No)	Average no. of posts per day and average no. of interactions per post (total no. of "likes", comments and shares)	Rank and no. of staff responsible for running the platform	Expenditure for setting up the platform and daily operational expenses

- (b) Please provide the number of messages deleted and accounts blocked from the above social media platforms.

Asked by: Hon Charles Peter MOK (Member Question No. 80)

Reply:

There is no social media platform set up and run by the TB. There is no subvented organisation under the policy purview of the TB. We have no information on whether outsourced contractors or consultants employed by the TB operate social media.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)314****(Question Serial No. 5353)**

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) Please provide, in table form, the number of requests for information under the Code on Access to Information (the requests) received by the Transport and Housing Bureau (Transport Branch) and its subvented organisations in 2015-16 as well as the relevant details:

Bureau/ Department/ Organisation	Number of requests received	Information involved (by item)	Number of requests being handled	Number of requests in which all information was provided	Number of requests in which partial information was provided	Average number of working days taken to handle the requests

- (b) the three pieces of information most frequently requested by the public and the number of such requests;
- (c) the five requests for information which took the longest time to handle, the number of days taken to handle such requests and the reasons; and
- (d) the content of the requests refused, the reasons for the refusal and the number of requests for reviews lodged by the public.

Asked by: Hon Charles Peter MOK (Member Question No. 143)

Reply:

From 1 April 2015 to 29 February 2016 (the relevant period), the Transport Branch of the Transport and Housing Bureau received eight requests for information under the Code. The eight cases requested for different types of information.

Of the five cases completed during the relevant period, the information was fully provided to four requests and not provided to the fifth case as the requested information was not available. Four requests were completed within the target response time of 21 days from the date of receipt. The other one involved a search through numerous records for the information requested and was completed in 33 days. As at 29 February 2016, three requests were being processed. No request for review of our replies was received during the relevant period.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)315**

**(Question Serial No. 5754)**

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 Public Transport Strategy Study (PTSS), please advise this Committee on the following:

- (a) the spread of expenditure for the approved commitment of \$9.5 million for the study, the expenditure incurred and estimated expenditure for various projects using the following table:

Projects undertaken by the Government	Projects assisted by commissioned consultants	Other items of expenditure	Expenditure incurred / estimated expenditure (\$)

- (b) The Government indicated earlier on that it would also review the approval criteria for hire car permits in the PTSS. Does the study cover the approval criteria for hire car permits? Has it consulted with the trade or other stakeholders; if yes, the number of consultation and the name list of consultation? Who is responsible for the study on the approval criteria for hire car permits? What are the specific work, expenditure and manpower for the project?

Asked by: Hon Charles Peter MOK (Member Question No. 197)



Reply:

The PTSS comprises the Role and Positioning Review (RPR) and the Topical Study. For the RPR, a sum of \$9.5 million has been earmarked for commissioning consultancy studies. The Topical Study is carried out using existing resources.

As hire car service does not come under the scope of public transport service, the review of the assessment criteria for issuing hire car permits does not form part of the PTSS. Having regard to the community's view on hire cars, the Government is studying, outside the PTSS, ways to improve the assessment criteria for issuing hire car permits and its regulation (including measures to facilitate new market entrants) without affecting hire car's current position in the transport hierarchy and the current regulatory regime. The review is undertaken by the Transport Department with their existing manpower and internal resources, and does not incur additional expenditure.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)316**

**(Question Serial No. 5755)**

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 electronic road pricing (ERP), please advise this Committee on:

- (a) the expenditure and manpower involved in the ERP public consultation launched by the Government last year;
- (b) the follow-up work of the consultation, the quantity of feedback received and the release date of the consultation report;
- (c) the estimated expenditure, manpower, work plan and date of the second round of public engagement exercise; and
- (d) whether the Government has assessed the costs and risks of the technologies, namely the Automatic Number Plate Recognition (ANPR) and the Dedicated Short-range Radio Communication (DSRC); if yes, the details; if no, the reasons for that.

Asked by: Hon Charles Peter MOK (Member Question No. 198)

Reply:

- (a) to (c) The Government launched a three-month public engagement exercise for the Electronic Road Pricing pilot scheme in Central and its adjacent areas (the Central District ERP Pilot Scheme) in December 2015. To encourage the participation of the public and stakeholders, the Government has prepared various types of publicity material and organised meetings with different stakeholders. The total cost for the above work is about \$1.9 million, and the supporting work involved is

absorbed by the existing staff of the Transport and Housing Bureau and the Transport Department.

The Government is collating and analysing the public views received during the public engagement exercise. We will then engage a consultant to carry out an in-depth feasibility study to develop detailed options, having regard to the views received, for further public engagement. The resources needed for the next phase of public engagement will be estimated at a later stage.

- (d) In the public engagement document for the Central District ERP Pilot Scheme, the Government has set out for public consultation the pros and cons of the ANPR and the DSRC based on overseas experience in ERP application. We will request the consultant of the feasibility study to assess the costs and relevant issues relating to these and other relevant ERP technologies in the local context.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)317**

**(Question Serial No. 5757)**

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

- (a) the expenditure and manpower involved in overseeing the construction of the XRL in the past three years; and
- (b) whether resources have been reserved to cope with the cost overrun and possible suspension of works; if yes, the expenditure, manpower and work involved.

Asked by: Hon Charles Peter MOK (Member Question No. 200)

Reply:

- (a) and (b) The Highways Department (HyD) deploys in-house staff resources, with the assistance of its monitoring and verification (M&V) consultant, to monitor the implementation of the XRL project. As at March 2016, there are six Senior Engineers, ten Engineers and one Assistant Engineer in the division\*, with a total estimated staff cost of \$15.6 million in 2016-17. A number of staff provide support to the dedicated division and other divisions in the Railway Development Office (RDO) in discharging their duties.

\* A supernumerary Chief Engineer (CE) post in the dedicated division for the XRL project lapsed on 7 July 2015. Pending approval of the Finance

Committee of the Legislative Council to re-create the post, the duties of the post are shared by the other CEs in the RDO either directly or indirectly.

A consultant has been employed to assist the HyD to carry out the M&V work. The total consultancy fee spent in the past three years (from 2013 to 2015) is \$57.3 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)318**

**(Question Serial No. 7259)**

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 Appendix B, Section IV of the Budget Speech, major capital projects estimated to begin in 2016-17 cover: Infrastructure, Community and External Affairs, Environment and Food, Health, Security, Support, and Education. While most of these projects are in the list of the 72 potential capital works items to Public Works Subcommittee (PWSC) in the 2015-16 Legislative Council (LegCo) session, Central Kowloon Route-Main Works under the category of Infrastructure is an exception. Will the Administration inform this Council whether it plans to submit this item to the PWSC within the 2015-16 LegCo session? What is the target contract start date for this project? What is the scope of work and the estimated budget of this project? What is the number of work contracts under this project for tender, the proposed tendering dates of these contracts? What is the number of jobs to be created for labourers, professionals and technicians under this project?

Asked by: Hon Abraham SHEK Lai-him (Member Question No. 3)

Reply:

The Central Kowloon Route (CKR) will link the Yau Ma Tei Interchange in West Kowloon with the Kowloon Bay and Kai Tak Development in East Kowloon. It is anticipated that the commissioning of the CKR will reduce the traffic volumes along the major east-west corridors in Kowloon, thus relieving the existing traffic congestion problem and coping with future traffic needs. We are actively planning the implementation of the CKR project for its early implementation. The construction of the CKR project takes approximately over seven years; and upon its commissioning, the journey time between West Kowloon and Kowloon Bay via the CKR would take around five minutes in busy hours, resulting in a saving of about 25 minutes when compared to the journey time without the CKR now.

After finalising the estimate of the project cost, the Transport and Housing Bureau and the Highways Department will consult the LegCo on the funding application to implement the CKR project, and seek approval from the LegCo Finance Committee.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)319**

**(Question Serial No. 4026)**

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 figures of passengers using personalised Octopus cards with student status when taking public buses services in the past three years. Has the Government examined the impact on the Government expenditure if subsidies are provided to passengers using personalised Octopus cards with student status to take public bus services?

Asked by: Hon James TO Kun-sun (Member Question No. 91)

Reply:

The Transport Department (TD) does not have information on the number of passengers who have used personalised Octopus cards encoded with student status for fare payment when taking franchised buses, and it has not conducted any assessment from a transport point of view on the financial impact of providing subsidies to them. At present, about 70% of all franchised bus routes (i.e. about 410 routes) have section fares, while there are also more than 360 bus-bus interchange concession schemes in place. Passengers, including those using personalised Octopus cards encoded with student status, can benefit from these concessions. Needy students pursuing full-time studies at primary, secondary and post-secondary levels up to the first degree may apply for the Student Travel Subsidy Scheme, a means-tested financial assistance scheme under the Education Bureau which aims to provide cash subsidy for the purpose of meeting their expenses incurred on home-school travels. Franchised bus operators offer child fare (for children below 12 years old), although there is no student fare.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)320**

**(Question Serial No. 4568)**

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:

Is replacing traditional red minibuses (RMB) with green minibuses (GMB) in the medium to long term a policy objective? How will GMB service be encouraged to provide more seats, vehicles and frequency?

Asked by: Hon WONG Yuk-man (Member Question No. 79)

Reply:

At present, there are 4 350 public light buses (PLBs) in Hong Kong. About 70% of them are GMBs and 30% are RMBs. GMBs provide scheduled service with fixed routes, fares, vehicle allocation and timetable as approved by the Transport Department (TD). RMBs, whilst subject to certain restrictions on their service area, are not required to operate on fixed routes or timetable and can set their own fares. It is the Government's established policy to encourage RMBs to convert to GMBs through planning and introducing new GMB routes. In this regard, in the selection exercise for operating new GMB routes, additional marks will be given to an applicant who is an incumbent RMB operator.

The TD monitors the operation of GMBs and reviews the service level of GMB routes with the operators from time to time. Appropriate measures would be implemented to help improve service efficiency and better meet passenger demand. These measures include frequency adjustment, service re-organisation, re-routing, and introduction of short-working and supplementary services. The operators may also deploy additional vehicles to meet increasing passenger demand where appropriate, such as to cope with the population intake in new residential developments.

Currently, a PLB cannot carry more than 16 passengers. Under the Roles and Positioning Review of the Public Transport Strategy Study, the Government is studying whether it is desirable and feasible to increase the seating capacity of PLBs. We plan to report the progress of the study to the Legislative Council Panel on Transport by mid-2016 and strive to complete it by the third quarter of 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)321**

**(Question Serial No. 4569)**

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 in the Policy Address that the Kwun Tong Line Extension (KTE) and the South Island Line (East) (SIL(E)) are expected to be commissioned within this year. How will the Bureau co-ordinate the various bus routes and green minibus routes in areas along the rail lines? Will such work be handled separately from the Public Transport Strategy Study (PTSS)?

Asked by: Hon WONG Yuk-man (Member Question No. 80)

Reply:

Upon the opening of two new railway lines, namely the KTE and the SIL(E), it is expected that the travelling pattern of passengers and thus the utilisation of different road-based public transport services will change. The Transport Department (TD) has assessed the impact of the two new railways on road-based public transport services, and devised public transport re-organisation plans (PT Plans) to better suit the passengers' needs and improve the operational efficiency of the public transport network for the relevant districts.

The TD is consulting relevant District Councils on the PT Plan for the KTE; and will commence consultation on the PT Plan for the SIL(E) from mid-2016 onwards. The TD will make suitable adjustments to the PT Plans taking into account views canvassed. Change of the travelling pattern of passengers in the wake of the commissioning of the new railways will also be taken into account before implementation of the PT Plans.

A summary of the PT Plans for the KTE and the SIL(E) is set out below:

<b>Nature</b>	<b>KTE PT Plan (Number of Routes)</b>		<b>SIL(E) PT Plan (Number of Routes)</b>	
	<b>Franchised Bus Services</b>	<b>Green Minibus Services</b>	<b>Franchised Bus Services</b>	<b>Green Minibus Services</b>
New Route	0	3	0	2
Service Adjustment (including amalgamation, truncation, or diversion)	1	0	16	1
Route Cancellation	1	1	6	0
Frequency Adjustment	33	13	19	13
Total	35	17	41	16

The PT Plans for the KTE and the SIL(E) are handled separately from the PTSS.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)322**

**(Question Serial No. 4570)**

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 works for the Shatin to Central Link (SCL) encountered delay. It is mentioned in this year's Policy Address that the sections up to Hung Hom and Admiralty are expected to be commissioned in three and five years respectively. What are the facts that the Government has based on in making this forecast? How can the Government guarantee that there will not be further delay?

Asked by: Hon WONG Yuk-man (Member Question No. 81)

Reply:

As at 31 December 2015, the overall works for the SCL were 48% <sup>Note</sup> completed. Works have been carried out in line with the current target of commissioning the Tai Wai to Hung Hom section in 2019 and the Hung Hom to Admiralty section in 2021.

The MTR Corporation Limited (MTRCL) is responsible for the overall management of the SCL project, and the Government closely monitors the work of the MTRCL under the framework of the three-tiered monitoring mechanism, i.e. the Project Supervision Committee (PSC) chaired by the Director of Highways, the Project Coordination Meetings held by an officer at the Assistant Director level of the Highways Department (HyD) with MTRCL's General Managers and Project Managers, and the Contract Review Meetings held by an officer at the Chief Engineer level of the HyD with site supervision staff of the MTRCL.

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Note: The progress of the railway project is expressed in terms of percentage of work done.

The HyD has also appointed a monitoring and verification (M&V) consultant to assist in the monitoring work and undertake regular audits. The consultant will identify and advise the HyD any potential risks of delay and comment on the appropriateness of the MTRCL's proposed measures for the consideration of the HyD.

Since the SCL project is also implemented under the Concession Approach, some of the recommendations of the Independent Expert Panel for the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link project are also applicable to the project. The HyD has implemented the following measures to enhance the monitoring of the progress and financial status of the SCL project since mid-2014:

- (i) an increase in the number of staff in the SCL project team under the Railway Development Office of the HyD to enhance the monitoring role;
- (ii) submission of monthly progress reports to the Transport and Housing Bureau (THB) for the SCL project with the adoption of "traffic light" system to facilitate the THB's understanding of current project status;
- (iii) liaising more closely with the MTRCL's project team and requesting the MTRCL to provide more detailed information;
- (iv) arranging the M&V consultant appointed by the HyD to attend the PSC meetings; and
- (v) establishment of a working group amongst the HyD, the M&V consultant and the MTRCL with members from the respective specialised teams to review the programme and progress of the SCL project in detail on a regular basis with all aspects and levels of works covered.

The SCL is a major underground infrastructure project of a considerable scale. There are various difficulties and challenges encountered in the course of construction. The Government will continue to closely monitor the progress of works and conduct timely reviews of the commissioning programme taking into account the latest situation of the works.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)323**

**(Question Serial No. 4571)**

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 work plan and timetable in this year for the Public Transport Strategy Study (PTSS) that is expected to complete in mid-2017, and what are the manpower involved and the estimated expenditure? The Government says that it will enhance the regime for approving and regulating hire car service. What are the specific measures?

Asked by: Hon WONG Yuk-man (Member Question No. 82)

Reply:

In late 2014, the Government has rolled out the two parts of the PTSS, namely the Role and Positioning Review (RPR) and the Topical Study in phases, to conduct a systemic review of the roles and positioning of public transport services other than heavy rail, and to study some important topical issues that are of concern to the public transport trades. The aim of the PTSS is to enhance the existing strategic arrangements of our public transport services in tandem with the further development of the heavy rail network, so as to ensure the long-term, balanced, efficient, multi-model and sustainable development of public transport services.

In view of the public views on taxi and public light bus (PLB) services, we have accorded priority to the reviews of these two services under the RPR. The key areas of study are the feasibility of introducing premium taxis and increasing the seating capacity of PLBs. We plan to report the progress of the two reviews to the Legislative Council Panel on Transport (the Panel) by mid-2016, and strive to complete the reviews by the third quarter of 2016.

Moreover, since March 2015, we have reported to the Panel the result of six Topical Studies, including the service level of franchised bus service, school bus service, seating capacity of the PLBs, supply of taxis, taxi fuel surcharge and statutory cap on the PLBs. The results of the remaining two studies (i.e. review of ferry service and how to enhance the provision of accessible transport facilities for people with disabilities) will be reported to the Panel within the 2015-16 legislative year.

For the RPR, a sum of \$9.5 million has been earmarked for commissioning consultancy studies. A total of six time-limited posts have been created for two and a half years in the Transport Branch of the Transport and Housing Bureau and the Transport Department, including one directorate post of Administrative Officer Staff Grade C and five non-directorate posts. In 2016-17, the notional annual mid-point salary value of the six posts is about \$6.8 million. The Topical Study is carried out using existing resources.

The whole PTSS is expected to be completed by mid-2017. Upon completion of the PTSS, we will submit a consolidated report.

Having regard to the community's view on hire cars, the Government is studying ways to improve the assessment criteria for issuing hire car permits and its regulation (including measures to facilitate new market entrants) without affecting hire car's current position in the transport hierarchy and the current regulatory regime.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)324**

**(Question Serial No. 4572)**

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 Government's bus route rationalisation through means such as reviewing and re-organising bus services in a number of districts holistically under an Area Approach and setting up more interchanges to enhance efficiency, please list the results yielded last year and the objectives for this year.

What channels, apart from going through District Councillors, does the Government use to collect views on bus routes from residents?

Asked by: Hon WONG Yuk-man (Member Question No. 83)

Reply:

Bus route rationalisation is an ongoing task of the Transport Department (TD). Since the Policy Address announcement in 2013, the TD and franchised bus companies have been pursuing bus route rationalisation with greater vigour through the annual route planning programmes (RPP) and an "Area Approach". Area Approach rationalisation has been implemented in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po and Kowloon over the past three years. In 2015, eight bus routes with low utilisation were cancelled, 14 new routes were introduced, and the frequency/routeing of over 200 routes were adjusted. All buses released from the rationalisation proposals have been redeployed to elsewhere to operate new or enhanced services. Furthermore, subsequent to the opening of the Tuen Mun Road Bus Interchange in 2012-13, the Tsing Sha Highway Bus Interchange commenced operation in January 2015 to provide passengers with more attractive interchanging route packages and concessions, as well as better facilities (such as real-time arrival information display panels, mobile toilets and free Internet access).

For the 2016-17 RPP, the TD and franchised bus companies have proposed 138 rationalisation items (including four route cancellation and 117 frequency reduction proposals) and 146 improvement items (including introduction of ten new routes and 108 frequency improvement proposals). Consultation with the District Councils concerned on these proposals is underway. The actual implementation of the proposals will be subject to the outcome of the consultation.

Apart from DC consultation, information on proposals for each district is available for public access through the TD's websites. Members of the public may submit their views on the RPP to the TD direct through various channels (such as by email and phone hotline 1823). The TD will take into account views received when finalising the RPP proposals.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)325**

**(Question Serial No. 3452)**

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) details of the preparatory work by the Transport and Housing Bureau (THB), the Department of Justice (DoJ) and relevant Mainland departments on the implementation of “co-location” arrangements for the boundary control facilities at the West Kowloon Terminus (WKT) since the approval for funding for the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) in 2010;
- (b) whether the THB and the DoJ have taken 2015 as their work objective of implementing the “co-location” arrangements given the original commissioning of the Hong Kong section of the XRL in 2015;
- (c) details of work and the expenditure involved in the study on the “co-location” arrangements or other custom clearance alternatives by the THB and the DoJ in the past three years.

Asked by: Hon WU Chi-wai (Member Question No. 145)

Reply:

The implementation of co-location of customs, immigration and quarantine facilities at the WKT of the XRL involves complicated legal and operational issues and is still under study and discussion among the DoJ, the Security Bureau, the THB and relevant bureaux/departments. The Government is continuing its discussions of relevant issues with Mainland authorities and will provide further information to the public and the

Legislative Council as and when such discussions have come to a more definite outcome. Our target is to implement a co-location arrangement that complies with the Basic Law and the “One Country, Two Systems” principle at the WKT when the XRL commences service in 2018.

As for the expenditure involved in the study on co-location arrangements, as far as the THB is concerned, we have been deploying existing manpower resources to handle any work related to the policy responsibility of the THB as part of our normal duties. Hence, there is no separate breakdown of expenditure for this particular task.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)326**

**(Question Serial No. 4721)**

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 improving traffic congestion, please advise this Committee on:

- (a) the details of and estimated expenditure for raising the fixed penalty levels for traffic congestion related offences in 2016-17;
- (b) the measures to improve the accuracy of the real-time traffic information disseminated in built-up urban areas to enhance the coverage and usage rate of the intelligent transport system and improve traffic congestion.

Asked by: Hon WU Chi-wai (Member Question No. 146)

Reply:

- (a) In December 2015, the Government consulted the Legislative Council (LegCo) Panel on Transport on a proposal to raise the fixed penalty levels for traffic congestion related offences in tandem with inflation to restore their deterrent effect. The Government will introduce the required legislative amendments at an appropriate time having regard to the views received. The required work will be absorbed by the existing staff of the Transport Branch as part of their normal duties. There is no breakdown of the expenditure for such work.
- (b) The Transport Department disseminates real-time traffic information through mobile applications including “Hong Kong eRouting” and “Hong Kong eTransport”. Since mobile phone signal coverage in built-up urban areas is very high, there has been no problem in disseminating the information in such areas. Real-time traffic information

is also disseminated to commuters on the road through variable message signs, journey time indication systems and speed map panels installed on selected strategic locations. Such dissemination is not affected in built-up urban areas either.

On the collection of real-time traffic information, detectors have been installed or will be installed in some sections of the strategic routes as part of the Traffic Control and Surveillance Systems and the Speed Map Panels System. To enhance the collection of such information, we plan to install traffic detectors in some sections of roads which have relatively higher traffic volumes but are not covered by the two systems. Subject to the approval of funding by the LegCo Finance Committee, we schedule to commence the study and design work in early 2017 for completion by 2018. The site installation and implementation works are targeted to commence in 2018 for completion in 2021. The estimated expenditure of the project is \$200 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)327**

**(Question Serial No. 4722)**

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 Universal Accessibility (UA) Programme under this Programme, please advise this Committee of the following:

- (a) the progress of the relevant work in 2015-16, including the details of the projects being carried out, the total value of contracts and the progress of the works;
- (b) the work arrangement on inviting various District Councils to make recommendations for implementation in the next phase of the Programme and the expenditure involved.

Asked by: Hon WU Chi-wai (Member Question No. 147)

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 does 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. Nonetheless, the information sought is provided below:

- (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 a number of years (the Original Programme) on the recommendation of the Equal Opportunities Commission. The implementation of

150 items under the “Original Programme” continues. Most of the items are anticipated for progressive completion by 2018 as scheduled. As at 29 February 2016, 29 items have been completed, 91 items are under construction, 13 items are anticipated to commence in 2016-17. The construction works for the remaining 17 items will commence as soon as possible upon completion of detailed 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”). The implementation of these priority items under the Expanded Programme is well underway. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 29 February 2016, 49 priority items are under construction, seven priority items are anticipated to commence construction in 2016-17 and one priority item will commence as soon as possible upon completion of its investigation and design works, and obtaining of support from the DC concerned.

Fifteen works contracts have so far been awarded under the UA Programme at a total estimated construction cost of about \$3,920 million.

- (b) From the fourth quarter of this year, the Government will again invite the DCs to further nominate not more than three existing walkways in each district for the next phase of the UA Programme. The HyD will continue to deploy existing staff resources to undertake the DC consultation exercise, with the assistance of consultants to provide technical support at an estimated expenditure of \$0.9 million in 2016-17.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)328**

**(Question Serial No. 4723)**

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 outlying island ferry services, please inform this Committee on:

- (a) the progress of implementation of the special helping measures (SHM) for each of the six major outlying island ferry routes in 2014-15 and 2015-16, including the amount involved and contents;
- (b) the expected time of completion for the mid-term review of these measures;
- (c) whether the Government has given up the proposal made by the Transport and Housing Bureau on constructing additional floors at Central Piers Nos 4, 5 and 6 to subsidise ferry services as no progress has been made since 2014.

Asked by: Hon WU Chi-wai (Member Question No. 148)

Reply:

- (a) The Legislative Council (LegCo) Finance Committee approved a commitment of about \$190 million in July 2013 to provide the six major outlying island ferry routes with SHM for the current three-year licence period starting from April / July 2014 <sup>Note</sup>.

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Note: 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”. The current three-year licence of “Central – Mui Wo” route commenced on 1 April 2014 whereas the licences of the remaining five routes on 1 July 2014.

As at end February 2016, the total amounts of SHM reimbursement approved by the Transport Department in respect of each of the six major outlying island ferry routes in 2014-15 and 2015-16 are given in the following tables:

<b>“Central – Cheung Chau”</b>	<b>The amounts approved in 2014-15 and 2015-16 (\$'000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	580
(b) Reimbursing the pier electricity, water and cleansing charges	3,160
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	6,405
(d) Reimbursing the vessel maintenance cost	29,642
(e) Reimbursing the revenue foregone due to provision of child fare concessions	4,672
(f) Reimbursing the vessel insurance cost	1,238
(g) Launching the “Visiting Scheme to Outlying Islands”	482

<b>“Inter-islands”</b>	<b>The amounts approved in 2014-15 and 2015-16 (\$'000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	Not Applicable *
(b) Reimbursing the pier electricity, water and cleansing charges	Not Applicable *
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	220
(d) Reimbursing the vessel maintenance cost	Not Applicable *
(e) Reimbursing the revenue foregone due to provision of child fare concessions	69
(f) Reimbursing the vessel insurance cost	Not Applicable *
(g) Launching the “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 annual vessel survey fee, private mooring charge and vessel insurance cost. 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).

<b>“Central – Mui Wo”</b>	<b>The amounts approved in 2014-15 and 2015-16 (’000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	271
(b) Reimbursing the pier electricity, water and cleansing charges	1,865
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	1,931
(d) Reimbursing the vessel maintenance cost	12,950
(e) Reimbursing the revenue foregone due to provision of child fare concessions	2,023
(f) Reimbursing the vessel insurance cost	696
(g) Launching the “Visiting Scheme to Outlying Islands”	168

<b>“Central –Peng Chau”</b>	<b>The amounts approved in 2014-15 and 2015-16 (\$’000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	181
(b) Reimbursing the pier electricity, water and cleansing charges	1,700
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	2,977
(d) Reimbursing the vessel maintenance cost	5,127
(e) Reimbursing the revenue foregone due to provision of child fare concessions	1,271
(f) Reimbursing the vessel insurance cost	657
(g) Launching the “Visiting Scheme to Outlying Islands”	121

<b>“Central – Yung Shue Wan”</b>	<b>The amounts approved in 2014-15 and 2015-16 (\$'000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	101
(b) Reimbursing the pier electricity, water and cleansing charges	2,003
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	2,471
(d) Reimbursing the vessel maintenance cost	8,980
(e) Reimbursing the revenue foregone due to provision of child fare concessions	3,111
(f) Reimbursing the vessel insurance cost	1,214
(g) Launching the “Visiting Scheme to Outlying Islands”	404

<b>“Central – Sok Kwu Wan”</b>	<b>The amounts approved in 2014-15 and 2015-16 (\$'000)</b>
(a) Reimbursing the operator of the ferry services concerned for the annual vessel survey fee and private mooring charge	61
(b) Reimbursing the pier electricity, water and cleansing charges	387
(c) Reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under established arrangement	541
(d) Reimbursing the vessel maintenance cost	276
(e) Reimbursing the revenue foregone due to provision of child fare concessions	632
(f) Reimbursing the vessel insurance cost	269
(g) Launching the “Visiting Scheme to Outlying Islands”	166

- (b) and (c) The Government is carrying out a mid-term review on the provision of SHM to the six major outlying island ferry routes. We will be reporting the findings of the review to the Legislative Council Panel on Transport on 15 April 2016. 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. These matters are being looked into. Progress will be reported to the Panel on Transport at its meeting on 15 April 2016.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)329**

**(Question Serial No. 4740)**

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 2015-16; if yes, the details and expenditure involved;
- (b) any reviews or studies on the future operation and development of the North-west Transit (Light Rail) in 2016-17; if yes, the details and expenditure involved.

Asked by: Hon WU Chi-wai (Member Question No. 169)

Reply:

- (a) and (b) 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 2015 and 2016 (as at the end of February). Specifically, starting from 28 March 2015, a total of 446 additional trips have been added on the Light Rail network per week, and more coupled-set Light Rail Vehicles have been deployed to serve nine Light Rail routes to enhance carrying capacity. The above review and 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.

In addition to the regular review and monitoring work, the Government has commenced the Public Transport Strategy Study (PTSS), with a view to conducting a systematic review on the roles and positioning of public transport services other than heavy rail, and to study some important topical issues that are of concern to the public transport trades. As mentioned in the paper submitted to the Legislative Council (LegCo) Panel on Transport (which is uploaded to the website of the LegCo: <http://www.legco.gov.hk/yr14-15/english/panels/tp/papers/tp20141125cb1-238-6-e.pdf>) in November 2014, the long term development of the Light Rail will be reviewed. The topics to be covered include (1) the feasibility of increasing carrying capacity of the Light Rail with the original design of the system; (2) the feasibility of upgrading the existing Light Rail system to increase the carrying capacity; (3) the long-term demand of North West New Territories for public transport services; and (4) the roles of various public transport services including the Light Rail in meeting such demand. The PTSS is expected to be completed by mid-2017 and the findings will be announced.

For the RPR, a sum of \$9.5 million has been earmarked for commissioning consultancy studies. A total of six time-limited posts have been created for two and a half years in the Transport Branch of the Transport and Housing Bureau and the Transport Department, including one directorate post of Administrative Officer Staff Grade C and five non-directorate posts. In 2016-17, the notional annual mid-point salary values of the six posts is about \$6.8 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)330**

**(Question Serial No. 5443)**

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 stated that it will continue to plan and formulate bus route rationalisation proposals in conjunction with franchised bus companies through the annual route planning programme (RPP) exercise and using the "Area Approach" where appropriate. In this connection, what were the results of bus route rationalisation achieved by the Transport Department (TD)? What were the bus routes and districts involved? What are the districts involved in the RPPs in the coming year? What are the bus routes and districts involved?

Asked by: Hon CHAN Chi-chuen (Member Question No. 202)

Reply:

Bus route rationalisation is an ongoing, yearly task of the TD. Since the Policy Address announcement in 2013, the TD and franchised bus companies have been pursuing bus route rationalisation with greater vigour through the annual RPP and an "Area Approach". Area Approach rationalisation has been implemented in the North District, Tuen Mun, Yuen Long, Sha Tin, Tsing Yi, Tai Po and Kowloon over the past three years. Between 2013 and 2015, 30 bus routes with low utilisation were cancelled, 25 new routes were introduced, and the frequency / routeing of around 470 routes were adjusted. All buses saved from the rationalisation proposals have been redeployed elsewhere to operate new or enhanced services. Furthermore, subsequent to the opening of the Tuen Mun Road Bus-Bus Interchange in 2012-13, the Tsing Sha Highway Bus-Bus Interchange has commenced operation since January 2015 to provide passengers with more attractive interchanging route packages and concessions, as well as better facilities (such as real-time arrival information display panels, mobile toilets and free Internet access).

For the 2016-17 RPP, the TD and franchised bus companies have proposed 138 rationalisation items (including four route cancellation and 117 frequency reduction proposals) and 146 improvement items (including introduction of ten new routes and 108

frequency improvement proposals). Consultation with the District Councils on these proposals is underway. The actual implementation of the proposals will be subject to the outcome of the consultation.

The bus rationalisation proposals implemented between 2013 and 2015 and those under the 2016-17 RPP under consultation involve all 18 districts across the territory. A considerable number of franchised bus routes provide cross-district service. There is no separate breakdown of the number of bus routes rationalisation items by district.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)331**

**(Question Serial No. 5539)**

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:

During the morning and evening peak periods, the cross-harbour section of the MTR Admiralty Station is congested. Passengers can only get on board the third or fourth arriving trains. After the commissioning of the South Island Line (East) (SIL(E)), the passenger flow at the station is expected to increase and the problem will become more serious. Has the Government discussed with the MTR Corporation Limited (MTRCL) to see whether the headway of train service of the Tsuen Wan Line (TWL) at the MTR Admiralty Station can be further enhanced during peak periods? Has the capacity already saturated?

The commissioning of the SIL(E) will offer an opportunity for the Government to re-organise bus routes and attract passengers to switch to MTR. However, given that the passenger flow at the Admiralty Station has already saturated, will the Government introduce cross-harbour bus routes to relieve the cross-harbour passenger flow at the Admiralty Station?

Asked by: Hon CHAN Chi-chuen (Member Question No. 308)

Reply:

According to the MTRCL, the TWL is currently operating at headway of around two minutes during peak hours on weekdays and has basically reached its design capacity, based on the maximum service frequency that can be provided for under the existing signalling system. Only by upgrading the signalling system can the train trips and carrying capacity be increased substantially. The MTRCL has already awarded the contract in March 2015 to replace the signalling systems for seven MTR lines (including the TWL), which will be completed in phases from 2018. For the TWL, advance works commenced in December 2015, and the replacement works are targeted for completion in 2018. Upon the full completion of the upgrading of signalling system in 2026, the carrying capacity of these MTR lines will be enhanced by about 10% overall.

In the interim, the MTRCL will continue to adopt various measures in enhancing the efficiency of its train service. For instance, in managing passenger flow during peak hours at busy stations including interchange stations such as Admiralty, the MTRCL has implemented measures including deploying additional staff and platform assistants for better platform management to ensure even distribution of passengers throughout the length of platforms or inside train compartments in order to minimise the dwelling time of trains at platforms, which in turn increases the efficiency of train service.

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 74 peak-only non-cross-harbour routes meeting the high passenger demand during the peak periods. Upon the opening of the SIL(E), it is expected that the travelling pattern of passengers and thus the utilisation of different road-based public transport services will change. The Transport Department (TD) has assessed the impact of the SIL(E) on 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. To better meet the anticipated passenger demand, there would not be any major changes to the existing cross-harbour bus route network, and there is no plan to introduce new cross-harbour route because the coverage of the existing network is extensive, and the capacity should generally remain adequate to meet passenger demand after the opening of the SIL(E). The TD is consulting relevant District Councils on the PT Plan, and will make suitable adjustments to it taking into account views canvassed. Any change in the travelling pattern of passengers in the wake of the commissioning of the railway will also be taken into account before implementation of the PT Plan. The TD will continue to monitor the situation and make adjustments as and when necessary.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)332**

**(Question Serial No. 3528)**

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:

- (1) Will the Transport Department (TD) prepare for the take-over of the EHC in 2016-17? If yes, what are the work plan, timetable and estimated expenditure involved?
- (2) Upon take-over of the EHC in 2016 by the Government, traffic diversion can be achieved through adjustment of the tolls of both 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 2016-17? If yes, what are the work plans and timetable? If no, what are the reasons?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 233)

Reply:

- (1) The TD, the Highways Department (HyD) and other relevant government departments have already started the preparatory work for the take-over of the EHC in August 2016 in conjunction with the selected operator operating under a management, operation and maintenance contract. The major preparation work for the take-over includes reviewing the maintenance requirements of the structure and operating equipment and systems, as well as the procedures for operating the tunnels, etc.

The work involved is undertaken by a new EHC section in the TD and a new team in the HyD. In 2016-17, the total expenditure (including personal emoluments and maintenance expenditures) for the TD and the HyD are about \$10.19 million and \$14.92 million respectively.

- (2) The Government has undertaken to study the rationalisation of traffic distribution among the three road harbour crossings (RHCs) to alleviate traffic congestion. In formulating a toll rationalisation plan for the RHCs, it is necessary to consider a number of factors, such as the capacities of the RHCs and their connecting roads, and the traffic impact on the relevant districts after toll adjustment. Any toll adjustment scheme to this end must look at all three RHCs in a holistic manner. The traffic condition at the EHC, particularly at its connecting roads, is deteriorating. The Western Harbour Crossing (WHC), though currently running under its design capacity, is constrained by the traffic condition at its connecting roads. When commissioned, the Central-Wan Chai Bypass will help ease the congestion of the connecting roads of the WHC, thus providing a basis for the Government to consider implementing a comprehensive toll adjustment scheme covering all three RHCs. Upon the take-over of the EHC, the Government will embark on a study of the overall strategy and feasible options for the rationalisation of traffic among the three RHCs.

In the meantime, the TD will closely monitor the traffic situation at all the RHCs and their neighbouring areas, and implement further traffic management measures when necessary, including 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)333**

**(Question Serial No. 3529)**

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 on the following:

- (1) 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 2016-17? If yes, what are the details?
- (2) The SIL(E) is anticipated to commence service in 2016-17. Will the TD carry out follow-up surveys to examine the impact of bus routes re-organisation on bus passengers and road traffic of the Southern District? If yes, what are the specific plan and work schedule?

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 234)

Reply:

- (1) Bus route rationalisation is an ongoing task of the TD. Apart from the public transport re-organisation plans (PT Plans) to tie in with the opening of the WIL and the SIL(E), there are annual route planning programmes (RPPs) through which franchised bus operators would put forward rationalisation proposals for different districts to better meet prevailing passenger demand. Insofar as bus routes serving the Hong Kong Island and cross-harbour bus routes are concerned, under the 2016-17 RPPs, franchised bus operators have proposed to introduce five new main / supplementary routes and to adjust the services of 46 existing routes. The TD is consulting relevant District Councils on the RPPs, and will make suitable adjustments to them taking into account views canvassed. Details of these proposals under the 2016-17 RPPs are provided at Annex.

- (2) The TD will engage consultants to carry out follow-up surveys to assess the service level and passenger demand in respect of the public transport services affected upon the commissioning of new railway lines, including the SIL(E). The TD will continue to monitor the traffic condition of the Southern District after commissioning of the SIL(E) and implementation of the associated PT Plan, and make appropriate fine-tunings to public transport services serving the district as and when necessary.

**2016-17 Route Planning Programmes**  
**Proposals in respect of routes for the Hong Kong Island and cross-harbour routes**

<b>Bus Company</b>	<b>Route Number</b>	<b>Origin – Destination</b>	<b>Nature of the Proposal</b>
<b>Hong Kong Island Routes</b>			
NWFB	3A	Central Ferry Piers (Pier 7) – Mount Davis (Felix Villas)	Frequency reduction
CTB	5X	Kennedy Town – Causeway Bay (Whitfield Road)	Adjustment of routeing
CTB	12	Central (Central Ferry Piers) to Robinson Road (Circular)	Frequency reduction
CTB	12M	Admiralty (Tamar Street) to Park Road (Circular)	Vehicle conversion
NWFB	13	Central (City Hall) – Kotewall Road	Frequency reduction
NWFB	18X	Kennedy Town (Belcher Bay Temporary Bus Terminus) – Shau Kei Wan	- Relocation of terminating point - Adjustment of routeing
NWFB	23	North Point Ferry Pier – Pokfield Road	Frequency reduction
NWFB	23B	Braemar Hill – Robinson Road Park Road – Braemar Road	- Extension of routeing - Vehicle conversion - Frequency reduction
NWFB	30X	Cyberport – Central (Exchange Square) (Circular)	Frequency reduction
CTB	40	Wah Fu (North) – Wan Chai North Temporary Public Transport Interchange	- Conversion to uni-directional service - Relocation of terminating points - Adjustment of routeing - Frequency reduction
CTB	40M	Wah Fu (North) – Admiralty (Government Headquarters)	- Relocation of terminating point - Adjustment of routeing
CTB	41A	Wah Fu (Central) – North Point Ferry Pier	Adjustment of routeing of special departures
CTB	43M	Tin Wan Estate to Shek Tong Tsui (Des Voeux Road West near Hill Road) (Circular)	- Route truncation - Vehicle conversion

<b>Bus Company</b>	<b>Route Number</b>	<b>Origin – Destination</b>	<b>Nature of the Proposal</b>
NWFB	82M	Chai Wan Station – Siu Sai Wan (Island Resort) (Circular)	<ul style="list-style-type: none"> <li>- Cancellation of special departures</li> <li>- Frequency improvement</li> </ul>
<b>Cross-Harbour Routes</b>			
CTB/KMB	107	Wah Kwai Estate – Kowloon Bay	<ul style="list-style-type: none"> <li>- Introduction of a new supplementary route</li> <li>- Frequency reduction</li> </ul>
NWFB/KMB	111P	Choi Fook to Central (Macau Ferry)	Adjustment of routeing
KMB	373	Sheung Shui – Sheung Wan	<ul style="list-style-type: none"> <li>- Relocation of terminating point</li> <li>- Adjustment of routeing</li> <li>- Frequency reduction</li> </ul>
KMB	673	Sheung Shui to Wan Chai North Temporary Public Transport Interchange	<ul style="list-style-type: none"> <li>- Relocation of terminating point</li> <li>- Frequency improvement</li> </ul>
KMB	978A	Fanling (Luen Wo Hui) to Wan Chai North Temporary Public Transport Interchange	Frequency improvement
KMB	603P	Admiralty Station to Ping Ting	Adjustment of routeing
CTB/KMB	621	Laguna City – Central (Hong Kong Station Public Transport Interchange)	Frequency reduction
NWFB/KMB	641	Kai Tak (Kai Ching Estate) – Central (Macau Ferry)	Adjustment of routeing
CTB/KMB	678	Sheung Shui – Causeway Bay	Frequency improvement
CTB/KMB	681P	Yiu On – Sheung Wan	<ul style="list-style-type: none"> <li>- Introduction of a new supplementary route</li> <li>- Frequency reduction</li> </ul>
NWFB	682	Wu Kai Sha Station – Chai Wan (East)	Frequency reduction
NWFB	682A	Ma On Sha Town Centre to Chai Wan (East) Chai Wan (East) to Wu Kai Sha Station	Extension of routeing



<b>Bus Company</b>	<b>Route Number</b>	<b>Origin – Destination</b>	<b>Nature of the Proposal</b>
NWFB	682B	Shui Chuen O – Chai Wan (East)	Adjustment of routeing
NWFB	682P	Lee On / Wu Kai Sha Station to Chai Wan (East)	<ul style="list-style-type: none"> <li>- Extension of routeing</li> <li>- Frequency improvement</li> </ul>
NWFB/KMB	692P	Choi Ping Public Transport Interchange – Central (Exchange Square)	Frequency reduction
NWFB	694	Tiu Keng Leng Station Public Transport Interchange – Siu Sai Wan	Adjustment of routeing
NWFB/KMB	904	Lai Chi Kok – Kennedy Town	<ul style="list-style-type: none"> <li>- Route truncation</li> <li>- Frequency reduction</li> </ul>
NWFB/KMB	905	Lai Chi Kok – Wan Chai North Temporary Public Transport Interchange	Introduction of special departures
NWFB/KMB	914	Hoi Lai Estate – Causeway Bay (Tin Hau)	<ul style="list-style-type: none"> <li>- Adjustment of routeing</li> <li>- Frequency reduction</li> </ul>
CTB	930	Wan Chai North Temporary Public Transport Interchange – Tsuen Wan (Discovery Park Bus Terminus)	Adjustment of routeing
CTB	930X	Wan Chai North Temporary Public Transport Interchange – Tsuen Wan (Discovery Park Bus Terminus)	<ul style="list-style-type: none"> <li>- Extension of operating hours</li> <li>- Adjustment of routeing</li> </ul>
KMB	934A	Allway Gardens to Wan Chai	Frequency improvement
NWFB/KMB	948	Cheung On to Causeway Bay (Tin Hau) Causeway Bay (Tin Hau) to Cheung Wang	<ul style="list-style-type: none"> <li>- Extension of operating hours</li> <li>- Adjustment of routeing</li> </ul>
KMB	960P	Hung Shui Kiu (Hung Yuen Road) to Wan Chai North Temporary Public Transport Interchange	Frequency improvement
CTB	962E	So Kwun Wat (Avignon) – TaiKoo (Kornhill Plaza) / Quarry Bay	Introduction of a new supplementary route
CTB	967	Tin Shui Wai North (Tin Yan Estate) – Admiralty Station (West) Bus Terminus	Adjustment of routeing

<b>Bus Company</b>	<b>Route Number</b>	<b>Origin – Destination</b>	<b>Nature of the Proposal</b>
CTB	969	Tin Shui Wai Town Centre – Causeway Bay (Moreton Terrace)	Adjustment of routeing
NWFB	970X	Aberdeen – So Uk	Cancellation of special departures
NWFB	971	Shek Pai Wan Estate Public Transport Interchange – Hoi Lai Estate	Route truncation
NWFB/KMB	980X	Wu Kai Sha Station – Admiralty Station	Introduction of a new supplementary route
CTB/KMB	982X	Shui Chuen O Public Transport Interchange to Wan Chai (Hennessy Road)	Frequency improvement
CTB	A12	Siu Sai Wan (Island Resort) – Airport (Ground Transportation Centre)	Frequency reduction
CTB	E11A	Causeway Bay (Tin Hau) – AsiaWorld-Expo	Frequency improvement
CTB	E11S	Tung Chung (Yat Tung Estate Public Transport Terminus) to Causeway Bay (Tin Hau)	Frequency improvement
CTB	NA11	North Point Ferry Pier – Airport (Ground Transportation Centre)	Introduction of a new route

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)334****(Question Serial No. 3530)**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:

- (1) 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;
- (2) 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
- (3) in 2016-17, 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: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 235)Reply:

- (1) The numbers of registered vehicles by class as at the end of each of the past five years are as follows:

<b>Vehicle class</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
Motor Cycles / Tricycles	68 368	63 860	60 180	57 368	55 286
Private Cars	567 886	541 751	517 997	494 646	471 685
Taxis	18 138	18 138	18 138	18 138	18 138
Franchised public buses	5 927	5 845	5 850	5 788	5 821
Non-franchised public buses	7 045	7 053	7 054	7 055	7 071
Private buses	617	592	581	558	499

<b>Vehicle class</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
Public light buses	4 350	4 350	4 350	4 350	4 350
Private light buses	3 081	3 021	2 793	2 463	2 216
Light goods vehicles	71 997	73 865	79 478	76 265	74 442
Medium goods vehicles	36 712	37 529	40 720	39 272	38 978
Heavy goods vehicles	5 485	5 148	4 908	4 346	3 750
Special purpose vehicles	1 777	1 758	1 722	1 620	1 556
Government vehicles	6 251	6 289	6 305	6 240	6 297
<b>Total</b>	<b>797 634</b>	<b>769 199</b>	<b>750 076</b>	<b>718 109</b>	<b>690 089</b>

- (2) The numbers of valid trade licences as at the end of each of the past five years are as follows:

<b>Type of trade licence</b>	<b>2015</b>	<b>2014</b>	<b>2013</b>	<b>2012</b>	<b>2011</b>
Non-left-hand drive vehicles	2 632	2 599	2 549	2 603	2 490
Left-hand drive vehicles	46	54	63	60	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.

- (3) Restricting the number of vehicles or the number of vehicle licences issued requires putting in place some form of ceiling or quota. Any such ceiling or quota is bound to be 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 such measure 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 2016-17.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)335**

**(Question Serial No. 3531)**

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:

- (1) the Government in the “A Clean Air Plan for Hong Kong” stated 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?
- (2) 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?
- (3) in 2014, the Hong Kong Institute of Planners (HKIP) raised the idea to the Government of setting up a “tram and pedestrian only” precinct at Des Voeux Road Central. 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: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 236)

Reply:

- (1) The Transport Department (TD) will continue to implement measures to improve the pedestrian environment at suitable locations under the management of the TD. Construction works of the traffic calming measures to improve the walking environment at Woosung Street between Kansu Street and Nanking Street in Jordan;

and at Dundas Street between Nathan Road and Fa Yuen Street in Mong Kok have already commenced and are scheduled for completion by end-2016 at a total estimated cost of about \$2.3 million. The works involved are part of the regular duties of the TD's staff, and there is no separate breakdown for the manpower resources involved.

- (2) In the past three years, the TD did not have 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.
- (3) The HKIP put forward a proposal on a "tram and pedestrian precinct" at Des Voeux Road Central to the Government in 2014. The TD, together with relevant government departments, had studied the proposal and had communicated with and conveyed our comments to the HKIP. The TD believed that any pedestrian-only scheme should strike a balance between the benefits brought to pedestrians and the needs of commuters using different modes of transport and the transport trades. The Government noted that the HKIP has not included detailed assessment of and feasible solutions to issues such as its impact on traffic and public transport of the nearby road sections, the demand for loading / unloading of goods and passengers, the operation of emergency access, and traffic arrangements for buildings undergoing redevelopment or maintenance, etc. The TD welcomes further discussion with the HKIP on these issues. Regarding the manpower required, studying the HKIP's proposal is part of the regular duties of the TD's staff, and there is no separate breakdown for such work.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)336****(Question Serial No. 3532)**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 financial provision and establishment of the Transport Department:

- (1) there is an increase in manpower resources and provision for the five programmes: Programme (1) by six posts and 7.7% of the provision; Programme (2) by 50 posts and 11.2% of the provision; Programme (3) by eight posts and -0.9% of the provision; Programme (4) by 14 posts and 5.7% of the provision; and Programme (5) by 25.0% of the provision. Please provide the reasons, details, establishment and timetable for the increases in respect of each programme; and
- (2) there is an increase of 78 posts for 2016-17 in the Operating Account. Please provide the reasons, details, establishment and timetable.

Asked by: Dr Hon Kenneth CHAN Ka-lok (Member Question No. 237)Reply:

- (1) The variance between 2016-17 draft estimate and 2015-16 revised estimate is provided below:

Programme	Variance between 2016-17 draft estimate and 2015-16 revised estimate / reasons and details
(1) Planning and Development	<b>+ \$29.7 million</b> due to - (a) a net increase of six posts in 2016-17 ( <b>+\$4.2 million</b> ); (b) full-year effect of filling of vacancies in 2015-16 and salary adjustment due to increment and other miscellaneous changes ( <b>+\$6.9 million</b> ); (c) increased provident fund contribution ( <b>+\$1.4 million</b> ); (d) increased requirement in operating expenses ( <b>+\$2.7 million</b> ); and (e) increase in non-recurrent expenditure ( <b>+\$14.5 million</b> ).

Programme	Variance between 2016-17 draft estimate and 2015-16 revised estimate / reasons and details
(2) Licensing of Vehicles and Drivers	<p><b>+ \$39.7 million</b></p> <p>due to -</p> <p>(a) a net increase of 50 posts in 2016-17 (<b>+\$15.1 million</b>);</p> <p>(b) the full-year effect of filling of vacancies in 2015-16 and salary adjustment due to increment and other miscellaneous changes (<b>+\$13.3 million</b>);</p> <p>(c) increased provident fund contribution (<b>+\$3.0 million</b>);</p> <p>(d) increased requirement in operating expenses (<b>+\$7.7 million</b>); and</p> <p>(e) increase in capital expenditure (<b>+\$0.6 million</b>).</p>
(3) District Traffic and Transport Services	<p><b>- \$4.5 million</b></p> <p>due to -</p> <p>(a) the decrease in capital expenditures (<b>-\$27.5 million</b>);</p> <p><i>partly offset by -</i></p> <p>(b) the creation of eight posts in 2016-17 (<b>+\$4.4 million</b>);</p> <p>(c) the full-year effect of filling of vacancies in 2015-16, salary adjustment due to increment and other miscellaneous changes (<b>+\$5.5 million</b>);</p> <p>(d) increased provident fund contribution (<b>+\$2.4 million</b>);</p> <p>(e) increased requirement in operating expenses (<b>+\$8.3 million</b>); and</p> <p>(f) increase in non-recurrent expenditure (<b>+\$2.4 million</b>).</p>
(4) Management of Transport Services	<p><b>+ \$18.1 million</b></p> <p>due to -</p> <p>(a) the creation of 14 posts in 2016-17 (<b>+\$8.4 million</b>);</p> <p>(b) the full-year effect of filling of vacancies in 2015-16 and salary adjustment due to increment (<b>+\$1.8 million</b>);</p> <p>(c) increased provident fund contribution (<b>+\$0.8 million</b>);</p> <p>(d) increased requirement in operating expenses (<b>+\$4.3 million</b>); and</p> <p>(e) increase in capital expenditure (<b>+\$2.8 million</b>).</p>
(5) Transport Services for Persons with Disabilities and Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	<p><b>+ \$247.7 million</b></p> <p>due to -</p> <p>(a) salary adjustment due to increment and other miscellaneous changes (<b>+\$0.2 million</b>);</p> <p>(b) increased requirement in operating expenses (<b>+\$11.0 million</b>);</p> <p>(c) increase in subventions on special transport facilities for persons with disabilities (<b>+\$4.5 million</b>);</p> <p>(d) increase in expenditure on procurement and replacement of rehabuses (<b>+\$7.8 million</b>); and</p> <p>(e) additional provision for the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities (<b>+\$227.4 million</b>);</p> <p><i>partly offset by -</i></p> <p>(f) the decrease in non-recurrent expenditure (<b>-\$3.2 million</b>).</p>



- (2) There will be a net increase of 78 non-directorate posts in 2016-17 as a result of the creation of 98 posts, including permanent and time-limited, to be offset by the deletion of 20 time-limited posts. Details including the reasons for creation of the posts and the establishment are summarised as follows:

<b>Reasons and Details</b>	<b>Grade</b>	<b>Number of post</b>
To cope with work relating to the cyclical upsurge in renewal of driving licences	Executive Officer	1
	Clerical Officer / Clerical Assistant	25
To provide administrative and clerical support in handling licensing-related matters in the Licensing Offices	Executive Officer	1
	Clerical Officer	15
To enhance the monitoring of the designated car testing centres and implement the vehicle emission control programmes	Motor Vehicle Examiner	3
	Vehicle Tester	3
	Clerical Officer	6
To upgrade public transport facilities	Transport Officer	4
To handle time-limited tasks relating to bus franchise and ferry licences	Transport Officer	4
To conduct comprehensive review and for continuous operation and monitoring of the Government Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities	Transport Officer	4
	Treasury Accountant	1
	Accounting Officer	2
	Clerical Officer	1
To assume various responsibilities after the takeover of the Eastern Harbour Crossing to ensure its smooth and safe operation as a government tunnel	Transport Officer	2
	Transport Controller	3
	Clerical Officer	2
To conduct tender exercise for selecting a tunnel management, operation and maintenance contractor for the Central-Wan Chai Bypass and the Island Eastern Corridor Link	Transport Officer	2

<b>Reasons and Details</b>	<b>Grade</b>	<b>Number of post</b>
To strengthen manpower for emergency co-ordination in cases of serious traffic incidents	Transport Officer	7
To provide field detection facilities for traffic incident management and real-time traffic information dissemination	Engineer	2
To implement the provision of covers on public walkways connecting to major transport interchanges or railways stations	Engineer	3
	Technical Officer (Traffic)	1
	Traffic Assistant	1
To conduct strategic studies on railways and major roads	Engineer	1
	Technical Officer (Traffic)	1
To carry out the study on installation of smart devices at signalised pedestrian crossings for the elderly	Engineer	1
To provide traffic and transport input to the licensing scheme for private columbaria as provided under the Private Columbaria Ordinance and taking forward public columbarium projects	Engineer	1
	Technical Officer (Traffic)	1
<b>Total :</b>		<b>98</b>

The above posts are targeted to be created within 2016-17 to tie in with the implementation of the programmes.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)337**

**(Question Serial No. 4542)**

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 under this Programme, the Government stated that it will “review the relaxation of traffic restriction in South Lantau” in 2016-17. In this connection, will the Government inform this Committee of the completion date of the review?

Under Matters Requiring Special Attention under this Programme, the Government stated that it will “continue to rationalise and improve bus services”. In this connection, will the Government inform this Committee of the number of bus routes with rationalisation proposals successfully implemented in 2015-16? What is the number of bus routes with rationalisation proposals being rejected? What is the number of bus routes expected to be rationalised in 2016-17? What are the bus routes involved?

Asked by: Hon Albert CHAN Wai-yip (Member Question No. 74)

Reply:

In June 2015, the Transport Department (TD) proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes to promote tourism and local economy in the area. Having considered stakeholders' concerns during consultation, the TD has decided to implement the proposal in phases. The first phase, which involved allowing 10 more tour coaches and 25 private cars access to South Lantau, has been implemented since December 2015 and February 2016 respectively. The TD is monitoring the impact of the first phase and will review in 2016-17 the implementation schedule for the second phase with due regard to the traffic condition and supply of car parking spaces in the area.

Bus route rationalisation is an ongoing task of the TD. In 2015, eight bus routes with low utilisation were cancelled, 14 new routes were introduced, and the frequency / routeing of over 200 routes were adjusted. All buses saved from the rationalisation proposals have

been redeployed to elsewhere to operate new or enhanced services. Having regard to the views canvassed during consultation, the franchised bus operators did not pursue 30 proposals on which the District Councils (DCs) were consulted.

For the 2016-17 route planning programmes, the TD and franchised bus companies have proposed 138 rationalisation items (including four route cancellation and 117 frequency reduction proposals) and 146 improvement items (including introduction of ten new routes and 108 frequency improvement proposals). Consultation with the DCs concerned on these proposals is underway. The actual implementation of the proposals will be subject to the outcome of the consultation.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)338****(Question Serial No. 6030)**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:

Please tabulate the number of disabled persons who had driving licences according to their types of disabilities in the past five years.

Asked by: Dr Hon Fernando CHEUNG Chiu-hung (Member Question No. 542)

Reply:

As stipulated in Section 2 of the Road Traffic Ordinance (RTO) (Cap 374), a “disabled person” means a person who is the holder of a certificate signed by or on behalf of the Director of Health or the Hospital Authority within the meaning of the Hospital Authority Ordinance (Cap 113) stating that such person is suffering from a permanent disease or physical disability that causes him considerable difficulty in walking. While the Transport Department keeps statistical information on the number of driving licence holders who are disabled persons as defined under Section 2 of the RTO, there is no breakdown on the types of disabilities.

The numbers of disabled persons as defined under Section 2 of the RTO holding full driving licences in the past five years are tabulated below:

Year	Number of disabled persons holding Hong Kong full driving licences at year end
2011	2 260
2012	2 335
2013	2 428
2014	2 523
2015	2 596

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)339****(Question Serial No. 6416)**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 a list of groups, organisations or companies which are authorised to provide transport services for wheelchair users and the registered number of vehicles that can carry wheelchair users (including all bus companies).

Asked by: Dr Hon Fernando CHEUNG Chiu-hung (Member Question No. 164)Reply:

The Government is committed to taking forward the concept of Transport for All. With the concerted efforts of the Government and transport operators, continuous improvement has been made to transport facilities to promote a barrier-free transport system to cater for the needs of different groups of passengers, including people with disabilities.

Details on transport services for wheelchair users regulated by the Transport Department (TD) are set out below:

<b>Type of Transport Service</b>	<b>Operator</b>	<b>Number of Registered Wheelchair Accessible Vehicles (as at end 2015)</b>
Franchised bus service	The Kowloon Motor Bus Company (1933) Limited	3 580
	Citybus Limited	792
	New World First Bus Services Limited	720
	Long Win Bus Company Limited	190
	New Lantao Bus Company (1973) Limited	54

<b>Type of Transport Service</b>	<b>Operator</b>	<b>Number of Registered Wheelchair Accessible Vehicles (as at end 2015)</b>
MTR Feeder bus service	MTR Corporation Limited	155
Taxi service	Operated under the fleet of the Diamond Cab and the SynCab	77
Service provided by private cars issued with hire car permits by the TD for hire and reward	Hire car operators <sup>Note</sup>	21

Note: Private cars issued with hire car permits are owned by individual and/or private companies which are not public transport operators.

Apart from the above transport modes, the TD also monitors the operation of the Rehabus services provided by the Hong Kong Society for Rehabilitation, which has a fleet of 147 wheelchair accessible vehicles as at end 2015.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)340****(Question Serial No. 6456)**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:

In the past five years, what were the numbers of traffic accidents on the closed roads in South Lantau and the numbers of prosecutions against entering the closed roads without valid Lantau Closed Road Permits (LCRPs)?

	2011	2012	2013	2014	2015
Number of traffic accidents					
Number of prosecutions against entering the closed roads without valid LCRPs					

Asked by: Dr Hon Fernando CHEUNG Chiu-hung (Member Question No. 277)

Reply:

The numbers of traffic accidents on the closed roads in South Lantau, and the numbers of prosecutions against driving on the closed roads in South Lantau without valid LCRPs in the past five years are shown in the following table:

	2011	2012	2013	2014	2015
Numbers of traffic accidents	31	42	47	43	47
Numbers of prosecutions against driving on the closed roads in South Lantau without valid LCRPs	212	611	637	823	1 007

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)341**

**(Question Serial No. 6542)**

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:

According to the reply serial no. THB(T)386 of the Estimates of Expenditure 2015-16, "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." Please advise on the progress of the bus replacement programme.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1018)

Reply:

At present, among the 5 865 licensed franchised buses that are operating in Hong Kong, about 5 340 or 91% 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 Lantau Bus Company (1973) Limited (NLB) in South Lantau<sup>Note</sup>) will be replaced by low-floor wheelchair-accessible buses by 2017. The TD will continue to closely monitor the progress of the replacement programmes.

- End -

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Note: This is because there are technical limitations over the use of low-floor buses on some road sections with steep gradient and sharp bends in South Lantau. Nevertheless, the NLB is deploying four newly procured wheelchair accessible low-floor buses with a modified design that has higher ground clearance than typical low-floor models to operate on routes 11 (Tung Chung Temporary Bus Terminus – Tai O) and 23 (Tung Chung Temporary Bus Terminus – Ngong Ping) to try out whether these vehicles can suit South Lantau's local characteristics. The TD will keep in view of the trial outcome and continue to explore with the NLB the use of low-floor buses with modified design on South Lantau routes.

**CONTROLLING OFFICER'S REPLY**

**THB(T)342**

**(Question Serial No. 6543)**

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:

According to the reply serial no. THB(T)386 of the Estimates of Expenditure 2015-16, it is expected that by end of 2017 or before, all franchised buses will be replaced by wheelchair accessible low-floor buses, except those buses of the New Lantau Bus Company (1973) Limited (NLB) operating bus services in South Lantau. It is because the low-floor bus is not suitable to operate on the roads with steep gradient and sharp bends in South Lantau. Hence, the wheelchair accessible low-floor buses of the NLB can only be deployed to the bus routes that are not operated via these roads. Please advise:

- (a) details of those roads with steep gradient and shape bend in South Lantau;
- (b) which sections in these roads have steep gradient and sharp bends;
- (c) why buses operating on these roads cannot be replaced by wheelchair accessible low-floor buses; and
- (d) is there any study in respect of the operation of wheelchair accessible low-floor buses? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1019)

Reply:

When a low-floor bus makes turn on sharp bends and travels on undulating roads, its low ground clearance may cause damage to both the bus chassis and the road surface. Since major roads in South Lantau (namely Tung Chung Road, South Lantau Road and Keung Shan Road) are built along hillsides, they all have steep gradient (the maximum gradient of Tung Chung Road and Keung Shan Road is approximately 1:6) and shape bends at various sections. This has posed technical limitations to the use of typical low-floor bus models on routes serving South Lantau. Nevertheless, the New Lantau Bus Company (1973) Limited (NLB) is deploying four newly procured wheelchair accessible low-floor buses with a modified design that has higher ground clearance than typical low-floor models to operate

on routes 11 (Tung Chung Temporary Bus Terminus – Tai O) and 23 (Tung Chung Temporary Bus Terminus – Ngong Ping) to try out whether these vehicles can suit South Lantau's local characteristics. The TD will keep in view of the trial outcome and continue to explore with the NLB the use of low-floor buses with modified design on South Lantau routes.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)343**

**(Question Serial No. 6850)**

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:

With regard to the Government's initiative to relax the traffic restriction in South Lantau, please advise:

- (a) What were the details of consultation? Which parties were consulted? What were the views received? Was there any public consultation?
- (b) What was the policy objective of the initiative to relax the traffic restriction in South Lantau?
- (c) What were the details of relaxation of traffic restrictions in South Lantau and the implementation programme?
- (d) Was there any study on the impact of the relaxation of traffic restriction on the country parks in Lantau? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1077)

Reply:

Tung Chung Road (south of Shek Mun Kap Road) and all other roads in South Lantau are closed roads. Only vehicles with the Lantau Closed Road Permits (LCRPs) are allowed to enter. The purpose of the restriction is to avoid having excessive traffic which the road system in South Lantau cannot support from the capacity and safety perspectives. The Transport Department (TD) issues the LCRPs to parties concerned such as franchised bus operators, taxi drivers, tour coach operators, residents and construction companies, etc., with duration specified having regard to their genuine need to get access to the closed roads for transporting passengers, carrying out construction projects and goods delivery, etc.

In June 2015, the TD proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes to promote tourism and local economy in the area.

Public consultation on the proposed traffic relaxation measures was conducted in mid-2015. The parties consulted included the Traffic and Transport Committee of the Islands District Council, four Rural Committees in Lantau, the Traffic and Transport Sub-committee of the Lantau Development Advisory Committee, relevant public transport operators, the tourism trade and 36 green groups.

The TD received both supporting and opposing views during the consultation. Supporters agreed that the roads in South Lantau should be opened up in a gradual and orderly manner to enhance the accessibility of the area. Those objecting were mainly concerned about the road conditions, insufficient parking spaces and potential safety risks from motorists who were unfamiliar with roads in the area.

The TD has duly examined the road conditions, traffic flow and parking facilities in South Lantau. It is considered that the numbers of vehicles and visitors brought about by the proposals would be small and would not have significant impact on the country parks on the Lantau Island. The TD also considers that the traffic on the closed roads is light and could accommodate more traffic. Although some road sections on the closed roads are relatively steep, narrow and winding, the roads are safe for driving. Notwithstanding the above, traffic signs and road markings have been provided at appropriate locations, and speed enforcement cameras have also been installed on some road sections to deter speeding. The TD has also been actively working with relevant departments in carrying out a number of road bend improvement works and providing more car parking spaces in South Lantau. The TD has also published driving guides for the successful applicants to familiarise themselves with the road conditions thereat, which also provide them with points to which they should pay attention when driving on the roads.

Having considered the stakeholders' concerns during the consultation, the TD has decided to implement the proposal in phases. The first phase, which involved allowing 10 more coaches and 25 private cars access to South Lantau, has been implemented since December 2015 and February 2016 respectively. The TD is monitoring the impact of the first phase and will review in 2016-17 the implementation schedule for the second phase with due regard to the traffic condition and supply of car parking spaces in the area.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)344**

**(Question Serial No. 6851)**

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:

With regard to the Government's initiative to relax the traffic restriction in South Lantau, please advise:

- (a) the purpose of imposing traffic restriction on roads in South Lantau;
- (b) the year when South Lantau Road was built and the reason for building the road; and
- (c) the relationship between South Lantau Road and the Shek Pik Reservoir.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1078)

Reply:

- (a) At present, Tung Chung Road (south of its junction with Shek Mun Kap Road) and all other roads in South Lantau are closed roads, and only vehicles with the Lantau Closed Road Permits issued by the Transport Department (TD) are allowed to drive on the roads concerned. The purpose of the restriction is to avoid having excessive traffic which the road system in South Lantau cannot support from the capacity and safety perspectives.
- (b) and (c) South Lantau Road is a major road at the southern part of the Lantau Island. It starts from the Mui Wo route via Pui O, Cheung Sha, Tong Fuk, Shui Hau and ends at the Shek Pik Reservoir Dam. The TD has no records on the year when South Lantau Road was built, the reason for building the road and the relationship between South Lantau Road and the Shek Pik Reservoir.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)345**

**(Question Serial No. 6852)**

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:

With regard to reviewing the relaxation of traffic restriction in South Lantau and examining whether the roads and the car parking capacity in South Lantau can cope with further relaxation, please advise the expenditure involved, the duration of the review and the department responsible for the study.

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1079)

Reply:

The Transport Department (TD) is responsible for reviewing the traffic restriction in South Lantau and related work. In June 2015, the TD proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes to promote tourism and local economy in the area.

The TD has duly examined the road conditions, traffic flow and parking facilities in South Lantau. It is considered that the numbers of vehicles and visitors brought about by the proposals would be small and would not have significant impact on the country parks on the Lantau Island. The TD also considers that the traffic on the closed roads is light and could accommodate more traffic. Although some road sections on the closed roads are relatively steep, narrow and winding, the roads are safe for driving. Notwithstanding the above, traffic signs and road markings have been provided at appropriate locations, and speed enforcement cameras have also been installed on some road sections to deter speeding. The TD has also been actively working with relevant departments in carrying out a number of road bend improvement works and providing more car parking spaces in South Lantau. The TD has also published driving guides for the successful applicants to familiarise themselves with the road conditions thereat, which also provide them with points to which they should pay attention when driving on the roads.

Having considered the stakeholders' concerns during the consultation, the TD has decided to implement the proposal in phases. The first phase, which involved allowing 10 more coaches and 25 private cars access to South Lantau, has been implemented since December 2015 and February 2016 respectively. The TD is monitoring the impact of the first phase and will review in 2016-17 the implementation schedule for the second phase with due regard to the traffic condition and supply of car parking spaces in the area.

The work involved in the review is undertaken by the TD's staff as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)346**

**(Question Serial No. 6853)**

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:

Before implementation of the relaxation of traffic restriction in South Lantau, was the Environment Bureau consulted? If yes, what were the details? If no, what were the reasons? Some Lantau residents objected to the opening up of South Lantau Road. What was the Government's understanding of the reasons for their objection, and how did the Government handle it?

Asked by: Hon CHEUNG Kwok-che (Member Question No. 1080)

Reply:

In June 2015, the Transport Department (TD) proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes to promote tourism and local economy in the area. The TD had discussed and solicited views from relevant government departments, including the Environmental Protection Department before the public were consulted on the proposals. No objection had been received from departments concerned.

The TD received both supporting and opposing views during the consultation. Supporters agreed that the roads in South Lantau should be opened up in a gradual and orderly manner to enhance the accessibility of the area. Those objecting were mainly concerned about the road conditions, insufficient parking spaces and potential safety risks from motorists who were unfamiliar with roads in the area.

The TD has duly examined the road conditions, traffic flow and parking facilities in South Lantau. It is considered that the numbers of vehicles and visitors brought about by the proposals would be small and would not have significant impact on the country parks on the Lantau Island. The TD also considers that the traffic on the closed roads is light and could accommodate more traffic. Although some road sections on the closed roads are relatively steep, narrow and winding, the roads are safe for driving. Notwithstanding the above,

traffic signs and road markings have been provided at appropriate locations, and speed enforcement cameras have also been installed on some road sections to deter speeding. The TD has also been actively working with relevant departments in carrying out a number of road bend improvement works and providing more car parking spaces in South Lantau. The TD has also published driving guides for the successful applicants to familiarise themselves with the road conditions thereat, which also provide them with points to which they should pay attention when driving on the roads.

Having considered the stakeholders' concerns during the consultation, the TD has decided to implement the proposal in phases. The first phase, which involved allowing 10 more coaches and 25 private cars access to South Lantau, has been implemented since December 2015 and February 2016 respectively. The TD is monitoring the impact of the first phase and will review in 2016-17 the implementation schedule for the second phase with due regard to the traffic condition and supply of car parking spaces in the area.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)347**

**(Question Serial No. 3594)**

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 (NT) and Lantau taxis in 2016-17 and issue additional taxi licences immediately? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 17)

Reply:

There are three types of taxis operating in Hong Kong, namely urban, NT 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 the three types of taxis and their operating conditions. The surveys are conducted at about 100 major taxi stands and 40 roadside checkpoints all over the territory on both weekdays and weekends. In addition to on-site observations, views are collected from the taxi trade and 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. The TD will study data collected carefully and compare such data against those collected in previous years to identify any trend and discernible changes. In 2015-16, \$1.7 million was spent on engaging consultants 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 receipt of complaints and suggestions.

The TD also gathers and monitors feedback from the public, the Legislative Council (LegCo) members, the District Council members, as well as the Transport Complaint Unit's hotlines. In addition, the TD maintains close liaison with the taxi trade 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 the demand for taxi service, operating condition of the taxi trade, and likely impact of the increase in the number of taxis on traffic conditions. In 2015, under a Topical Study of the Public Transport Strategy Study (PTSS), the Government reviewed whether the supply of taxi service could meet demand. Based on survey results and passengers' feedback, the supply of urban and NT taxi service was found to be largely stable and generally adequate. For Lantau taxis, survey results and public feedback showed that there was unmet demand. Future developments on the Lantau Island and the projected growth of local population and visitors will further add to the demand for Lantau taxi service. The Government has therefore decided to issue 25 new Lantau taxi licences to increase the supply of Lantau taxis to 75 vehicles. The tender exercise for issuing the new Lantau taxi licences is in progress.

Meanwhile, the Government is studying the introduction of premium taxis through a franchise model under the PTSS. The objective is to set new service standards for the taxi trade, enhance quality of service and meet the community's demand for diversified, personalised point-to-point transport services. The Government plans to brief the LegCo Panel on Transport on the progress of the study on introduction of premium taxis in mid-2016, and will strive to complete the study in the third quarter of 2016.

Monitoring of taxi service and follow-up actions are parts of the TD's normal duties and are absorbed by the TD's existing manpower.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)348**

**(Question Serial No. 4854)**

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 2016-17, will the Government consider the principle of “bicycle-friendly” in the current and future planning of roads, and allow cyclists to share the road facilities? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 9)

Reply:

Bicycles can be ridden on most carriageways except certain road sections currently designated as bicycle prohibition zones (BPZs) on grounds of road safety. These BPZs were set up at different times in the past. To ascertain the present conditions of these road sections, the Transport Department has commenced, as one of the topics in a consultancy study, a review of the traffic conditions of various BPZs 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 BPZs.

We note that cycling is allowed on footpaths in some other jurisdictions. 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.

We also note that dedicated lanes for cycling are provided along some carriageways in the urban areas of some other jurisdictions. In Hong Kong, however, it is not practicable to provide such dedicated cycling lanes on roads in the urban areas given the road capacity constraints, the need for public transport vehicles such as buses and public light buses to pick up and set down passengers, and busy kerbside activities.

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 bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government will continue to foster a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)349**

**(Question Serial No. 4855)**

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 2016-17, will the Government make reference to neighbouring regions, such as Taiwan and Japan, to improve the road system in Hong Kong to allow cyclists to share the road facilities? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 10)

Reply:

Bicycles can be ridden on most carriageways except certain road sections currently designated as bicycle prohibition zones (BPZs) on grounds of road safety. These BPZs were set up at different times in the past. To ascertain the present conditions of these road sections, the Transport Department has commenced, as one of the topics in a consultancy study, a review of the traffic conditions of various BPZs 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 BPZs.

We note that cycling is allowed on footpaths in Taiwan and Japan. 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.

We also note that dedicated lanes for cycling are provided along some carriageways in the urban areas of Taiwan and Japan. In Hong Kong, however, it is not practicable to provide such dedicated cycling lanes on roads in the urban areas given the road capacity constraints, the need for public transport vehicles such as buses and public light buses to pick up and set down passengers, and busy kerbside activities.

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 bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government will continue to foster a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)350**

**(Question Serial No. 4856)**

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 improve the existing cycle tracks and construct cycling facilities in the urban area in 2016-17? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 12)

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 bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government has been fostering a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

In 2016-17, the Transport Department (TD) will continue to complete the improvement works for 14 accident-prone sites in Sha Tin and Tai Po. The TD has also drawn up a list of about 100 improvement sites with proposals for improvement works, including the provision of additional cycle parking spaces, enhancement of cycling signage and widening of bends at existing cycle tracks in nine new towns in the New Territories. Construction works for these improvement sites will start in 2016 in phases, with a target for completion in two years. The total estimated expenditure for cycling-related improvement works in 2016-17 is about \$12 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)351**

**(Question Serial No. 4857)**

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 (NDAs) under planning in 2016-17? If yes, what are the details and estimated expenditure?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 13)

Reply:

New towns and NDAs generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government will continue to foster a “bicycle-friendly” environment in new towns and the NDAs by providing cycle tracks and ancillary facilities at appropriate locations and enhancing the existing cycling facilities.

When planning the NDAs, the Government will consider putting in place cycle tracks at appropriate locations. The Civil Engineering and Development Department is planning cycle track networks for the NDAs at the Kai Tak Development, the Anderson Road Quarry Site, Kwu Tung North, Fanling North, Hung Shui Kiu, Yuen Long South and the Tung Chung New Town Extension. 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)352**

**(Question Serial No. 4858)**

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 2016-17, 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 the road facilities? If yes, what are the details and estimated expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 14)

Reply:

We note that dedicated lanes for cycling are provided along some carriageways in the urban areas of Taiwan. In Hong Kong, however, it is not practicable to provide such dedicated cycling lanes on roads in the urban areas given the road capacity constraints, the need for public transport vehicles such as buses and public light buses to pick up and set down passengers, and busy kerbside activities. 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 (BPZs) on grounds of road safety. These BPZs were set up at different times in the past. To ascertain the present conditions of these road sections, the Transport Department has commenced, as one of the topics in a consultancy study, a review of the traffic conditions of various BPZs 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 BPZs.

The Government will continue to foster a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

Motorcycles can be used on all roads. There is no plan to designate “motorcycle only” lanes in roads.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)353**

**(Question Serial No. 4859)**

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 service in 2016-17? If yes, what are the details and estimated expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 15)

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 a grantee is capable of providing a proper and efficient public bus service. According to the established practice, an incumbent grantee which is able to prove its ability 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 franchise of the network of the Kowloon Motor Bus Company (1933) Limited (KMB) will expire on 1 July 2017, and the KMB has indicated an interest to apply for a new ten-year franchise. The Government briefed the Legislative Council Panel on Transport in January 2016 on its plan to engage the KMB for discussion on the granting of a new ten-year franchise for its bus network upon expiry of its current one, and is inviting views from the public on the requirements of the new franchise. We aim to conclude the discussion with the KMB within 2016.

For the other five franchises, the ones granted to 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 until 2023. Meanwhile, the new franchises granted to the Citybus Limited (Franchise for Hong Kong and Island Cross-Harbour Bus Network) and the New Lantau Bus Company (1973) Limited in September 2015 will not expire till 2026 and 2027 respectively.

The bus industry will continue to face keen competition from other public transport services. This, together with rising operating costs (especially staff costs), would make its operating environment in the foreseeable future rather difficult. A grantee would have to actively rationalise its existing service to reduce wastage and explore new service areas in response to public demand to maintain the overall competitiveness and sustainability of its operation.

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:

<b>Rank</b>	<b>Number of Post</b>	<b>Annual Staff Cost (\$)</b>
Chief Transport Officer	1	1,309,080
Senior Transport Officer	1	931,800
Transport Officer I	1	681,240

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)354**

**(Question Serial No. 4860)**

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 2016-17 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: Dr Hon KWOK Ka-ki (Member Question No. 16)

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 relevant District Councils will be maintained in the process. The work to review and monitor the public transport services is undertaken on an ongoing basis 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)355**

**(Question Serial No. 4861)**

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 Sha Tin, Tai Po, Tsing Yi and Yuen Long under the “Area Approach” in the past five years? If yes, what were the details and expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 18)

Reply:

Prior consultation with the District Councils (DCs) concerned had been conducted from February to October 2014 before implementation of the Area Approach rationalisation proposals for Sha Tin, Tai Po, Tsing Yi and Yuen Long. Papers containing details of the proposals were issued and uploaded on the Transport Department (TD)’s website. Staff of the TD and franchised bus operators attended meetings of the Transport and Traffic Committees of the DCs to explain the details to and exchange views with members. Such work was undertaken by the staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)356**

**(Question Serial No. 4863)**

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 carrying out the Public Transport Strategy Study (PTSS) in 2016-17, will the Government consider studying the use of bicycles as a common daily transport mode in order to make Hong Kong a “bicycle-friendly” city, and what are the details and estimated expenditure involved? In this connection, will the Government consult the public, and what are the details and estimated expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 20)

Reply:

In tandem with the further development of heavy rail network, the PTSS is reviewing the roles and positioning of public transport services other than heavy rail. 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 foster a “bicycle-friendly” environment in the new towns and the new development areas outside the PTSS.

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)357****(Question Serial No. 4864)**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 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 21)Reply:

The average daily patronage of the KMB routes from January to December 2015 is set out below:

<b>Month</b>	<b>Average Daily Patronage (‘000)</b>
January	2 633
February	2 602
March	2 669
April	2 589
May	2 586
June	2 648
July	2 605
August	2 629
September	2 726
October	2 696
November	2 771
December	2 707

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)358****(Question Serial No. 4865)**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 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 22)Reply:

The average daily patronage of the CTB routes from January to December 2015 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	551	75
February	553	75
March	556	77
April	537	79
May	528	76
June	545	79
July	533	80
August	553	82
September	555	79
October	553	78
November	558	81
December	554	82

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)359****(Question Serial No. 4866)**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 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 23)Reply:

The average daily patronage of the NWFB routes from January to December 2015 is set out below:

<b>Month</b>	<b>Average Daily Patronage (‘000)</b>
January	464
February	463
March	475
April	459
May	449
June	460
July	450
August	458
September	471
October	467
November	479
December	467

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)360****(Question Serial No. 4867)**Head: (186) Transport DepartmentSubhead: (-) 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 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 24)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 2015 are set out below:

<b>Month</b>	<b>Average Daily Patronage</b>
January	59 100
February	63 100
March	51 300
April	54 600
May	48 800
June	48 500
July	57 400
August	60 100
September	48 800
October	55 300
November	54 900
December	62 000

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)361**

**(Question Serial No. 4868)**

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 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 25)

Reply:

The average daily patronage of various MTR railway lines from January to December 2015 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	568.8	1 028.5	953.2	312.7	226.3	17.2	41.0	1 034.1	139.7	423.3	476.1
February	570.8	1 014.6	946.4	313.6	226.5	23.2	39.4	1 023.7	136.3	421.0	466.6
March	570.5	998.7	946.2	319.2	217.3	13.0	44.2	996.2	141.5	417.0	476.8
April	538.2	957.0	901.9	302.3	211.8	15.0	45.0	992.8	132.5	400.2	462.9
May	542.8	970.3	921.4	306.5	212.0	13.6	39.3	948.6	135.9	404.0	480.1
June	561.9	999.2	968.0	313.0	221.9	14.4	42.7	944.2	137.8	411.0	491.0
July	562.3	1 016.1	973.0	307.5	224.7	18.7	42.2	945.1	133.8	415.2	480.3
August	560.8	1 033.4	971.1	304.6	228.5	21.7	43.1	968.6	132.1	417.6	473.2
September	573.1	1 010.6	959.4	320.9	221.2	13.6	44.1	1 009.2	144.6	421.5	508.0
October	566.6	1 016.6	962.2	317.5	223.8	14.5	45.1	1 006.1	142.7	420.4	495.3
November	578.4	1 026.0	992.3	322.4	227.7	14.8	43.6	1 033.5	145.5	429.4	497.9
December	578.7	1 051.3	1 006.3	318.5	233.4	17.9	47.1	1 010.2	139.9	436.1	482.4

**Note:**

As MTR is a railway network and the system is open within the network, passengers can change to different railway lines after entering the network. Therefore, there is no ridership for each individual railway line. The above figures were calculated based on passengers' entry stations.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)362**

**(Question Serial No. 4869)**

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 urban taxis from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 26)

Reply:

The average daily patronage of urban taxis based on surveys conducted by the Transport Department from January to December 2015 is set out below:

<b>Month</b>	<b>Average daily number of urban taxi passenger journeys</b>
January	756 100
February	779 200
March	782 000
April	749 300
May	762 800
June	793 900
July	770 200
August	788 500
September	783 300
October	769 200
November	776 400
December	750 100

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)363****(Question Serial No. 4870)**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 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 27)Reply:

The average daily patronage of New Territories taxis based on surveys conducted by the Transport Department from January to December 2015 is set out below:

<b>Month</b>	<b>Average daily number of New Territories taxi passenger journeys</b>
January	182 400
February	186 900
March	185 100
April	183 000
May	184 400
June	197 800
July	188 900
August	191 700
September	190 300
October	185 700
November	183 900
December	182 100

- End -



**CONTROLLING OFFICER'S REPLY****THB(T)364****(Question Serial No. 4871)**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 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 28)Reply:

The average daily patronage of Lantau taxis based on surveys conducted by the Transport Department from January to December 2015 is set out below:

<b>Month</b>	<b>Average daily number of Lantau taxi passenger journeys</b>
January	3 500
February	3 300
March	3 200
April	3 100
May	2 900
June	3 000
July	2 900
August	3 000
September	3 100
October	3 200
November	2 600
December	2 900

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)365**

**(Question Serial No. 4872)**

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 red minibus (RMB) service over the territory from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 29)

Reply:

The average daily passenger journeys of the RMB based on the Transport Department's surveys over the territory from January to December 2015 are as follows:

<b>Month</b>	<b>Average daily passenger journeys</b>
January	349 000
February	336 000
March	347 000
April	331 000
May	336 000
June	343 000
July	342 000
August	340 000
September	332 000
October	331 000
November	333 000
December	328 000

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)366****(Question Serial No. 4873)**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 2015.

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

Reply:

The average daily passenger journeys of the GMB from January to December 2015 are set out below:

<b>Month</b>	<b>Average daily passenger journeys<sup>Note</sup> (in thousands)</b>
January	1 491
February	1 468
March	1 495
April	1 500
May	1 508
June	1 549
July	1 528
August	1 534
September	1 577
October	1 560
November	1 571
December	1 538

Note: Figures are subject to revision upon further verification of the annual returns from the GMB operators by end March 2016.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)367****(Question Serial No. 4874)**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 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 31)Reply:

The average daily passenger journeys of tram services from January to December 2015 are set out below:

<b>Month</b>	<b>Average daily passenger journeys</b>
January	183 600
February	180 800
March	183 700
April	173 100
May	166 000
June	168 800
July	164 300
August	169 900
September	179 900
October	182 600
November	191 000
December	188 800

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)368****(Question Serial No. 4875)**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:

Please provide the average daily numbers of traffic incidents in Hong Kong from January to December 2015.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 32)Reply:

The average daily numbers of traffic or transport incidents handled by the Emergency Transport Co-ordination Centre (ETCC) of the Transport Department (TD) from January to December 2015 are set out below:

<b>Month</b>	<b>Average daily number of traffic or transport incidents</b> <sup>Note</sup>
January	14.2
February	11.6
March	12.1
April	12.4
May	13.3
June	15.3
July	15.1
August	13.5
September	15.9
October	15.5
November	14.9
December	14.2

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 scene. 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)369**

**(Question Serial No. 6660)**

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 Transport Department (TD) review the open up of South Lantau Road on the Lantau Island to vehicles from other districts and conduct public consultation in 2016-17? If yes, what are the details and expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 353)

Reply:

In June 2015, the TD proposed permitting 20 more tour coaches each day and 50 private cars on weekdays (except public holidays) to enter South Lantau for leisure and recreational purposes to promote tourism and local economy in the area. Having considered the stakeholders' concerns during consultation, the TD has decided to implement the proposal in phases. The first phase, which involved allowing 10 more tour coaches and 25 private cars access to South Lantau, has been implemented since December 2015 and February 2016 respectively.

The TD is monitoring the impact of the first phase and will review in 2016-17 the implementation schedule for the second phase with due regard to the traffic condition and supply of car parking spaces in the area. The work involved in the review will be undertaken by the staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)370**

**(Question Serial No. 6661)**

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 Transport Department (TD) formulate local public transport arrangements related to the Hong Kong-Zhuhai-Macao Bridge (HZMB) and consult relevant trades in 2016-17? If yes, what are the details and expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 358)

Reply:

The TD briefed the Legislative Council Panel on Transport the proposed local public transport arrangements at the Hong Kong Boundary Crossing Facilities (HKBCF) of the HZMB at its meeting in February 2016. Under the proposed arrangements, appropriate public transport services for the HKBCF will be provided upon the opening of the HZMB having regard to the practical circumstances concerning the HZMB, existing transport infrastructural network and the synergy anticipated to be brought about by the HZMB. There will be a well-developed and convenient public transport network for members of the public to use franchised bus and green minibus services for convenient access to/from various areas across Hong Kong and for interchanging with the railway network. In addition, all three types of taxis (i.e. urban, New Territories and Lantau taxis) as well as non-franchised buses may operate at the public transport interchange at the HKBCF.

The TD will continue to liaise with the related transport trades and other stakeholders on the public transport arrangements for the HKBCF. It will consider the views canvassed before finalising the details. The aforesaid work is part of the normal duties of the TD's staff, and there is no separate breakdown of expenditure for such work.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)371**

**(Question Serial No. 6662)**

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 Transport Department (TD) introduce measures in 2016-17 to increase the seating capacity of public light buses (PLBs) to 20? If yes, what are the details and the expenditure involved?

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 360)

Reply:

Currently, the TD is assisting the Transport and Housing Bureau to conduct the Public Transport Strategy Study (PTSS) in examining the roles and positioning of public transport services other than heavy rail as well as some important topical issues that are of concern to the public transport trades. Under the Roles and Positioning Review (RPR) of the PTSS, the Government has accorded priority to study whether it is desirable and feasible to increase seating capacity of the PLBs. The study will look closely into the operation as well as the demand and supply of the PLB routes, and assess the impact of the increase of seating capacity to the PLB trade in detail. If the proposal to increase seating capacity is considered desirable, we will study the implementation details, including the number of seats to be increased, whether the increase of seating capacity will apply to all PLBs, and whether the arrangement will be made for both green minibuses and red minibuses. In the course of the study, we will canvass views of the stakeholders, including the public and the public transport trades. We plan to report the progress of the review on the PLB service to the Legislative Council Panel on Transport by mid-2016, and strive to complete the review by the third quarter of 2016.

For the RPR, a total of two time-limited non-directorate posts have been created for two and a half years in the TD. In 2016-17, the total notional annual mid-point salary value of the two posts is about \$2.2 million.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)372**

**(Question Serial No. 6663)**

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 would be the expenditure involved in the Transport Department (TD) for the implementation of the Universal Accessibility Programme (UAP) in 2016-17? Please list out in detail the locations of the proposed retrofitting works at the public footbridges, elevated walkways and subways under the UAP in 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 361)

Reply:

The TD provides traffic and transport advice to the Highways Department (HyD) to facilitate delivery of projects under the UAP. As the work is absorbed as part of the regular duties of the TD's staff, there is no separate breakdown for the expenditure involved.

The Government has been installing barrier-free access (BFA) facilities at public walkways (i.e. public footbridges, elevated walkways and subways maintained by the HyD) for a number of years (the Original Programme) on the recommendation of the Equal Opportunities Commission. The implementation of 150 items under the Original Programme continues, with most of the items anticipated for progressive completion by 2018 as scheduled. As at 29 February 2016, 29 items have been completed, 91 items are under construction, and 13 items are anticipated to commence construction in 2016-17. The construction works for the remaining 17 items will commence construction upon completion of detailed design and obtaining of support from the relevant District Councils (DCs).

In August 2012, the Government launched the new UAP 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, the HyD 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). The implementation of these priority items under the Expanded Programme is well underway. Most of the retrofitting works items are anticipated for completion from 2017 to 2018 in phases. As at 29 February 2016, 49 priority items (one item commenced in 2014 and 48 items in 2015) are under construction, seven priority items are anticipated to commence construction in 2016-17 and one priority item will commence construction as soon as possible upon completion of the investigation and design works, and obtaining of support from the DC concerned.

The list of projects under the UAP and their present status are at Annex.

**Original Programme:**

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Central and Western District</b>		
HS3	Across Cotton Tree Drive near Murray Building	Under construction
HF37	Along Connaught Road Central near Exchange Square	Under construction
HF91	Across Connaught Road Central between Infinitus Plaza and Rumsey Street Multi-storey Car Park Building	Under construction
HF119	Across Connaught Road Central near Waterfront Police Station	Under construction
HF152	Across Harcourt Road near Citic Tower	Under construction
HF93	At Man Po Street near Pier Road	Under construction
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market	Under construction
HF137	Across Connaught Road Central near Pottinger Street	Under construction
HF81	Across Pok Fu Lam Road near The University of Hong Kong	Under design
HF40	Across Cotton Tree Drive near Lippo Centre	Under design
<b>Eastern District</b>		
HS17	Across Island Eastern Corridor near Hong Kong Film Archive	Completed
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout	Under construction
H162	King's Road Flyover across Kornhill Road	Under construction
HF90	Across King's Road and Tin Chiu Street	Under design
HF90A	Across King's Road and Tin Chiu Street	Under construction
<b>Southern District</b>		
HS16	Across Aberdeen Praya Road near Old Main Street	Completed
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road	Completed
HS7	Across Shek Pai Wan Road near Wah Fu Estate	Completed
HF59	Along Island Road at Deep Water Bay	Completed
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Under construction
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street	Completed
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel	Under construction

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
H116	Wong Chuk Hang Road near Nam Fung Road	Under construction
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau	Under construction
<b>Wan Chai District</b>		
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Under construction
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre	Completed
HF35	Across Harbour Road near Harbour Drive	Completed
HF57	Across Fleming Road near Harbour Road	Completed
HF65	Across Gloucester Road near Central Plaza	Completed
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station	Under construction
HF160	Across Gloucester Road near Central Plaza	Completed
HF2	Across Gloucester Road near Luk Kwok Hotel	Under construction
HF2A	Across Gloucester Road near Luk Kwok Hotel	Under construction
HS10	Across Wong Nai Chung Road and Queen's Road East	Under construction
HF144	Across Gloucester Road and Tonnochy Road	Under construction
HF106	Across Harbour Road and Convention Avenue near Arts Centre	Under design
HF145	Across Gloucester Road and Fenwick Street	Under design
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College	Under design
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover	Under design
HF116	Across Gloucester Road near Stewart Road	Under design
<b>Kowloon City District</b>		
KF25	Across Waterloo Road near Suffolk Road	Completed
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate	Under construction
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South	Under construction
KS9	Across Prince Edward Road West at Kowloon City Interchange	Under design
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road	Under design
KF29	Across Kowloon City Road and San Shan Road	Under design
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange	Under design
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road	Under construction
KS41	Across Chatham Road North near Winslow Street	Under design

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
<b>Kwun Tong District</b>		
KF71	At Lam Tin Bus Terminus and Lam Tin MTR Station near Sceneway Garden	Completed
KF44	Across Hip Wo Street near Cheung Wo Court	Under construction
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court	Under construction
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate	Under design
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road	Under construction
KF83	Across Lin Tak Road near Hing Tin Street	Under construction
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road	Under construction
<b>Sham Shui Po District</b>		
KS47	Across Tai Po Road near Pei Ho Street	Completed
KF10	Across Lai Chi Kok Road near Cheung Shun Street	Under construction
KF43	Across Nam Cheong Street near Chak On Estate	Completed
KF32	Across Cheung Sha Wan Road near Fat Tseung Street	Completed
KS25	Across Cheung Sha Wan Road near Kweilin Street	Under construction
KF13	Across Lung Cheung Road near Beacon Heights	Under design
<b>Wong Tai Sin District</b>		
KF57	Across Lung Cheung Road near Tin Ma Court	Under construction
KS7	Across Lung Cheung Road near Choi Hung MTR Station	Under construction
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road	Under construction
KS35	Across Prince Edward Road East near San Po Kong Interchange	Under design
KS12	Across Choi Hung Road at Lok Sin Road	Under design
K36	At Po Kong Village Road over Lung Cheung Road	Under design
K8	Along Fung Mo Street over Lung Cheung Road	Under design
<b>Yau Tsim Mong District</b>		
KS40	Across Nathan Road near Bute Street	Completed
KS2	Across Chatham Road South near Gun Club Hill Barracks	Under construction
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters	Completed
KS30	Across Hong Cheong Road near Chatham Road Interchange	Completed

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
KS31	Across Chatham Road South near The Hong Kong Polytechnic University and Chatham Road Interchange	Under construction
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel	Under construction
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum	Under construction
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street	Under construction
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path	Under construction
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road	Under construction
KS49	Across Jordan Road near Canton Road and Ferry Street	Under construction
KF54	Across Luen Wan Street near Waterworks Depot	Under design
<b>Kwai Tsing District</b>		
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Completed
NS19	Across Ching Hong Road near Mayfair Gardens	Completed
NS89	Across Tsing Yi Road near Cheung Ching Estate	Under construction
NS126	Across Kwai Fuk Road near Shing Fuk Street	Under construction
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road	Under construction
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange	Under construction
NF1	Across Kwai Chung Road near Kwai Fong Estate	Under construction
NS1	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
NS1A	Across Kwai Chung Road near Princess Margaret Hospital	Under construction
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road	Under construction
NS10	Across Tsuen Wan Road near Lai King Estate	Under construction
N546	Tsing Tsuen Bridge	Under design
<b>North District</b>		
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road	Completed
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate	Under construction
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout	Under construction
NF296	Across Lung Sum Avenue near San Fat Street	Under construction

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road	Under construction
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout	Under construction
NF212	Across Wo Hing Road near Wah Ming Road	Under construction
NF247	Across Pak Wo Road near Wai Ming Street	Under construction
NF76	Across Jockey Club Road near Tin Ping Estate	Under construction
NF104	Across Fanling Highway and San Wan Road	Under design
NS106	Across Fanling Highway near Tai Tau Leng	Under design
<b>Sai Kung District</b>		
NS98	Across Clear Water Bay Road near Tseng Lan Shue	Under construction
<b>Sha Tin District</b>		
NS38	Across Tai Po Road near Fo Tan Road	Completed
NS28A	Across Fo Tan Road near Yuen Wo Road	Under construction
NF40	Across Tai Po Road - Sha Tin near Wo Che Street	Under design
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu	Under design
NF74	Across Lion Rock Tunnel Road near Fung Shing Court	Under design
NF89	Across Sha Tin Wai Road near Sha Kok Street	Under construction
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street	Under design
<b>Tai Po District</b>		
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Completed
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Under construction
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Under construction
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre	Under construction
NF266	Across Ting Kok Road near Tung Leung Lane	Under construction
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road	Under construction
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang	Under construction
NF81	Across East Rail Line Track near Kiu Tau	Under construction
NF444	Across Nam Wan Road near Wan Tau Tong Estate	Under construction



<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Status</b>
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden	Under construction
NS77	Across Tai Po Tai Wo Road near Nam Wan Road	Under construction
NF80	Across East Rail Line Track near Yuen Leng	Under design
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang	Under design
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street	Under construction
NS145	Across Fanling Highway near Tai Po Road - Tai Wo	Under construction
<b>Tuen Mun District</b>		
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road	Completed
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station	Under construction
NS99	Across Tsing Wun Road near Yip Wong Road	Under construction
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square	Under construction
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)	Under construction
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street	Under construction
NF101	Across Wu Shan Road near Wu King Road	Under construction
NF407	At Tuen Mun Road connecting Bridge N874 near South Public Transport Interchange of Siu Hong West Rail Station	Under construction
<b>Tsuen Wan District</b>		
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre	Completed
NF109	Across Castle Peak Road near Fou Wah Centre	Completed
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre	Completed
NF167	Across Tai Chung Road near Sha Tsui Road	Under construction
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square	Under construction
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan	Under construction
NF234	Across Yeung Uk Road and Texaco Road	Under construction
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building	Under construction

HyD Structure No.	Location	Present Status
<b>Yuen Long District</b>		
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate	Completed
NF245	Across Fuk Hi Street near Wang Lok Street	Under construction
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station	Under design

**Expanded Programme:**

HyD Structure No.	Location	Present Progress Status
<b>Central and Western District</b>		
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park	Under construction
HF46	Across Possession Street near Lower Lascar Row	Under construction
HF135	Along Cochrane Street near Tun Wo Lane	Under construction
<b>Eastern District</b>		
HF63	Across Chai Wan Road near Shan Tsui Court	Under construction
HF163	Across Siu Sai Wan Road near Harmony Road	Under construction
HF92 & HF92A	Across Island Eastern Corridor near Quarry Bay Park	Under construction
<b>Southern District</b>		
HF104	Across Aberdeen Praya Road near Nam Ning Street	Under design
HF105	Across Aberdeen Praya Road near Ocean Court	Under construction
H186	Elevated walkway connecting Tin Wan Praya Road and Tin Wan Hill Road	Under construction
<b>Wan Chai District</b>		
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street	Under construction
HF154	Across Gloucester Road and Percival Street near Sino Plaza	Under construction
HS9	Across Canal Road East near Sports Road	Under construction
<b>Kowloon City District</b>		
K14	Pui Ching Road Flyover across Princess Margaret Road	Under construction

HyD Structure No.	Location	Present Progress Status
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street	Under construction
KF106	Across Hung Hom South Road near Hung Hom Road	Under design
<b>Kwun Tong District</b>		
KS56	Across Kwun Tong Road near Ting On Street	Under construction
KF90	Across Lei Yue Mun Road near Tsui Ping Road	Under construction
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park	Under design
<b>Sham Shui Po District</b>		
KF69	Across Lai Chi Kok Road and Tonkin Street	Under design
KS52	Across Tat Chee Avenue near To Yuen Street	Under planning
KF97	Across Tai Po Road near Tai Wo Ping Road	Under design
<b>Wong Tai Sin District</b>		
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II	Under design
KF58	Across Lung Cheung Road near Ma Chai Hang Road	Under construction
KF76	Across Fung Tak Road and Lung Poon Street	Under design
<b>Yau Tsim Mong District</b>		
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway	Under construction
KF89	Across Ferry Street at Junction of Dundas Street	Under construction
KF94	Across Cherry Street, Ferry Street and Tong Mei Road	Under construction
<b>Islands District</b>		
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei	Under construction
NF328	Across Yu Tung Road and Chung Yan Road	Under construction
NS230	Across Shun Tung Road near Lantau North Police Station	Under construction

HyD Structure No.	Location	Present Progress Status
<b>Kwai Tsing District</b>		
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road	Under construction
NF72A	Across Kwai Foo Road near Kwai Yi Road	Under construction
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road	Under construction
<b>North District</b>		
NF134	Across Fanling Highway near Fanling MTR Station	Under construction
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate and Chi Shun Lane	Under construction
NF295	Across San Wan Road near Landmark North	Under construction
<b>Sai Kung District</b>		
NF193	Across Po Lam Road North near Lam Shing Road	Under construction
NF309	Across Po Ning Road near Po Shun Road	Under construction
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre	Under construction
<b>Sha Tin District</b>		
NF73	Connecting Pai Tau Street and Sha Tin MTR Station	Under construction
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station	Under construction
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road	Under construction
<b>Tai Po District</b>		
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden	Under construction
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate	Under construction
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate	Under construction
<b>Tuen Mun District</b>		
NS42	Across Tuen Hing Road near Tuen Mun Road	Under construction

<b>HyD Structure No.</b>	<b>Location</b>	<b>Present Progress Status</b>
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane	Under construction
NF315	Across Lung Mun Road near Lung Mun Light Rail Station	Under construction
<b>Tsuen Wan District</b>		
NF288	At Sai Lau Kok Road near Exit A of Tsuen Wan MTR Station	Under construction
NF186	Across Tai Chung Road near Heung Che Street	Under construction
NF251	Across Yeung Uk Road and Ma Tau Pa Road	Under construction
<b>Yuen Long District</b>		
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station	Under construction
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station	Under construction
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station	Under construction

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)373**

**(Question Serial No. 6664)**

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 list out the details and the expenditure involved in the introduction of intelligent transport systems by the Transport Department (TD) in 2016-17.

Asked by: Dr Hon KWOK Ka-ki (Member Question No. 362)

Reply:

In 2016-17, the TD will carry out the following work related to the introduction of the intelligent transport systems with the estimated total expenditure of about \$42.5 million for the year:

- (a) Study on the installation of smart devices at signalised pedestrian crossings to extend the pedestrian green time for the elderly and persons with disabilities: \$0.9 million
- (b) Replacement of the area traffic control system and the closed circuit television system in the Tai Po and North Districts: \$7.4 million
- (c) Development of the Traffic and Incident Management System: \$24.1 million
- (d) Expansion of the red light camera system, phase 4: \$8.3 million
- (e) Enhancement of "Hong Kong eTransport" service for the elderly: \$1.5 million
- (f) Enhancement of "Hong Kong eRouting" smartphone application to provide parking vacancy information from carpark operators: \$0.3 million

Subject to the funding approval by the Finance Committee of the Legislative Council, the TD will commence the planning work for installation of traffic detectors in selected

strategic routes and the upgrading of the Transport Information System with estimated expenditure of \$2.5 million and \$0.6 million respectively in 2016-17.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)374****(Question Serial No. 4027)**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 numbers of vehicles by classes and average car journey speeds for the urban region in the past five years.
- (2) Please provide the patronage figures of individual public transport modes in the past five years.
- (3) Will the Transport Department (TD) implement measures, including increasing the first registration tax, annual licence fees and fuel levy for private cars, to restrain the number of private cars in this financial year? What are the details?
- (4) What are the details of bus routes planned to be rationalised in the coming year and how many buses will be involved?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 38)Reply:

- (1) The numbers of licensed vehicles by classes as at end of the year from 2011 to 2015 are given in the table below:

<b>Year</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Motor Cycles	38 617	39 741	41 766	44 437	47 759
Private Cars	434 843	454 697	475 752	495 038	521 852
Taxis	18 132	18 131	18 083	18 066	18 118
Franchised Buses	5 798	5 743	5 791	5 810	5 865
Non-franchised Public Buses	6 986	6 957	6 990	7 033	7 016
Private Buses	493	544	572	582	610
Public Light Buses	4 345	4 347	4 346	4 345	4 344



Year	2011	2012	2013	2014	2015
Private Light Buses	2 200	2 439	2 757	2 995	3 066
Goods Vehicles	111 164	112 721	116 996	113 415	111 830
Special Purpose Vehicles	1 406	1 450	1 556	1 530	1 552
Government Vehicles	6 297	6 240	6 305	6 289	6 251
<b>Total</b>	<b>630 281</b>	<b>653 010</b>	<b>680 914</b>	<b>699 540</b>	<b>728 263</b>

The average car journey speeds during the morning peak hours (i.e. 8:00 am - 9:30 am) of the urban region from 2011 to 2015 are given in the table below:

Average speed at the morning peak hours [kilometres(km) / hour(hr)] <sup>Ω</sup>				
2011	2012	2013	2014 <sup>α</sup>	2015
23	23	23	21	22

<sup>Ω</sup> Figures are rounded to the nearest km/hr.

<sup>α</sup> The car journey time survey is conducted in the same survey period every year to maintain consistency. In 2014, the survey could not be conducted in the usual period as the traffic conditions during that period was rendered abnormal by the Occupy Movement. The survey was conducted after the Occupy Movement had ended, and the average vehicular speed figure of 2014 was a calibrated figure based on the result of the survey and historical speed survey data.

- (2) The numbers of public transport passenger journeys by modes from 2011 to 2015 are given in the table below:

Year		2011	2012	2013	2014	2015
		(in millions)				
Franchised Buses		1 383	1 403	1 426	1 429	1 429
Railways	MTR	1 647	1 725	1 776	1 854	1 888
	Hongkong Tramways	79	74	72	66	65
	<i>Sub-total</i>	<i>1 726</i>	<i>1 799</i>	<i>1 848</i>	<i>1 920</i>	<i>1 953</i>
Public Light Buses	Green Minibus	559	559	552	551	557 <sup>#</sup>
	Red Minibus	133	129	128	127	123
	<i>Sub-total</i>	<i>692</i>	<i>688</i>	<i>680</i>	<i>679*</i>	<i>680<sup>#</sup></i>
Ferries		49	49	50	49	49
Taxis		364	350	369	355	351 <sup>#</sup>
Non-franchised Buses – Residents' Services <sup>@</sup>		85	86	87	87	86 <sup>#</sup>
MTR Buses		44	46	48	50	51
<b>Total</b>		<b>4 343</b>	<b>4 421</b>	<b>4 508</b>	<b>4 569</b>	<b>4 599<sup>#</sup></b>

<sup>#</sup> Provisional figures

<sup>@</sup> Non-franchised public buses also provide tour service, hotel service, student service, employees' service, international passenger service and contract hire service. The TD does not keep statistics on the patronage figures for these services.

\* Figure may not add up to the total due to rounding.

- (3) Vehicle fleet size is a major factor contributing to road traffic congestion. The Government agrees in-principle to take forward in phases a host of short, medium and long-term measures recommended by the Transport Advisory Committee (TAC) in December 2014 to alleviate road traffic congestion, having regard to stakeholders' views, feasibility of available options and overseas experience, etc. Increasing the first registration tax and annual licence fee for private cars (PCs) and raising "fuel levy" for diesel PCs are amongst the recommendations put forward by the TAC.
- (4) Bus route rationalisation is an ongoing task of the TD. For the 2016-17 route planning programmes, the TD and franchised bus companies have proposed 138 rationalisation items (including four route cancellation and 117 frequency reduction proposals) and 146 improvement items (including introduction of ten new routes and 108 frequency improvement proposals). These proposals, if all implemented as proposed, would require a net increase of 53 buses. Consultation with the District Councils is underway. The actual implementation of the proposals and hence the number of buses to be involved will be subject to the outcome of the consultation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)375**

**(Question Serial No. 4030)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services  
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

- (1) Will there be any plan to provide smartphone applications for integrating real-time traffic information? Please provide details and estimated expenditure.
- (2) Will an intelligent vehicle parking navigation platform be set up, and shopping malls and private car parks be encouraged to disseminate the numbers of parking space?
- (3) Is there any plan to conduct trial of the traffic signal control system? What are the work plan and timetable?

Asked by: Hon LEUNG Yiu-chung (Member Question No. 57)

Reply:

- (1) The Transport Department (TD) is committed to providing more real-time traffic information to commuters so that they can make the best route choices. The TD disseminates such information through mobile applications including "Hong Kong eRouting" and "Hong Kong eTransport", which provide driving route search and public transport route search functions respectively. Commuters can also obtain real-time traffic information, including special traffic news, traffic snapshots, traffic speeds and journey times through cross-harbour tunnels and from the New Territories to Kowloon, from either of these applications. The annual expenditure for the two applications is \$0.34 million.
- (2) The TD has been in discussion with operators of commercial public car parks to encourage them to make better use of technology, including the use of mobile applications to disseminate real-time information on parking vacancies of their car parks. The TD also seeks their agreement to upload the parking vacancies data to the

Government's public sector information portal at the "data.gov.hk" website (the portal). Positive initial feedbacks have been received from some carpark operators, indicating that they are willing or considering to provide such data on the portal. Interested parties can then make use of the parking vacancies data on the portal to develop applications serving as one-stop dissemination of real-time information on parking vacancies for use by motorists. The TD is also enhancing its "Hong Kong eRouting" website and mobile application service for dissemination of parking vacancy information, targeted to be available for motorists' use in mid-2016.

- (3) The TD will carry out a study to identify suitable smart device for fitting into the current traffic signal system so that the device can be used for detecting smart cards held by the elderly and persons with disability as indication of their demand to cross the road. An appropriately longer green time for pedestrian signal will then be provided. The device to be adopted has to be compatible with the various traffic signal control equipment systems currently used in Hong Kong. The study will investigate the need for a mock up to confirm technical feasibility. The study will also identify necessary modifications to the existing traffic signal system, establish the cost-effectiveness, and recommend a plan for territory-wide implementation including the resources required.

The study will be carried out by consultants and is scheduled to commence in the third quarter of 2016 for completion in two years.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)376****(Question Serial No. 4576)**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 at 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 and vehicular flow (by vehicle types) of the road section concerned during 4:00 pm to 10:00 pm on weekdays in each month of 2013, 2014 and 2015.

Asked by: Hon Claudia MO (Member Question No. 54)Reply:

Pedestrian and vehicle count for specific road sections are usually not conducted every month over a long period. Instead, the Transport Department (TD) will conduct traffic surveys at representative hours and on representative day(s) of the week to obtain information about pedestrian and vehicular flow of a particular section.

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) of certain days in March 2012, March and May 2014, February and September 2015. The pedestrian flows (in persons per hour) are tabulated as follows:

	<b>March 2012</b>	<b>March and May 2014</b>	<b>February and September 2015</b>
Weekday	12 000 - 13 500	10 000 - 11 500	10 500 - 14 000
Weekend	19 000 - 20 000	14 000 - 18 200	12 000 - 16 500

The traffic surveys revealed that around 40 to 80 vehicles per hour travelled on the section concerned of Sai Yeung Choi Street South during the peak hours (7:00 pm - 9:00 pm) in March 2014, May 2014, February and September 2015. The surveys did not record the vehicular flow by vehicle type.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)377**

**(Question Serial No. 4585)**

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 advise on the locations and the number of bicycle-parking spaces at the covered public transport interchanges (PTIs) under the management of the Transport Department (TD) and near 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 Claudia MO (Member Question No. 63)

Reply:

In Kowloon, there are 30 bicycle-parking spaces managed by the TD in the vicinity of the Nam Cheong MTR Station. This does not cover other bicycle parking spaces not managed by the TD.

In the past five years, four 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 13 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)378**

**(Question Serial No. 4586)**

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 will disburse subsidies to franchised bus operators for installation of display panels for provision of real-time bus arrival information and provision of seats at bus stops.

In this connection, please provide the numbers of display panels and seats to be installed at bus stops and the associated subsidy amounts received by each of the franchised bus operators for the financial year 2016-17 in the table below:

District	The Kowloon Motor Bus Company (1933) Limited				Long Win Bus Company Limited				New World First Bus Services Limited				Citybus Limited				New Lantao Bus Company (1973) Limited			
	Number of display panels to be installed	Amounts of subsidies to be disbursed for installation of display panels	Number of seats to be installed	Amounts of subsidies to be disbursed for installation of seats	Number of display panels to be installed	Amounts of subsidies to be disbursed for installation of display panels	Number of seats to be installed	Amounts of subsidies to be disbursed for installation of seats	Number of display panels to be installed	Amounts of subsidies to be disbursed for installation of display panels	Number of seats to be installed	Amounts of subsidies to be disbursed for installation of seats	Number of display panels to be installed	Amounts of subsidies to be disbursed for installation of display panels	Number of seats to be installed	Amounts of subsidies to be disbursed for installation of seats	Number of display panels to be installed	Amounts of subsidies to be disbursed for installation of display panels	Number of seats to be installed	Amounts of subsidies to be disbursed for installation of seats
1. Yau Tsim Mong																				
2. Kowloon City																				
3. Sham Shui Po																				
4. Wong Tai Sin																				
5. Kwun Tong																				
6. Sha Tin																				
7. Sai Kung																				
8. Tai Po																				
9. North																				
10. Tsuen Wan																				
11. Kwai Tsing																				
12. Tuen Mun																				
13. Yuen Long																				
14. Islands																				
15. Central and Western																				
16. Wan Chai																				
17. Southern																				
18. Eastern																				



Asked by: Hon Claudia MO (Member Question No. 64)

Reply:

The Government has earmarked \$88.27 million to subsidise the franchise bus operators to provide for seats and display panels for real-time arrival information at covered bus stops. Of some 3 000 covered bus stops, about 140 are already equipped with seats. The franchised bus operators will be provided with subsidy for installation of seats at all existing covered bus stops without seats. We expect that seats will be installed at around 1 500 bus stops in the first phase of around three years, and at the remaining bus stops in another two years' time.

The Government will also provide subsidy to the franchised bus operators for their installation of real-time arrival information display panels at covered bus stops with electrical installations. Currently, there are some 1 300 covered bus stops with electrical installations. The subsidy for the display panels will be offered on a matching basis. For every display panel which a franchised bus operator has committed to install, the Government will provide subsidy for the installation of another display panel. Funding has been earmarked for subsidising the installation of around 800 display panels. This means as many as around 1 600 display panels would be installed territory-wide (half of these funded by the Government under the subsidy scheme and the other half funded by the franchised bus operators). This should cover all covered bus stops with electrical installations. We expect that the installation of 550 display panels (half funded by the Government and half funded by the franchised bus operators) can be completed within the first phase of around three years. Thereafter, the franchised bus operators will make annual proposals to the Government as to the number and locations of remaining bus stops to be provided with display panels. We expect that the installation of the remaining display panels can be completed in another three years' time.

The Transport Department (TD) is making preparation for rolling out the subsidy scheme and will start accepting applications for subsidy from the franchised bus operators from mid-2016 onwards. The franchised bus operators will propose to the TD the locations of bus stops for seats and display panels to be installed. In determining the installation priority, they will take into account such factors as utilisation of the bus stops, physical environment of individual locations, whether there is any relocation/cancellation plan for the individual bus stops in near future, and feedback from the relevant districts. Hence, the detailed information as requested in tabulated form is currently unavailable. It is expected that the franchised bus operators will invite tender in the second half of 2016, subject to further discussion with the TD. The amount of subsidy that each franchised bus operator can expect to receive will be better known upon completion of the tendering exercise.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)379**

**(Question Serial No. 4600)**

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 work of the Transport Department (TD) involves formulating regulatory measures and planning related facilities for the public light bus (PLB) service. Please advise this Committee on the content, purpose, scheduled date and details of proposed legislative amendments relating to the PLB in the coming three years.

Asked by: Hon Claudia MO (Member Question No. 78)

Reply:

The TD monitors the operation of the PLB service and works together with the Transport and Housing Bureau to introduce legislative amendments for strengthening the regulation and enhancing the safety of the PLB operation. Over the past few years, we have introduced a number of new legislative requirements to enhance the PLB safety. These requirements include the imposition of a maximum speed of 80 kilometres (km) per hour for the 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 the PLBs; mandating the installation of electronic data recording device for newly registered PLBs; and mandating applicants of the PLB driving licence to attend and complete a pre-service course before they are issued with a PLB driving licence. The TD will continue to identify measures that can enhance the safety of the PLB operations and propose legislative amendments in future where necessary.

Meanwhile, the number of the PLBs has since 1976 been capped at 4 350 by way of the Public Light Buses (Limitation on Number) Notice (Cap 374K) (the Notice). Over the years, the Legislative Council (LegCo) has passed resolutions to extend the effective period of the Notice, and the Notice currently in force will expire after 20 June 2016. A new resolution to extend the effective period of the Notice for another five years until 20 June 2021 was introduced into the LegCo in January 2016, pending positive vetting by the Council.

Separately, as we informed the LegCo Panel on Transport in November 2015, under the Public Transport Strategy Study, we have accorded priority to studying whether it is desirable and feasible to increase the seating capacity of the PLBs. We plan to brief the LegCo Panel on Transport on the progress of the study in mid-2016, and will strive to complete the study in the third quarter of 2016. If it is confirmed that the proposal to increase seating capacity of the PLBs is feasible, we will proceed with the necessary legislative amendments for early implementation.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)380****(Question Serial No. 4601)**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:

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 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:

Year				
Enforcement of legislation	Office	Rank	Number of staff	Expenditure involved
e.g. Section 18 of Cap 230				

Year				
Enforcement of legislation	Office	Rank	Number of staff	Expenditure involved
e.g. Section 18 of Cap 230				

Year				
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 2012 and 2016. 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 2012 and 2016. 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 2012 and 2016. 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; and the date of site inspection and the number of staff and expenditure involved, on a monthly basis between 2012 and 2016. 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 Claudia MO (Member Question No. 79)

Reply:

- (a) The regulation and monitoring of public transport services under the Public Bus Services Ordinance (Cap 230) and the Road Traffic Ordinance (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 are each headed by an Assistant Commissioner, and supported by a total of about 140 staff of various ranks, namely Principal Transport Officer, Chief Engineer, 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. The regulation and monitoring 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 passengers 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 each year from 2012 to 2015 and the expenditure involved are as follows:

Survey types	Monitoring Surveys				Site Inspections			
	2012	2013	2014	2015	2012	2013	2014	2015
Number of surveys / site inspections conducted	1 465	2 207	2 933	3 346	267	168	459	869
Total expenditure (\$ million)	3.1	3.1	3.6	3.9	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 560 franchised bus routes in Hong Kong. Details of the operating data on each route as requested are not readily available.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)381**

**(Question Serial No. 3458)**

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 provision of more real-time traffic information for the convenience of the public and the promotion of innovative technology development, will the Government inform the Committee of the following:

- (1) As mentioned in paragraph 52 of the Budget Speech, the Government will allocate \$200 million to install traffic detectors along some strategic routes. What are the details of the project, and the preliminary study or tender item to be carried out in 2016-17? What are the expenditure and manpower required?
- (2) What are the estimated expenditures of the implementation services for the upgrading of the Transport Information System (TIS) in coming three years? What are the number, post title and the estimated expenditure of hiring contract information technology staff to implement the project in coming three years?
- (3) What are the numbers of downloads and monthly active users of Hong Kong eTransport and Hong Kong eRouting websites and smartphone applications? Is there any review on the cost-effectiveness and usage of the afore-mentioned applications?
- (4) Will the team responsible for implementing the proposed project consider enhancing the communication with the public and the application developers to understand their needs in the use and the acquisition of real-time traffic information? If yes, what is the plan?
- (5) Are there any plans to request the franchised bus companies (FBCs) to open up the standardised real-time bus locations and estimated arrival time data to the public and the third party developers, and provide the real-time traffic and transport data to 'data.gov.hk' in machine-readable format for free to promote developing more innovative applications by the public for citizens to use. If yes, what are the data formats?



- (6) Are there any measures formulated to monitor the progress of the upgrading of the TIS to ensure that it will be completed on schedule? If yes, what are the details? If no, what are the reasons?

Asked by: Hon Charles Peter MOK (Member Question No. 184)

Reply:

- (1) The project seeks to install traffic detectors in certain sections of strategic routes which have relatively higher traffic volume but are currently without detectors for collection of real-time traffic information and traffic incident management. Subject to the approval of funding by the Finance Committee of the Legislative Council, we will select consultants to carry out the study and design work in early 2017 for completion by 2018. The site installation and implementation works are targeted to commence in 2018 for completion in 2021. The Transport Department (TD) will deploy one Senior Engineer and one Engineer/Assistant Engineer to manage the captioned planning work for the project, tendering and overseeing the consultancy services. The estimated expenditure of the project is \$200 million.
- (2) Subject to funding approval, the estimated expenditure of the implementation services for the upgrading the TIS in the coming three years is \$31.6 million. The TD will hire one contract System Analyst and one contract Analyst Programmer for assistance in various implementation tasks, and the estimated expenditure in the coming three years is \$3.8 million.
- (3) As at February 2016, the total numbers of downloads for “Hong Kong eTransport” and “Hong Kong eRouting” smartphone applications are 1 460 000 and 129 000 respectively. The monthly active website and smartphone application users of “Hong Kong eTransport” and “Hong Kong eRouting” are 550 000 and 70 000 respectively. On average, the annual usage of these services has increased by about sevenfold since their first launch. The TD has reviewed the usage and cost-effectiveness of the applications, and considers that they are cost-effective. The TD will conduct regularly reviews of the services and continue to enhance them to promote higher usage.
- (4) The TD has been receiving feedbacks from the public and application developers on the existing provision of real-time traffic data through the Government public information portal “data.gov.hk”. The project team responsible for overseeing the proposed upgrading of the TIS project will consider conducting user surveys at an appropriate stage to collect feedback on the data format and standard to meet their needs.
- (5) The FBCs are gradually rolling out their real-time bus service information systems for disseminating information to passengers via smartphone applications, websites as well as display panels at bus stops to facilitate passengers in knowing their waiting time and planning their journeys. They have put in substantial resources in developing and operating the real-time bus service information systems. The real-time arrival data is

their private property and pertains to their commercial operation. The FBCs have indicated that they have no intention to make available their data for use by application developers free of charge at present.

- (6) The TD will establish a Project Steering Committee composing senior officials of the TD and the Office of the Government Chief Information Officer to guide the implementation and oversee the progress of the upgrading of the TIS. The TD will also set up a dedicated project team to manage the project, including monitoring the progress and administering the implementation contracts to ensure a smooth system implementation.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)382**

**(Question Serial No. 5756)**

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:

Regarding the driving assistance technology and driverless vehicles, please inform the Committee of the following:

- (a) In 2015-16, have there been any studies carried out on reviewing the legislation relating to regulating the driving assistance technology and driverless vehicles? If yes, what are the specific work, expenditure and manpower involved?
- (b) In 2016-17, is there any plan to review the legislation relating to driving assistance technology and driverless vehicles? If yes, what are the detailed work plan, estimated expenditure and manpower involved?
- (c) As understood, currently some electric cars can have the driving systems updated through online means, but the updates must have the Government's approval. Please provide the numbers of applications received, the scopes of applications and the numbers of approvals in the past three years.
- (d) Regarding the approvals mentioned in (c) above, what are the manpower and expenditure involved in 2015-16 and what are the manpower and estimated expenditure in 2016-17?
- (e) Regarding the response to (c) above, how many applications are related to driving assistance technology or driverless vehicles? How many such applications have been approved? What is the progress of processing such applications?

Asked by: Hon Charles Peter MOK (Member Question No. 199)

Reply:

Automobile technology is evolving all the time. The Transport Department (TD) monitors closely the latest overseas development on this front and assesses possible impact these developments may have on our regulatory framework to ensure the roadworthiness of vehicles used in Hong Kong.

In Hong Kong, a new vehicle model needs to be examined and approved by the TD to ensure its roadworthiness before vehicles of the same model can be registered. This is commonly known as “type approval”. Driving assistance technology used in a new vehicle model, like any new automotive technology, will be assessed in the type approval process.

Any subsequent alteration of the major functions of type approved vehicle models which is related to the safety of the vehicle such as brakes and steering, be it an alteration of the electrical or mechanical part of the vehicle or the introduction of driving assistance features through software update, should be submitted to the TD for assessment, or else the altered vehicles will not be considered as type approved and hence cannot be used on roads.

The current regulatory framework is adequate for the purpose of ensuring the roadworthiness of new automotive technologies. The TD will continue to keep in view the regulatory framework to ensure that it can continue to serve our purpose well in the face of emerging new technology.

In the past three years, the TD had received one application in October 2015 from an electric vehicle manufacturer for the introduction of five driving assistance features in the operating system of vehicles it manufactured, including vehicles already licensed and in use in Hong Kong. After due assessment, three features were approved in November 2015. In March 2016, the remaining two features were approved subject to conditions after obtaining further information from the manufacturer. For driverless vehicle, no application has been received so far.

The work involved in monitoring automotive technology development, assessment of the impact of new technological development on the current regulatory framework and the assessment of individual applications is a part of the regular duties of the TD’s existing staff. There is no separate breakdown for the expenditure involved in such work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)383**

**(Question Serial No. 4930)**

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 deploying intelligent transport systems for timely dissemination of the real-time traffic information to ensure that limited road space can be used effectively, please provide the following information:

- (1) In connection with the installation of the Journey Time Indication System (JTIS), please list out the number, locations and expenditure of newly installed indication system in each of the past three years, and the criteria for the installation of additional indication system.
- (2) In connection with the installation of the Speed Map Panels (SMPs), please list out the number, locations and expenditure of newly installed SMPs in each of the past three years, and the criteria for the installation of additional SMPs.
- (3) Has the Government assessed the effects on road uses respectively due to the additional JTIS and SMPs?

Asked by: Hon TANG Ka-piu (Member Question No. 40)

Reply:

- (1) The JTIS were installed to indicate cross-harbour journey time. The criteria for choosing locations for installation of additional JTIS are:
  - (a) along the routes which are approaching a road harbour crossing (RHC) with high traffic flow;
  - (b) at divergent points so that motorists can make informed route choices based on the real-time traffic information provided; and

- (c) with adequate space for the installation of indicators and associated detector equipment.

All JTIS indicating cross-harbour journey time were installed more than three years ago. At present, there is no plan to install additional cross-harbour journey time indicator facilities as all major strategic locations along the routes to the three RHCs meeting the above criteria have already been equipped with the JTIS. However, journey time indicators for routes from the New Territories to Kowloon were included as part of the SMP System, details of which are explained in part (2) below.

- (2) The number, locations and expenditure of newly installed SMPs in the past three years (all in 2013) are listed below:

Number of the SMP installed	Location	Expenditure (\$ million)
5	<ul style="list-style-type: none"> <li>- Tai Po Road southbound near Sha Tin Racecourse</li> <li>- Tate's Cairn Highway southbound near Shek Mun</li> <li>- Tolo Highway southbound near the Science Park</li> <li>- San Tin Highway southbound near Fairview Park</li> <li>- Tuen Mun Road southbound near Tseng Choi Street</li> </ul>	1.41

The SMP System was commissioned in 2013 at a total cost of about \$70.9 million. The criteria for choosing locations for installation of additional SMPs are:

- (a) along strategic routes with high traffic flow;
- (b) at divergent points so that motorists can make informed route choices based on the real-time traffic information provided; and
- (c) with adequate space for the erection of display panels.

The Transport Department monitors the operation of the existing SMPs and will review the needs for further expansion of the SMP System.

- (3) Opinion surveys were conducted after the first launch of the JTIS in 2003 and after the commissioning of the SMP System in 2013. It was found that most road users welcomed the JTIS and the SMP System and they agreed that the systems could facilitate them in selecting routes to avoid congested roads / areas and in estimating the arrival time.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)384**

**(Question Serial No. 4931)**

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 services provided in the “Hong Kong eTransport” smartphone application, please provide the following information:

- (1) Please list out the staff establishment and expenditure involved in the development and operation of the smartphone application in each of the past three years.
- (2) Please list out the total number of downloads and the average number of users and their time spent per day on the smartphone application in each of the past three years.
- (3) The Policy Address mentioned that the “Hong Kong eTransport” will be enhanced to facilitate the use by the elderly. What are the specific content, staff establishment and expenditure involved?
- (4) Has the Government reviewed the effectiveness of the “Hong Kong eTransport” and obtained from users their experience after use?

Asked by: Hon TANG Ka-piu (Member Question No. 42)

Reply:

- (1) The development work of the “Hong Kong eTransport” smartphone application was outsourced at a cost of \$1.1 million. The application was launched in 2011. The operation and maintenance work of the application and its website were covered by one contract, at an annual cost of about \$200,000 in the past three years. There is no separate breakdown of staff establishment in the Transport Department (TD) for supervising the development and undertaking the ongoing operation and maintenance of the “Hong Kong eTransport” smartphone application as such work is part of the regular duties of the staff involved.

- (2) The total numbers of downloads and the average numbers of users per day for the “Hong Kong eTransport” smartphone application in the past three years are shown in the following table:

Year	Total number of downloads	Average number of users per day
2013	1 090 000	5 500
2014	1 250 000	12 000
2015	1 430 000	18 200

The TD does not have the breakdown on the average time spent by the users on the service.

- (3) The proposed enhancements to the “Hong Kong eTransport” service aim at improving the ease of use by the elderly. An elderly mode will be introduced in the “Hong Kong eTransport” service to provide an elderly-friendly layout with larger font size, a simplified route search function and route search results showing the concessionary fares for the elderly. It will also be equipped with text-to-speech function so that the route information and search results can be read out. The estimated expenditure for the proposed enhancements of the “Hong Kong eTransport” service on various platforms, including the website, mobile applications and kiosks, is about \$3.8 million.
- (4) The TD has reviewed the effectiveness of the “Hong Kong eTransport” service and obtained feedback from users their experience after use. In 2015, the TD conducted a customer satisfaction survey to assess whether the expected effectiveness was met and to understand the users’ experience. In response to the comments received, the TD identified areas of improvements and enhanced the service. We will continue to review and enhance the service to further promote its usage, which has increased by about sevenfold since its launch.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)385**

**(Question Serial No. 4937)**

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 use of information technology to improve the transport system of Hong Kong, when will the Government provide real-time information on parking spaces for the convenience of motorists? What are the progress, manpower and expenditure involved for the study and application programme development of the related project?

Asked by: Hon TANG Ka-piu (Member Question No. 75)

Reply:

The Transport Department (TD) has been in discussion with operators of commercial public car parks to encourage them to make better use of technology, including the use of mobile applications to disseminate real-time information on parking vacancies of their car parks. The TD also seeks their agreement to upload the parking vacancies data to the Government's public sector information portal at the "data.gov.hk" website (the portal). Positive initial feedbacks have been received from some carpark operators, indicating that they are willing or considering to provide such data on the portal. Interested parties can then make use of the parking vacancies data on the portal to develop applications serving as one-stop dissemination of real-time information on parking vacancies for use by motorists. The TD is also enhancing its "Hong Kong eRouting" website and mobile application service for dissemination of parking vacancy information, targeted to be available for motorists' use in mid-2016. The work is absorbed by the existing staff of the TD. The enhancement of "Hong Kong eRouting" does not necessitate any study.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)386****(Question Serial No. 4128)**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:

	2015-16 (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 <ul style="list-style-type: none"> <li>• \$30,001 or above</li> <li>• \$16,001 to \$30,000</li> <li>• \$8,001 to \$16,000</li> <li>• \$6,501 to \$8,000</li> <li>• \$6,240 to \$6,500</li> <li>• \$6,240 or below</li> </ul>	( ) ( ) ( ) ( ) ( ) ( )
Length of employment of outsourced workers <ul style="list-style-type: none"> <li>• More than 15 years</li> <li>• 10 to 15 years</li> <li>• 5 to 10 years</li> <li>• 3 to 5 years</li> <li>• 1 to 3 years</li> <li>• Less than 1 year</li> </ul>	( ) ( ) ( ) ( ) ( ) ( )

	2015-16 (latest position)
Percentage of outsourced workers out of the total number of staff of the Department (%)	( )
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 as compared with 2014-15*

Asked by: Hon WONG Kwok-hing (Member Question No. 109)

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 2016 are provided below:

	2015-16 (latest position)
Number of outsourced service contracts	14 ( <i>no change</i> )
Total amount paid to outsourced service providers (\$ billion) (Note 1)	4.3 ( <i>no change</i> )
Length of contract for each outsourced service provider	Ranging from three to six years
Number of outsourced workers engaged through outsourced service providers (Note 2)	2 371 (+0.1%)
Distribution of positions held by outsourced workers	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks

	2015-16 (latest position)
Monthly wages of outsourced workers <ul style="list-style-type: none"> <li>• \$30,001 or above</li> <li>• \$16,001 to \$30,000</li> <li>• \$8,001 to \$16,000</li> <li>• \$6,501 to \$8,000</li> <li>• \$6,240 to \$6,500</li> <li>• \$6,240 or below</li> </ul>	- 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 \$6,760 to \$20,000) (Note 7)
Length of employment of outsourced workers <ul style="list-style-type: none"> <li>• More than 15 years</li> <li>• 10 to 15 years</li> <li>• 5 to 10 years</li> <li>• 3 to 5 years</li> <li>• 1 to 3 years</li> <li>• Less than 1 year</li> </ul>	No such information (Note 8)
Percentage of outsourced workers out of the total number of staff of the Department (%) (Note 3)	152% (-1.3%) (Note 4)
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%) (Note 5)	542% (-7.2%) (Note 6)
Number of outsourced workers who received severance payments / long service payments / end-of-contract gratuities	No such information (Note 8)
Amount of severance payments / long service payments / end-of-contract gratuities paid	No such information (Note 8)
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 8)
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 8)
Number of workers with paid meal breaks Number of workers without paid meal breaks	No such information (Note 8)
Number of workers under five-day work week Number of workers under six-day work week	No such information (Note 8)

*Figures in ( ) denote year-on-year percentage changes as compared with 2014-15*

Notes:

- 1 Total contract value represents the agreed price for the whole period of the contract.
- 2 Number of staff employed under these contracts denotes the minimum number of staff required by these contracts.

- 3 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 2016 in the printed estimates of the TD.
- 4 The year-on-year change in 2015-16 is mainly due to the increased size of the TD’s establishment.
- 5 Total salary expenditure of staff of the Department refers to the total “Personal Emoluments” under “Details of Expenditure by Subhead” of 2015-16 in the printed estimates of the TD.
- 6 The year-on-year change in 2015-16 is mainly due to the increased personal emoluments arising from civil service pay rise with effect from 1 April 2015, partly offset by the increase in the total contract value of the outsourcing service contracts.
- 7 There are provisions in these contracts requiring the contractors to comply with the laws of Hong Kong, including the Minimum Wage Ordinance (Cap 608) during the contract periods.
- 8 There is no requirement specified in these contracts for contractors to provide the related information.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)387****(Question Serial No. 4129)**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:

	2015-16 (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	( )

	2015-16 (latest position)
Number of agency 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 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 2014-15*

Asked by: Hon WONG Kwok-hing (Member Question No. 110)

Reply:

The information requested is set out below:

	Type of Contract	2015-16 <sup>Note 1</sup>
Number of contracts with EAs	Others	12 (+20%)
	T-contract <sup>Note 2</sup>	1 (no change)
Contract sum for each EA (in \$ million) for the whole contract term	Others	
	Total:	\$4.2 (no change)
	Range:	\$0.07 to \$1
	T-contract	\$21.9 (-18.6%)
Term of service for each EA	Others	9 months
	T-contract	6 months to 1 year for individual agency workers supplied through T-contracts
Number of agency workers supplied by EA contracts	Others	
	Total:	47 (+14.6%)
	Range:	1 to 10
	T-contract	69 (-2.8%)

	Type of Contract	2015-16 <sup>Note 1</sup>	
Details of positions of the agency workers supplied by EA contracts	Others	To provide temporary executive support, general support, assistance in project management and record services	
	T-contract	To provide temporary IT support services	
Monthly wages of agency workers supplied <ul style="list-style-type: none"> <li>\$30,001 or above</li> <li>\$16,001 to \$30,000</li> <li>\$8,001 to \$16,000</li> <li>\$6,501 to \$8,000</li> <li>\$6,240 to \$6,500</li> <li>Below \$6,240</li> </ul>		Others	T-contract
		0 (no change )	-
		0 (no change)	-
		47 (+14.6% )	-
		0 (no change )	-
		0 (no change )	-
		0 (no change )	-
Years of service of agency workers <ul style="list-style-type: none"> <li>More than 15 years</li> <li>10 to 15 years</li> <li>5 to 10 years</li> <li>3 to 5 years</li> <li>1 to 3 years</li> <li>Less than 1 year</li> </ul>	Others	The TD does not have the information.	
	T-contract		
Percentage of agency workers against the total number of staff of the Department (%)	Others	3.0% (+15.4% )	
	T-contract	4.4% (-4.3%)	
Percentage of expenditure on procurement of agency services against the total salary expenditure of staff of the Department (%)	Others	0.6% (-14.3% )	
	T-contract	3.2% (-25.6%)	
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		
	T-contract		
Number of agency workers without paid meal breaks	Others		
	T-contract		



	<b>Type of Contract</b>	<b>2015-16</b> <i>Note 1</i>
Number of agency workers under five-day work week	Others	47 (+14.6%)
	T-contract	69 (-2.8%)
Number of agency workers under six-day work week	Others	0 ( <i>no change</i> )
	T-contract	0 ( <i>no change</i> )

*Figures in ( ) denote year-on-year changes in percentage as compared with 2014-15*

Note 1: The figures refer to position as at 1 February 2016.

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)388****(Question Serial No. 4130)**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:

	2015-16 (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	( )

	2015-16 (latest position)
Number of NCSC staff 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 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 2014-15*

Asked by: Hon WONG Kwok-hing (Member Question No. 111)

Reply:

The information requested is set out below:

	2015-16 <sup>Note</sup>
Number of NCSC staff	60 (-17.8%)
Details of NCSC positions	
• transport operations and traffic engineering duties	40 (no change)
• executive and administrative support duties	6 (-50%)
• general clerical support and other duties	14 (-33.3%)
Total expenditure on the salaries of NCSC staff	\$16.8 million (-6.1%)
Monthly wages of NCSC staff	
• \$30,001 or above	11 (no change)
• \$16,001 to \$30,000	36 (-12.2%)
• \$8,001 to \$16,000	13 (-38.1%)
• \$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	9 (+28.6%)
• 5 to 10 years	14 (-36.4%)
• 3 to 5 years	20 (+42.9%)
• 1 to 3 years	11 (-35.3%)
• Less than 1 year	6 (-53.8%)

	2015-16 <sup>Note</sup>
Number of NCSC staff appointed as civil servants	7 (-12.5%) 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 (%)	3.8% (-19.1%)
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department (%)	2.8% (-12.5%)
Number of NCSC staff who received severance payments / long service payments / end-of-contract gratuities	58 (-20.5%)
Amount of severance payments / long service payments / end-of-contract gratuities paid	\$1.1 million (-31.3%)
Number of NCSC staff with severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	57 (-20.8%)
Amount of severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	\$0.5 million (no change)
Number of NCSC staff with paid meal break	57 (-17.4%)
Number of NCSC staff without paid meal break	3 (-25%)
Number of NCSC staff under five-day work week	60 (-17.8%)
Number of NCSC staff under six-day work week	0 (no change)

*Figures in ( ) denote year-on-year percentage changes as compared with 2014-15*

Note:

The figures refer to the position as at 31 December 2015.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)389****(Question Serial No. 4546)**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:

Please provide the numbers of applications for direct issue of Hong Kong full driving licences from Mainland residents in the past three years. What is the estimated expenditure of the related measure this year?

Asked by: Hon WONG Yuk-man (Member Question No. 57)Reply:

The Transport Department (TD) keeps information on applications for direct issue of Hong Kong full driving licences on the strength of driving licences issued by the People's Republic of China (Mainland driving licences) only. It does not have statistics on whether the applicants are Mainland residents.

The information in respect of direct issue applications for Hong Kong full driving licences on the strength of Mainland driving licences in the past three years is tabulated below:

Year	Number of applications for direct issue of Hong Kong full driving licences on the strength of Mainland driving licences
2013-14	26 012
2014-15	37 767
2015-16 (up to end February 2016)	34 392

Direct issue of Hong Kong full driving licences on the strength of Mainland driving licences is undertaken by the existing staff of the TD as part of their normal duties. There is no separate breakdown of the expenditure for this purpose.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)390**

**(Question Serial No. 4741)**

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) indicated that it will continue to rationalise and improve bus services so as to improve service quality and efficiency, and to help relieve congestion and reduce roadside emission. Please advise this Committee on:

- (1) the number of bus routes cancelled and frequency reduced for each district through bus service rationalisation and improvement in the past year;
- (2) the number of bus routes planned to be cancelled and frequency reduced in 2016-17 to achieve bus service rationalisation and improvement; and
- (3) the manpower involved in the above duties and the estimated annual salaries in 2016-17?

Asked by: Hon WU Chi-wai (Member Question No. 170)

Reply:

- (1) In 2015, eight bus routes with low utilisation were cancelled while another 102 routes had been truncated or had their frequency reduced. All buses saved from the rationalisation proposals have been redeployed elsewhere to operate new or enhanced services. A considerable number of franchised bus routes provide cross-district service. There is no separate breakdown of the number of bus routes cancelled or with their frequency reduced by district.
- (2) For the 2016-17 route planning programmes, the TD and franchised bus companies have proposed 138 rationalisation items (including four route cancellation and 117 frequency reduction proposals) and 146 improvement items (including introduction of ten new routes and 108 frequency improvement proposals). Consultation with the District Councils on these proposals is underway. The actual implementation of the proposals will be subject to the outcome of the consultation.

- (3) Planning of bus route rationalisation is mainly undertaken by the staff of the Bus and Railway Branch of the TD as part of their normal duties. There is no separate breakdown of expenditure for such work.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)391**

**(Question Serial No. 4742)**

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 on the following:

- (1) In 2016-17, what are the details and estimated expenditure involved in the current and future planning of roads, to allow cyclists to share the road facilities based on the principle of “bicycle-friendly”?
- (2) Will reference be made to neighbouring regions, such as Taiwan and Japan, to improve the road system in Hong Kong to allow cyclists to share the road facilities? If yes, what are the details and estimated expenditure?

Asked by: Hon WU Chi-wai (Member Question No. 171)

Reply:

- (1) Bicycles can be ridden on most carriageways except certain road sections currently designated as bicycle prohibition zones (BPZs) on grounds of road safety. These BPZs were set up at different times in the past. To ascertain the present conditions of these road sections, the Transport Department has commenced, as one of the topics in a consultancy study, a review of the traffic conditions of various BPZs 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 BPZs.
- (2) We note that cycling is allowed on footpaths in Taiwan and Japan. 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.



We also note that dedicated lanes for cycling are provided along some carriageways in the urban areas of Taiwan and Japan. In Hong Kong, however, it is not practicable to provide such dedicated cycling lanes on roads in the urban areas given the road capacity constraints, the need for public transport vehicles such as buses and public light buses to pick up and set down passengers, and busy kerbside activities.

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 bicycle as a transport mode in the urban areas. New towns and new development areas, on the other hand, generally have lower traffic density and hence are more suitable for commuters to use bicycles for short-distance commuting, as well as for leisure and recreational purpose. The Government will continue to foster a “bicycle-friendly” environment in new towns and new development areas by improving the cycle tracks and ancillary facilities in these areas.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)392**

**(Question Serial No. 4743)**

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 inform this Committee of the following:

- (1) the number of non-franchised public buses (NFBs) that could provide student service and the number of nanny vans in each of the past two years;
- (2) the number of NFBs with both student service endorsement (SSE) and other service endorsements in each of the past two years; what the other service endorsements are; together with a breakdown of the numbers of the NFBs by such other service endorsements;
- (3) the number of NFBs providing student service on a regular basis in each of the past two years; if the relevant figures are not available, please provide the reasons; and
- (4) whether statistics on the current number of students who need school bus service have been compiled to assess if a balance between the supply and demand of school bus service has been achieved; if no, please provide the reasons; what other means by which the authorities assess whether school bus service is adequate.

Asked by: Hon WU Chi-wai (Member Question No. 172)

Reply:

The Transport Department (TD) has been closely monitoring the supply of vehicles that can provide 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 SSE; (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 the SSVs in the past two school years are set out as follows:

School year	NFBs with SSE	Private school buses operated by schools or school sponsoring bodies	School private light buses
2015-16 (as at end February 2016)	3 168	87	1 957
2014-15	3 261	75	1 924

- (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 market situation.

As at end February 2016, about 45% of the 7 040 NFBs in the market (i.e. 3 168) have SSE. The numbers of the NFBs with SSE and those with multiple service endorsements in the past two school years are set out below:

School year	NFBs with SSE only	NFBs with SSE and one or more other service endorsement(s) <sup>Note</sup>	Total number of NFBs with SSE
2015-16 (as at end February 2016)	57	3 111	3 168
2014-15	59	3 202	3 261

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, about 70% and 60% of the NFBs with the SSE were providing school bus service in 2014 and 2015 respectively.
- (4) Whether a student would need school bus service would depend on his/her personal circumstances and his/her parents' choices, and these circumstances and choices may also change from time to time. The TD does not have information on the number of students who need student services. However, the TD would from time to time 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 between students at Form three or below and the total seating capacity of the SSVs has remained largely stable over the last few years.

We note that some schools have indicated that they encountered difficulty in securing school bus service that they need. To increase the supply of vehicles that can provide school bus service, the TD has since 2012 implemented a new measure to allow an NFB operator in possession of the SSE to use all vehicles meeting the relevant requirements in his/her fleet for carriage of students upon application. In addition, the sourcing requirement for school private buses has been relaxed, so that schools need not source vehicles from the existing fleet in the market if they wish to operate their own school private buses. These measures allow greater flexibility on vehicle deployment to meet the demand for school bus service. In addition, representatives of the transport trade and the education sector set up a working group in April 2015 to explore how the arrangements with respect to the supply and demand of school bus service could be improved for the school year commencing in September 2015. No great difficulty in providing school bus service was revealed by the schools and the bus operators in 2015 when the new school term commenced. The transport trade will continue to provide assistance to the schools as necessary through the working group for the new school term in 2016. Meanwhile, the TD will continue to communicate with the trade and monitor the existing arrangements concerning the supply of the SSVs.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)393**

**(Question Serial No. 4744)**

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 advise the Committee of the following:

- (1) the details of the applications submitted by the green minibus (GMB) operators to the Transport Department (TD) for service cancellation in the past three years and the results of the applications; and
- (2) the details of the GMB routes introduced in the past three years.

Asked by: Hon WU Chi-wai (Member Question No. 173)

Reply:

- (1) Over the past three years (from 2013 to 2015), the TD received applications for cancellation of 19 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. Appropriate measures have been implemented to improve service efficiency and financial viability of these routes. Measures implemented include fare and frequency adjustment, re-routeing and vehicle re-deployment. Of these 19 routes, approval for cancellation was eventually given to four routes as follows:

<b>GMB Route</b>	<b>Origin – Destination</b>
HKI 10X	Scenic Villas – Central (Chater Road) (Circular)
HKI 11	Tin Wan Estate – Causeway Bay (Jaffe Road)
Kln 63M	Lam Tin (Kwong Tin Estate) – Yau Tong (Circular)
NT 611C	Kwan Lok Lane – Fau Tsoi Street

(2) Seven new GMB routes were introduced in the past three years. They are:

<b>Year</b>	<b>Origin – Destination</b>
2013	(1) Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)
2014	(2) Allway Gardens (Tsuen Wan) – Tsuen Wan Chung On Street
2015	(3) Yau Tong (Ko Yee Estate) – Kowloon Bay (Kai Yan Street) (Circular) (4) Kai Ching Estate (Kai Tak) – Wong Tai Sin Station (Circular) (5) The Beaumont (Tseung Kwan O) – Hang Hau (Circular) (6) Shui Chuen O (Shatin) – Shek Mun Station (7) Shui Chuen O (Shatin) – Hin Keng (Che Kung Miu Road)

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)394**

**(Question Serial No. 4745)**

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. 174)

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 about 55 000 free public bicycle parking spaces throughout the territory. In 2015, the Government provided about 1 100 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 Transport Department (TD) is concerned, identifying suitable locations for provision of bicycle parking spaces is part of the work of the 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 2015, a total of 7 311 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 2015, the number of confiscated bicycles that were auctioned by the GLD was 3 311.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)395**

**(Question Serial No. 4746)**

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 advise this Committee on the following:

- (1) What were the respective numbers of incidents of different levels of seriousness which happened on the MTR network over the past three years? What measures were taken by the Government to follow up on the incidents?
- (2) 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?

Asked by: Hon WU Chi-wai (Member Question No. 175)

Reply:

- (1) The numbers of incidents which caused service disruption of eight minutes or above due to factors under the MTRCL's control in 2013, 2014 and 2015 were 143 (0.47 per every million revenue car-kilometres (pmcs)), 160 (0.52 pmcs) and 141 (0.44 pmcs) respectively, whilst the numbers of serious incidents which caused service disruption of 31 minutes or above in 2013, 2014 and 2015 were 5 (0.02 pmcs), 12 (0.04 pmcs) and 8 (0.03 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 of 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 better communication with passengers during incidents, and monitor the progress of the implementation of such measures. Besides, the Electrical and Mechanical Services Department, as railway safety regulator, will look into railway incidents with safety implication, and will advise the MTRCL to take proper improvement measures where necessary.

- (2) 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 overseen by one Assistant Commissioner for Transport and one Principal Transport Officer whose duties include also operational and service matters related to franchised and non-franchised buses, as well as environmental schemes related to public transport. The staff costs of the five staff in the Team, in terms of notional annual mid-point salary, were \$3.861 million, \$4.078 million and \$4.285 million in 2013-14, 2014-15 and 2015-16 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 separate breakdown of the resources which the ETCC uses specifically for the purpose of handling railway incidents.

- End -

**CONTROLLING OFFICER'S REPLY****THB(T)396****(Question Serial No. 4747)**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 advise this Committee of the following:

Regarding the service development plans and applications for fare adjustment for public transport modes, please provide the following information on the rates applied for and the results of the fare adjustment applications from various public transport modes since the last financial year:

- (a) public transport mode (including a breakdown into green minibus (GMB) routes, ferries);
- (b) application date;
- (c) rate of fare adjustment applied for; and
- (d) result.

Asked by: Hon WU Chi-wai (Member Question No. 176)Reply:

The latest situation on fare adjustment applications of various public transport modes received in 2015-16 is as follows:

**(A) GMB**

GMB route		Application date	Fare adjustment applied for	Result
1.	Kln 19	April 2015	To increase by 11.4%	Increased by 9.1%
2.	Kln 19A	April 2015	To increase by 5.9%	Increased by 2.9%
3.	Kln 19M	April 2015	To increase by 11.1%	Increased by 8.3%
4.	HKI 66	May 2015	To increase by 21.4%	Increased by 7.1%
5.	HKI 66A	May 2015	To increase by 21.4%	Increased by 7.1%
6.	HKI 68	May 2015	To increase by 25%	Increased by 4.5%

GMB route		Application date	Fare adjustment applied for	Result
7.	NT 40	May 2015	To increase by 9.1%	To be increased by 9.1%
8.	NT 41	May 2015	To increase by 9.8%	To be increased by 7.8%
9.	HKI 56	June 2015	To increase by 14.9%	Increased by 5.7%
10.	HKI 56A	June 2015	To increase by 14.9%	Increased by 5.7%
11.	NT 50K	June 2015	To increase by 13.7%	Increased by 7.8%
12.	NT 50A	June 2015	To increase by 13.7%	Increased by 7.8%
13.	NT 51K	June 2015	To increase by 11.1%	Increased by 7.4%
14.	NT 57K	June 2015	To increase by 12.2%	Increased by 6.1%
15.	NT 58K	June 2015	To increase by 13.6%	Increased by 6.8%
16.	NT 58S	June 2015	To increase by 14.3%	Increased by 8.6%
17.	NT 78A	August 2015	To increase by 7.3%	Increased by 7.3%
18.	NT 81	August 2015	To increase by 22.4%	To be increased by 6.1%
19.	NT 81M	August 2015	To increase by 29%	To be increased by 6.5%
20.	NT 82	August 2015	To increase by 32.7%	To be increased by 6.1%
21.	NT 82M	August 2015	To increase by 62.2%	To be increased by 5.4%
22.	NT 19S	August 2015	To increase by 9.5%	Being processed
23.	NT 108A	August 2015	To increase by 14.6%	Being processed
24.	NT 59K	August 2015	To increase by 16.9%	Being processed
25.	Kln 76A	September 2015	To increase by 11.8%	Being processed
26.	Kln 76B	September 2015	To increase by 11.8%	Being processed
27.	Kln 43M	September 2015	To increase by 15.2%	Being processed
28.	Kln 62S	September 2015	To increase by 8.7%	Being processed
29.	Kln 63	September 2015	To increase by 25%	Being processed
30.	Kln 59	September 2015	To increase by 8.8%	Being processed
31.	Kln 59M	September 2015	To increase by 11.1%	Being processed
32.	Kln 2	October 2015	To increase by 18.8%	Being processed
33.	Kln 2A	October 2015	To increase by 18.8%	Being processed
34.	Kln 6	October 2015	To increase by 17.7%	Being processed
35.	Kln 6A	October 2015	To increase by 17.7%	Being processed
36.	Kln 6X	October 2015	To increase by 17.7%	Being processed
37.	Kln 17M	October 2015	To increase by 15.6%	Being processed
38.	Kln 25M	October 2015	To increase by 12.7%	Being processed
39.	Kln 74	October 2015	To increase by 8.6%	Being processed
40.	Kln 74S	October 2015	To increase by 8.6%	Being processed
41.	Kln 12	October 2015	To increase by 33.3%	Being processed
42.	Kln 57M	October 2015	To increase by 18.4%	Being processed
43.	NT 39	October 2015	To increase by 12.7%	Being processed
44.	NT 39A	October 2015	To increase by 12.7%	Being processed
45.	NT 601	October 2015	To increase by 9.4%	Being processed
46.	NT 601B	October 2015	To increase by 8.5%	Being processed
47.	NT 602	October 2015	To increase by 9.4%	Being processed
48.	NT 603	October 2015	To increase by 9.4%	Being processed
49.	NT 604	October 2015	To increase by 19.6%	Being processed
50.	NT 605	October 2015	To increase by 9.4%	Being processed
51.	NT 606S	October 2015	To increase by 4.3%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
52.	Kln 9M	November 2015	To increase by 25%	Being processed
53.	NT 308M	November 2015	To increase by 19.2%	Being processed
54.	NT 308A	November 2015	To increase by 19.2%	Being processed
55.	NT 44	November 2015	To increase by 11.8%	Being processed
56.	NT 44A	November 2015	To increase by 11.8%	Being processed
57.	NT 44B	November 2015	To increase by 12.3%	Being processed
58.	NT 44B1	November 2015	To increase by 12.3%	Being processed
59.	NT 45	November 2015	To increase by 12.5%	Being processed
60.	NT 49S	November 2015	To increase by 12.1%	Being processed
61.	NT 1	November 2015	To increase by 7.1%	Being processed
62.	NT 1A	November 2015	To increase by 7.1%	Being processed
63.	NT 1S	November 2015	To increase by 13.4%	Being processed
64.	NT 2	November 2015	To increase by 8.6%	Being processed
65.	NT 7	November 2015	To increase by 9.6%	Being processed
66.	NT 9	November 2015	To increase by 9.4%	Being processed
67.	NT 109M	November 2015	To increase by 6.1%	Being processed
68.	NT 10M	November 2015	To increase by 25%	Being processed
69.	NT 13	November 2015	To increase by 20.7%	Being processed
70.	NT 110	November 2015	To increase by 22.4%	Being processed
71.	Kln 27M	December 2015	To increase by 23.2%	Being processed
72.	Kln 28M	December 2015	To increase by 21.4%	Being processed
73.	Kln 29A	December 2015	To increase by 22.2%	Being processed
74.	Kln 29B	December 2015	To increase by 22.2%	Being processed
75.	Kln 77M	December 2015	To increase by 6.3%	Being processed
76.	Kln 78	December 2015	To increase by 7.8%	Being processed
77.	Kln 78A	December 2015	To increase by 7.8%	Being processed
78.	NT 801	December 2015	To increase by 14.9%	Being processed
79.	NT 43	December 2015	To increase by 9.7%	Being processed
80.	NT 43S	December 2015	To increase by 9.7%	Being processed
81.	NT 43A	December 2015	To increase by 9.6%	Being processed
82.	NT 43B	December 2015	To increase by 10.1%	Being processed
83.	NT 43C	December 2015	To increase by 10.2%	Being processed
84.	NT 52A	December 2015	To increase by 15.6%	Being processed
85.	NT 52K	December 2015	To increase by 17.5%	Being processed
86.	NT 52B	December 2015	To increase by 17.5%	Being processed
87.	NT 54A	December 2015	To increase by 15.6%	Being processed
88.	NT 54K	December 2015	To increase by 21.3%	Being processed
89.	NT 55K	December 2015	To increase by 10%	Being processed
90.	NT 56A	December 2015	To increase by 15.6%	Being processed
91.	NT 56B	December 2015	To increase by 10.5%	Being processed
92.	NT 56C	December 2015	To increase by 9.6%	Being processed
93.	NT 56K	December 2015	To increase by 9.9%	Being processed
94.	NT 89	December 2015	To increase by 17.8%	Being processed
95.	NT 89A	December 2015	To increase by 17.8%	Being processed
96.	NT 89B	December 2015	To increase by 17.8%	Being processed

GMB route		Application date	Fare adjustment applied for	Result
97.	NT 89P	December 2015	To increase by 17.8%	Being processed
98.	NT 89M	December 2015	To increase by 19%	Being processed
99.	NT 89S	December 2015	To increase by 19%	Being processed
100.	NT 98	December 2015	To increase by 19%	Being processed
101.	HKI 49M	January 2016	To increase by 13.2%	Being processed
102.	HKI 50M	January 2016	To increase by 13.5%	Being processed
103.	HKI 69	January 2016	To increase by 14.5%	Being processed
104.	HKI 69A	January 2016	To increase by 28.6%	Being processed
105.	HKI 69X	January 2016	To increase by 15.8%	Being processed
106.	HKI 32	January 2016	To increase by 20%	Being processed
107.	HKI 32A	January 2016	To increase by 20%	Being processed
108.	HKI 33	January 2016	To increase by 15.6%	Being processed
109.	HKI 33M	January 2016	To increase by 20%	Being processed
110.	Kln 41M	January 2016	To increase by 18.9%	Being processed
111.	Kln 41A	January 2016	To increase by 18.9%	Being processed
112.	Kln 42	January 2016	To increase by 12.1%	Being processed
113.	NT 26	January 2016	To increase by 7.7%	Being processed
114.	NT 26A	January 2016	To increase by 8.3%	Being processed
115.	HKI 16A	February 2016	To increase by 14.8%	Being processed
116.	HKI 16M	February 2016	To increase by 14.8%	Being processed
117.	HKI 16X	February 2016	To increase by 55.6%	Being processed
118.	HKI 18M	February 2016	To increase by 19.7%	Being processed
119.	HKI 20M	February 2016	To increase by 15.4%	Being processed
120.	HKI 63	February 2016	To increase by 15.9%	Being processed
121.	HKI 63A	February 2016	To increase by 12.8%	Being processed
122.	Kln 5M	February 2016	To increase by 22.7%	Being processed
123.	Kln 37A	February 2016	To increase by 10.5%	Being processed
124.	Kln 37M	February 2016	To increase by 10.5%	Being processed
125.	Kln 7	February 2016	To increase by 8%	Being processed
126.	Kln 16	February 2016	To increase by 13.3%	Being processed
127.	Kln 16A	February 2016	To increase by 11.8%	Being processed
128.	Kln 16B	February 2016	To increase by 11.8%	Being processed
129.	Kln 16S	February 2016	To increase by 11.8%	Being processed
130.	Kln 46	February 2016	To increase by 18.1%	Being processed
131.	Kln 33A	February 2016	To increase by 10%	Being processed
132.	Kln 33M	February 2016	To increase by 10%	Being processed
133.	NT 11	February 2016	To increase by 28.8%	Being processed
134.	NT 11A	February 2016	To increase by 30%	Being processed
135.	NT 11B	February 2016	To increase by 28.8%	Being processed
136.	NT 11M	February 2016	To increase by 29.2%	Being processed
137.	NT 11S	February 2016	To increase by 29.1%	Being processed
138.	NT 12	February 2016	To increase by 29.7%	Being processed

The processing time for the fare increase applications varies as, amongst other reasons, the time the applicant takes to furnish the information required by the Transport Department

(TD) may differ. In some cases, the TD may also require the applicant to carry out certain improvements before approving the fare adjustment application.

In addition, another 51 GMB routes had applied for fare increase, but their applications were either withdrawn or were rejected by the TD.

**(B) Franchised ferry service**

Franchised ferry service		Application date	Fare adjustment applied for	Result
1.	Tsim Sha Tsui – Central	September 2015	To increase by a weighted average of 14.1%	Being processed
2.	Tsim Sha Tsui – Wan Chai	September 2015	To increase by a weighted average of 12.7%	Being processed

**(C) Licensed ferry service**

Licensed ferry service		Application date	Fare adjustment applied for	Result
1.	Ma Wan – Central	July 2015	To increase by 4.9% for registered users, and 9.8% for non-registered users	Being processed
2.	Ma Wan – Tsuen Wan	July 2015	To increase by 4.1% for registered users, and 8.1% for non-registered users	Being processed

**(D) Taxi**

Type of taxi	Application date	Fare adjustment applied for	Result
Urban Taxi	April 2015	To increase by a weighted average of 12.6%	As explained in the Government's paper to the Legislative Council Panel on Transport in November 2015, in view of the community's opinion on the quality of taxi service, the Government considers that the more pressing task is to focus on implementing the various short-term improvement measures, rather than processing the fare increase applications, so that service quality would meet public expectations and the competitiveness of the trade would be enhanced. The TD is discussing with the taxi trade their proposed improvement measures and keeping in view the public opinion towards taxi service. Meanwhile, the TD notes that the trade may give updated information to the Department with regard to their fare increase applications.
New Territories Taxi	April 2015	To increase by a weighted average of 14.9%	
Lantau Taxi	April 2015	To increase by a weighted average of 15.3%	

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. Separately, there was no fare adjustment application for franchised bus and tram services.

- End -



**CONTROLLING OFFICER'S REPLY**

**THB(T)397**

**(Question Serial No. 7247)**

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 6064TR – “Shatin to Central Link (SCL) – construction of non-railway works – advance works”, please provide information on:

- (a) What are the purposes for which the 2016-17 expenditure is to be used?
- (b) What is the works progress? Can the entire project be completed according to the anticipated date of completion as indicated in the Approved Estimate?

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 54)

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 does 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. Nonetheless, the information sought is provided below:

- (a) The scope of the works under Subhead 6064TR “SCL – 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, for the construction of the SCL.

The anticipated expenditure in 2016-17 under Subhead 6064TR is for the execution of the reprovisioning works at the Harcourt Garden and the Hong Kong Park.

- (b) 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 the Admiralty Station under the South Island Line (East) [SIL(E)] project with a target completion date of end-2016. The completion date of the reprovisioning of the Harcourt Garden and the Hong Kong Park will be deferred to end-2016 (from end-2015) due to the delay of the SIL(E) project.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)398**

**(Question Serial No. 7245)**

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  
(Daniel K W CHUNG)

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding Subhead 7872TH Tseung Kwan O - Lam Tin Tunnel (TKO-LTT):  
The Government reported to the District Council (DC) in 2008 that the estimated cost of the TKO-LTT and the Cross Bay Link (CBL) was respectively 5.89 billion and 2.6 billion, totalling 8.49 billion for the two projects. Last year, the Government reported the latest progress of the two projects to the DC again in March. The estimated cost of the tunnel and link road rose to 8.2 billion and 3.0 billion respectively. The Estimates shows that the works cost just for the tunnel works has soared by 83% to 15.04 billion in less than a year. Please advise on the reasons why the works cost has soared in such a short period of time.

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 53)

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 does 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. Nonetheless, the information sought is provided below:

The detailed design of the TKO-LTT project was substantially completed in end-2015. The Transport and Housing Bureau and the Civil Engineering and Development Department (CEDD) will seek funding approval for the main tunnel and associated works of the TKO-LTT (excluding the Cha Kwo Ling tunnel section) from the Legislative Council within this legislative session with a view to commencing construction works in July 2016 for completion by mid-2021.

In the preliminary design study completed in 2013, the cost of the TKO-LTT (inclusive of the Cha Kwo Ling tunnel section) was estimated to be \$8.2 billion in September 2013 prices. The provision for price adjustment was not included at that time. The CEDD advised the public in May 2014 and May 2015 that this cost estimate was under review as the detailed design had not yet been completed at the time. At present, based on the detailed design, the CEDD estimates that the cost for the main tunnel and associated works of the TKO-LTT project is around \$15 billion in money-of-the-day (MOD) prices.

Compared with the preliminary design, the detailed design has included several new facilities such as bus-bus-interchange and footbridge system to meet public requirements. The design has also been modified to comply with the latest engineering design standards and to take into account the latest site investigation results. In addition, there has been significant increase in construction prices compared to the price level adopted in the preliminary design stage. Furthermore, the current project estimate in MOD prices includes provision for price adjustment.

The CEDD will implement suitable cost control measures, including packaging the project into several contracts for implementation, so as to increase the number of contractors capable of undertaking the works with a view to achieving more competitive tender prices, and adopting standard designs and precast units wherever practicable.

As for the CBL project, its detailed design is in progress. Upon completion of the detailed design, the CEDD will be able to work out the estimated project cost of the CBL.

- End -

**CONTROLLING OFFICER'S REPLY**

**THB(T)399**

**(Question Serial No. 7241)**

Head: (708) Capital Works Reserve Fund - Capital Subventions and Major Systems and Equipment

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 8003QR, all along the Government has only revealed various figures associated with the funding for the construction of the Hong Kong-Zhuhai-Macao Bridge (HZMB), but not the specific information on the financing of the project. Please provide information on:

- (a) the proportion of the loan borne by Hong Kong;
- (b) the latest outcome of the discussions among the governments of Hong Kong, Zhuhai and Macao on the operational arrangements of the HZMB upon its commissioning, including the determination of the toll levels for various types of vehicles and the arrangements for commercial vehicles such as coaches, taxis, etc. to use the HZMB; and
- (c) the toll revenue from the HZMB and the maintenance and operational costs for the HZMB Main Bridge.

Asked by: Hon Gary FAN Kwok-wai (Member Question No. 18)

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 does 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. Nonetheless, the information sought is provided below:

- (a)&(c) The project cost of the HZMB Main Bridge is RMB38.1 billion. According to the agreement of the governments of Guangdong, Hong Kong Special

Administrative Region (HKSAR) and Macao Special Administrative Region (Macao SAR) on the construction, operation, maintenance and management of the HZMB, the Mainland side will contribute RMB7 billion, the HKSAR Government will contribute RMB6.75 billion and the Macao SAR Government will contribute RMB1.98 billion. The total contributions from the three sides will be RMB15.73 billion, whilst the remaining cost will be financed by loans. The contribution of the Hong Kong side of HKD9.28 billion (in money-of-the-day prices) was approved by the Finance Committee of the Legislative Council in 2009. The operational income of the HZMB will be used to repay the bank loans and operational expenses including the maintenance cost after commissioning.

- (b) To fully realise the economic and transport benefits of the HZMB, the three governments agree to provide different modes of cross-boundary (CB) transportation on the HZMB. For commercial passenger transport services, there will be CB shuttle buses, CB coaches and CB hire car services. The CB shuttle buses will provide a frequent feeder service to enable passengers to efficiently and conveniently travel between the boundary control points of Hong Kong and Zhuhai, and between Hong Kong and Macao. The CB coach service will provide services for CB passengers with fixed schedules and stopping points. The CB hire car service will provide personalised point-to-point CB transport services. Taxi is not a type of CB vehicle. They are not allowed to use the HZMB according to the CB transport arrangements agreed by the three governments.

As regards to tolls of the HZMB, the three governments are studying and discussing the matter. Announcement will be made once the toll levels are finalised. The three governments agree that the following considerations should be taken into account in setting the toll levels for the HZMB –

- (i) the HZMB is a public infrastructure;
- (ii) tolls collected will be used for repayment of the principal and interest of the loan, as well as settlement of the operation, maintenance and management fees of the HZMB Main Bridge;
- (iii) the vehicular flow of the HZMB and the affordability of vehicle owners; and
- (iv) tolls shall be set as low as practicable to boost traffic flow.

- End -