

**Replies to initial written questions raised by Finance Committee Members in  
examining the Estimates of Expenditure 2011-12**

**Director of Bureau : Secretary for Transport and Housing  
Session No. : 9**

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

**THB(T)001**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1680

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

What was the respective percentage of delays of passenger flights to and from the Hong Kong International Airport over the past three years (i.e. from 2008-09 to 2010-11)? What was the average duration of delay? What initiatives are taken by the Administration to minimize flight delays?

Asked by: Hon. CHAN Hak-kan

Reply:

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

| Year                  | <u>Arrivals</u>   | Average Delay (minutes) <sup>2</sup> | <u>Departures</u>                                       | Average Delay (minutes) <sup>2</sup> |
|-----------------------|---|--------------------------------------|---|--------------------------------------|
|                       | Percentage of Delay (more than 15 minutes) <sup>1</sup> |                                      | Percentage of Delay (more than 15 minutes) <sup>1</sup> |                                      |
| 2008 -09              | 20%   | 16                                   | 18%   | 14                                   |
| 2009 -10              | 19%   | 20                                   | 15%   | 13                                   |
| 2010 -11 <sup>3</sup> | 24%   | 23                                   | 21%   | 17                                   |

1 : Delay is the difference between the actual aircraft arrival/departure time at the parking stand and the scheduled flight time.

2 : The average delay figures represent the average duration of delay of all arrival / departure flights at the HKIA of the respective financial years.

3 : Provisional figures up to January 2011 and subject to verification.

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



Reply Serial No.

**THB(T)001**

Question Serial No.

1680

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ **16.3.2011** \_\_\_\_\_

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

**THB(T)002**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0524

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Government states that it will monitor aircraft noise and flight tracks, and implement the noise abatement programme in 2011-12. Will the Government inform this Committee of the details of the above initiatives, the expenditure involved and the reasons for failing to solve the aircraft noise problem over the years? Will the Administration develop benchmarks for aircraft noise to assess the effectiveness of aircraft noise abatement measures?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The Civil Aviation Department (CAD) monitors the noise generated by aircraft along the flight paths by a computerised Aircraft Noise and Flight Track Monitoring System (ANFTMS). The ANFTMS comprises 16 outdoor noise monitoring terminals (NMT) which are located along or close to the flight paths operating into and out of the Hong Kong International Airport (HKIA) and a computer to associate the noise data with the aircraft flight tracks recorded by CAD's radar system. The NMTs are located at Sha Lo Wan, Tung Chung, Sunny Bay, Tai Lam Chung, Tsing Lung Tau, Ma Wan, Ting Kau, West Tsuen Wan, Tsing Yi (two stations), Kwai Chung, Tai Wai, the Mid-levels, Jardine's Lookout, North Point and Shaukeiwan.

CAD has adopted the following measures to mitigate the impact of aircraft noise on the areas along the flight paths:

- (a) since July 2002, subsonic jet aircraft operating to/from the HKIA have been required to meet the noise standards in Chapter 3, Volume I, Annex 16 to the Convention on International Civil Aviation;
- (b) since October 1998, subject to wind direction and safety considerations, all aircraft arriving between midnight and 7:00 am have been required to approach the HKIA from the southwest over the sea;
- (c) since October 1999, subject to wind direction and safety considerations, all aircraft taking off to the northeast between 11:00 pm and 7:00 am have been required to depart via the West Lamma Channel;
- (d) since August 2000, between 11:00 pm and 7:00 am, all aircraft approaching from the northeast have been encouraged to adopt the Continuous Descent Approach; and
- (e) since August 1999, all aircraft departing to the northeast have been required to adopt Noise Abatement Departure Procedures of the International Civil Aviation Organization (ICAO) with a view to reducing the aircraft noise impact on areas in close proximity to the HKIA.

Reply Serial No.

**THB(T)002**

Question Serial No.

0524

Following the introduction of the satellite-based navigation technology, CAD has recently conducted a consultancy study which recommends the use of the technology to help reduce aircraft noise impact on Ma Wan residents. CAD is actively pursuing the recommendation and expects to promulgate the relevant flight procedures before end 2011 for adoption by airlines.

The flight paths for aircraft operating to/from the HKIA were developed after taking into account the runway alignment, terrain environment, obstacle clearances etc. Since Hong Kong is a small and densely populated city, the aircraft cannot completely avoid residential areas.

Concerning benchmarks for aircraft noise, we have hitherto been guided by the relevant international standards and guidelines promulgated by ICAO, as reflected in the detailed noise abatement measures set out above. CAD will also continue to monitor the international developments in respect of measures to reduce aircraft noise. In 2011-12, we will replace the major components of the ANFTMS, which is used to compile aircraft noise and flight operations data for noise monitoring purpose. The estimated cost of replacement is \$1.42 million. The noise monitoring work and implementation of the noise abatement measures are undertaken by CAD's existing staff as part of their normal duties under Programme (5).

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ **16.3.2011** \_\_\_\_\_

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

**THB(T)003**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1204

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

On the efforts for the opening up of control of the Pearl River Delta airspace for air routes, will the Administration inform this Committee if it has assessed the benefits, economic or otherwise, of such a scenario; if so, of the results? What were the details and outcomes of efforts by the Administration in this area? What were the expenses and manpower involved over the past three years (i.e. from 2008-09 to 2010-11)? When will real progress be made in the opening up of air routes?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

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

Through the collaborative efforts of the authorities concerned, an additional handover point and a corresponding air route were established between the Guangzhou and the Hong Kong Flight Information Regions in 2006 to cater for flights overflying Hong Kong and landing in Guangzhou. The initiative has enhanced the air route capacities for flights operating into the Mainland.

In addition, a set of shortened arrival routes for aircraft from the west and north of Hong Kong was introduced in October 2009. Since then, each flight arriving Hong Kong from the Mainland, Southeast Asia or Europe using the new routes has been able to save up to about 210 km in flight journey or 14 minutes in flight time.

These measures offer benefits to the airline operators and the travelling public in terms of fuel consumption and travelling time, but we are unable to quantify the economic benefits brought about by them.

Reply Serial No.

**THB(T)003**

Question Serial No.

1204

Coordination with the relevant authorities is continuing to improve the use of airspace in the PRD region. Through concerted efforts, we plan to add a new transfer point between Hong Kong and the Mainland in 2011 to further improve traffic flow. Similar efforts will continue to be taken to improve flight operations in the region.

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

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ **15.3.2011**

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

**THB(T)004**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1205

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise the number of and the main reasons for complaints against airlines about the levy of fuel surcharges over the past two years (i.e. 2009-10 and 2010-11); the follow-up actions taken by the Civil Aviation Department (CAD); whether any complaints were substantiated and resulted in adjustment of charges by airlines; whether the CAD has reviewed the mechanism for approving the levy of fuel surcharges; if so, of the result; if not, of the reasons.

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

Passenger fuel surcharges seek to allow airlines to partially recover the increase in operational costs due to fluctuations in aviation fuel prices. As the aeronautical authority in Hong Kong, the Civil Aviation Department (CAD) considers and approves fuel surcharge applications from the airlines in accordance with bilateral Air Services Agreements.

In the past two years, CAD received two complaints about the level of fuel surcharges levied by the airlines. After investigation, in one case the airline concerned refunded to the complainant the excess amount collected; in the other case CAD found that the airline concerned did not levy any fuel surcharge and thus advised the complainant to approach the airline for clarification about the surcharge collected by the airline's ticketing agent.

CAD reviews the mechanism for approving passenger fuel surcharges from time to time. To follow more closely changes in aviation fuel prices, CAD shortened the approval period from three months to two months in December 2004, and further to one month in October 2009.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 15.3.2011 \_\_\_\_\_

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

**THB(T)005**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1206

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

On the enhancement of the existing runway capacity, will the Administration inform this Committee of the specific work in this area over the past two years (i.e. 2009-10 and 2010-11); of the expenses and manpower involved; of the enhanced capacity in percentage; of any assessment of the effectiveness of such work; if so, of the results; of the estimated work and expenses in 2011-12.

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

- (a) The Civil Aviation Department (CAD) has continued to take forward various measures to enhance the runway capacity of the Hong Kong International Airport (HKIA):
- (i) a new Arrival Manager System for more efficient sequencing of arrival flights was implemented in 2010;
  - (ii) air traffic control (ATC) procedures are being reviewed with a view to establishing a new control position in 2011 to share the workload of the existing control positions;
  - (iii) the procurement of the new ATC systems is in good progress and the systems are expected to be operational by end 2013; and
  - (iv) the ATC training curriculum has been streamlined to enhance its effectiveness.
- (b) With our continuing efforts, the runway capacity of the HKIA has been increased from 56 movements per hour in early 2009 to 60 movements per hour at present. This capacity, which is equivalent to 1 256 movements per day, is sufficient to handle the estimated annual aircraft movements of 325 000 in 2011.

To cater for further traffic growth, we will increase capacity of the existing two runways at the HKIA to 62 movements per hour by end 2011, and then progressively to 68 movements per hour by 2015. The handling capacity of the airport is expected to be able to cope with the anticipated air traffic demand up to 2020.

- (c) The above increase in runway capacity will be achieved by the use of the new ATC systems, the replacement cost of which is \$1,565 million. In terms of manpower resources, 35 air traffic controller posts were created during 2009-10 and 2010-11. The annual staff cost of these additional posts in terms of notional annual mid-point salary value is \$24.41 million, and the training provision required in 2011-12 is \$13.5 million.

Reply Serial No.

**THB(T)005**

Question Serial No.

1206

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ **17.3.2011** \_\_\_\_\_



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

**THB(T)006**

Question Serial No.

Head: 28 – Civil Aviation Department

Subhead (No. & title):

1207

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Last year air traffic across Europe was disrupted by volcanic ash from Iceland. The drift of volcanic ash into air routes forced many European countries to close their airports, resulting in a huge financial loss. In this regard, will the Administration inform this Committee whether the Civil Aviation Department has any mechanism in place to monitor the potential impacts of volcanic activities producing volcanic ash on Hong Kong's air routes; if so, of the details; if not, of the reasons; whether any mechanism for inter-departmental communication is in place to address the potential risks; whether any relevant mechanism for liaison with the Mainland and neighbouring regions is in place; if not, of the reasons.

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

The Civil Aviation Department (CAD) has an established mechanism with the Hong Kong Observatory (HKO) to monitor volcanic activities that may affect Hong Kong airspace, and disseminate the relevant aviation meteorological information to the aviation industry.

Under the auspices of the International Civil Aviation Organization, a worldwide network of Volcanic Ash Advisory Centres (VAAC) has been set up to coordinate and disseminate information on atmospheric volcanic ash clouds that may endanger aviation. Air traffic control authorities worldwide benefit from the information provided by VAAC. At the same time, they are required to support the work of VAAC by reporting the presence of volcanic ash that has come to the authorities' attention. HKO, being the designated meteorological authority of Hong Kong, makes use of the information from VAAC as well as other available meteorological information to monitor volcanic activities in the neighbouring areas, and provide warnings and volcanic ash information to CAD. Once received, CAD will promulgate such information to the airlines, pilots, the Airport Authority and, where necessary, the adjacent air traffic control centres for relevant contingency arrangements on flight operations.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 17.3.2011 \_\_\_\_\_

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

**THB(T)007**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1441

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “finalise the detailed design of the Air Traffic Control Centre ..... in the new headquarters of the Department”, would the Administration advise this Committee:

- i. when will the content and timetable of the above project be submitted to the Legislative Council;
- ii. what is the expenditure of the project involved; and
- iii. will additional civil servants be recruited accordingly and if so, what are the details?

Asked by: Hon. IP Wai-ming

Reply:

- i. & ii. The two projects involve the replacement of the existing Air Traffic Control (ATC) systems at the Hong Kong International Airport, and the construction of a new Civil Aviation Department (CAD) headquarters cum ATC Centre on the Airport Island to house the new ATC systems and other CAD facilities (including offices). The Finance Committee approved funding of \$1,565 million and \$1,997 million in money-of-the-day prices for the two projects in May 2007 and January 2008 respectively.

The construction of the new CAD headquarters will be completed by end 2012. The new ATC Centre is planned for commissioning for operational use by end 2013 after completion of system acceptance and integration testing, and controller training.

There is no individual cost breakdown for detailed design of the ATC Centre, equipment rooms and workshops as they form part of the entire headquarters building. The estimated expenditure in 2011-12 for the replacement of air traffic control systems and the construction of the new CAD headquarters are \$130 million and \$470 million respectively.

- iii. To oversee the construction of the new CAD headquarters building and the replacement of air traffic control systems, creation of one supernumerary directorate grade post was approved in 2007. Besides, 21 time-limited posts, including two Air Traffic Control Officer I, 17 Air Traffic Control Officer II and two Electronics Engineers were also created to support the projects.

Reply Serial No.

**THB(T)007**

Question Serial No.

1441

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

17.3.2011

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

**THB(T)008**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1640

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) According to paragraph 14, “the declared runway capacity [of the Hong Kong International Airport (HKIA)] will be increased from 60 to 62 movements per hour in 2011”. Will the Administration provide additional manpower, equipment, instruments and capital to cope with the increased movements? If yes, what are the details?
- (b) Is the Administration’s estimated increase of only two movements per hour for the coming year too conservative?
- (c) According to paragraph 16, the Administration will “continue to improve the efficiency of air traffic management in order to further enhance the runway capacity of the HKIA”. What are the improvement measures and the expenditure involved?

Asked by: Hon. IP Wai-ming

Reply:

- (a) The Civil Aviation Department (CAD) has continued to take forward various measures to enhance the runway capacity of the Hong Kong International Airport (HKIA):
- (i) a new Arrival Manager System for more efficient sequencing of arrival flights was implemented in 2010;
  - (ii) air traffic control (ATC) procedures are being reviewed with a view to establishing a new control position in 2011 to share the workload of the existing control positions;
  - (iii) the procurement of the new ATC systems is in good progress and the systems are expected to be operational by end 2013; and
  - (iv) the ATC training curriculum has been streamlined to enhance its effectiveness.
- (b) With our continuing efforts, the runway capacity of the HKIA has been increased from 56 movements per hour in early 2009 to 60 movements per hour at present. This capacity, which is equivalent to 1 256 movements per day, is sufficient to handle the estimated annual aircraft movements of 325 000 in 2011.

To cater for further traffic growth, we will increase capacity of the existing two runways at the HKIA to 62 movements per hour by end 2011, and then progressively to 68 movements per hour by 2015. The handling capacity of the airport is expected to be able to cope with the anticipated air traffic demand up to 2020.

Reply Serial No.

**THB(T)008**

Question Serial No.

1640

- (c) The above increase in runway capacity will be achieved by the use of the new ATC systems, the replacement cost of which is \$1,565 million. In terms of manpower resources, 35 air traffic controller posts were created during 2009-10 and 2010-11. The annual staff cost of these additional posts in terms of notional annual mid-point salary value is \$24.41 million, and the training provision required in 2011-12 is \$13.5 million.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 17.3.2011 \_\_\_\_\_

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

**THB(T)009**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1641

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration states in paragraph 16 that it will “recruit and train more air traffic control staff to meet air traffic services demand”. In this connection, please provide information on:

- (a) the time for the commencement of the recruitment exercise;
- (b) the grades and number of staff to be recruited; and
- (c) the estimated provision for training.

Asked by: Hon. IP Wai-ming

Reply:

- (a) The recruitment of Student Air Traffic Control Officers (SATCOs) was conducted during July 2010 to January 2011 and the intake of selected candidates straddles across 2010-11 and 2011-12.
- (b) From the recruitment exercise, the first batch of 12 SATCOs reported for duty in end February 2011. Another 26 SATCOs will be reporting for duty in 2011-12 to fill the available vacancies.
- (c) The new recruits will undergo specialised air traffic control training for about five to six years in order to become fully qualified air traffic control officers. The training provision required in 2011-12 is \$13.5 million.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 17.3.2011 \_\_\_\_\_

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

**THB(T)010**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1005

Programme: (1) Flight Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Provision for 2011-12 is \$10.6 million (13.9%) higher than the revised estimate for 2010-11, which is mainly due to the increased provision for the filling of vacancies and the creation of two posts in 2011-12. In this connection, will the Administration inform this Committee of the details of such vacancies and new posts, as well as the expenditure involved for each of these posts?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The increase in the estimated expenditure is primarily related to the filling of six vacancies (two Senior Operations Officers, three Operations officers, one Clerical Assistant) and the creation of two posts (one Senior Operations Officer and one Operations Officer) in 2011-12. The annual staff costs in terms of notional annual mid-point salary value of these posts are as follows :

|                           | <u>number</u> | <u>\$ million</u> |
|---------------------------|---------------|-------------------|
| Senior Operations Officer | 3             | 2.99              |
| Operations Officer        | 4             | 2.67              |
| Clerical Assistant        | 1             | 0.15              |
|                           | <u>8</u>      | <u>5.81</u>       |

The above Senior Operations Officer and Operations Officer posts are created to strengthen the enforcement of flight and airworthiness standards of aircraft registered in Hong Kong and to ensure that these aircraft are operated in compliance with the international civil aviation safety requirements. The Clerical Assistant post is to provide administrative support to the above functions.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 15.3.2011

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

**THB(T)011**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1006

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

To increase the runway capacity progressively to 68 movements per hour by 2015, the Administration stated last year that it would introduce a number of measures including assessments of the new operating procedures for air traffic management, enhanced familiarisation with the new operating procedures, procurement of new air traffic control systems and enhanced training for air traffic controllers. Please advise on the progress of the work and the resources involved.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The Civil Aviation Department (CAD) has continued to take forward various measures to enhance the runway capacity of the Hong Kong International Airport (HKIA):

- (a) a new Arrival Manager System for more efficient sequencing of arrival flights was implemented in 2010;
- (b) air traffic control (ATC) procedures are being reviewed with a view to establishing a new control position in 2011 to share the workload of the existing control positions;
- (c) the procurement of the new ATC systems is in good progress and the systems are expected to be operational by end 2013; and
- (d) the ATC training curriculum has been streamlined to enhance its effectiveness.

With our continuing efforts, the runway capacity of the HKIA has been increased from 56 movements per hour in early 2009 to 60 movements per hour at present. The capacity will be further increased to 62 movements per hour by end 2011, and then progressively to 68 movements per hour by 2015.

The above increase in runway capacity will be achieved by the use of the new ATC systems, the replacement cost of which is \$1,565 million. In terms of manpower resources, 35 air traffic controller posts were created during 2009-10 and 2010-11. The annual staff cost of these additional posts in terms of notional annual mid-point salary value is \$24.41 million, and the training provision required in 2011-12 is \$13.5 million.



Reply Serial No.

**THB(T)011**

Question Serial No.

1006

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

15.3.2011

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

**THB(T)012**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1007

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

In regard to continued co-ordination with neighbouring Area Control Centres (ACCs) to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region, please inform this Committee of the progress and outcome of the study, conducted in 2010-11 by the special working group established by the ACCs concerned, on creating an additional handover point and additional civil air routes for flights overflying the Hong Kong Flight Information Region and operating to and from the Mainland; of the action plan, objectives and resources involved in rationalising and optimising the airspace design of the PRD region in 2011-12.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

rdination with the neighbouring Area Control Centres (ACCs) is continuing to improve the use of airsp the Pearl River Delta (PRD) region. Through the concerted efforts of the ACCs concerned, relevant and evaluation work of the new transfer point between Hong Kong and the Mainland for flights over the Hong Kong Flight Information Region was completed in 2010. We plan to implement the new ti point and the associated civil air route within 2011 to further improve traffic flow.

011-12, besides the implementation of the new transfer point, the tripartite working group, comprisi civil aviation authorities of the Mainland, Hong Kong, and Macao, will continue to develop enhanc measures based on the principles of joint airspace planning, use of common standards, and harmonised procedure design to further enhance the efficiency of air traffic management in the PRD region.

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

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 17.3.2011 \_\_\_\_\_

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

**THB(T)013**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1008

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the air traffic control staff, how many staff members are expected to be recruited this year? How many of them will fill vacant posts and how many will be additional manpower to cope with the increased workload? What will be the expenditure involved? For the training of air traffic control staff, what will be the expenditure involved?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

During July 2010 to January 2011, the Civil Aviation Department conducted a recruitment exercise and selected a total of 38 candidates to fill vacancies in the Air Traffic Control Officer (ATCO) grade. These new posts have been created to support the increase in the runway capacity of the Hong Kong International Airport.

The intake of selected candidates takes place in phases in 2010-11 and 2011-12. The first batch of 12 Student Air Traffic Control Officers (SATCOs) reported for duty in end February 2011. Another 26 SATCOs will report for duty in 2011-12 to fill the available vacancies. The expenditure involved in filling the 26 vacancies in ATCO grade in 2011-12 in terms of notional annual mid-point salary value is \$17.55 million.

The new recruits will undergo specialised air traffic control training for about five to six years in order to become fully qualified air traffic control officers. The training provision required in 2011-12 is \$13.5 million.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 17.3.2011 \_\_\_\_\_

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

**THB(T)014**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1009

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise what assistance was provided in 2010-11 to cope with the demand and development of helicopter services. What are the details and expenditure to be involved in taking forward projects and initiatives on the development of heliports and provision of helicopter services in 2011-12?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

A permanent government helipad is being built near the Hong Kong Convention and Exhibition Centre for use by the Government Flying Service (GFS). The spare capacity of the helipad will be made available for the provision of domestic commercial helicopter services at a charge to be determined by the Government. The total project cost of the government helipad, under Capital Works Reserve Fund Head 707 New Towns and Urban Area Development, is \$59.1 million. The construction of the government helipad is expected to be completed by January 2012. In 2011-12, the Civil Aviation Department (CAD) will continue to work with GFS and the helicopter industry in drawing up the detailed operational procedures for the government helipad. Meanwhile, it will also continue to monitor the operations of commercial helicopters in the temporary government helipad at the former Wan Chai Public Cargo Working Area.

For cross-boundary helicopter services, a site has been reserved in the Kai Tak Development Area for the construction of a second cross-boundary heliport in future. In 2010-11, CAD liaised with relevant government departments for the planning of the supporting facilities of this heliport. Such work will continue in 2011-12. CAD will also continue to monitor the operations of the cross-boundary heliport on the rooftop of the inner pier of the Macau Ferry Terminal.

The above tasks are undertaken by CAD's existing staff as part of their normal duties under Programme (5). There are no additional expenses involved in 2011-12.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 17.3.2011 \_\_\_\_\_

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

**THB(T)015**

Question Serial No.

1010

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

Programme:                      (5) Air Services

Controlling Officer:          Director-General of Civil Aviation

Director of Bureau:          Secretary for Transport and Housing

Question:

With regard to Matters Requiring Special Attention in 2011-12, the Civil Aviation Department will continue to monitor aircraft noise and flight tracks, and implement the noise abatement programme. Please advise the details of the implementation of the noise abatement programme and the resources required.

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

The Civil Aviation Department (CAD) has adopted the following noise abatement measures :

- (a) since July 2002, subsonic jet aircraft operating to and from the Hong Kong International Airport (HKIA) have been required to meet the noise standards in Chapter 3, Volume I, Annex 16 to the Convention on International Civil Aviation;
- (b) since October 1998, subject to wind direction and safety considerations, all aircraft arriving between midnight and 7:00 am have been required to approach the HKIA from the southwest over the sea;
- (c) since October 1999, subject to wind direction and safety considerations, all aircraft taking off to the northeast between 11:00 pm and 7:00 am have been required to depart via the West Lamma Channel;
- (d) since August 2000, between 11:00 pm and 7:00 am, all aircraft approaching from the northeast have been encouraged to adopt the Continuous Descent Approach; and
- (e) since August 1999, all aircraft departing to the northeast have been required to adopt Noise Abatement Departure Procedures of the International Civil Aviation Organization with a view to reducing the aircraft noise impact on areas in close proximity to the HKIA.

Following the introduction of the satellite-based navigation technology, CAD has recently conducted a consultancy study which recommends the use of the technology to help reduce aircraft noise impact on Ma Wan residents. CAD is actively pursuing the recommendation and expects to promulgate the relevant flight procedures before end 2011 for application by airlines.

In 2011-12, we will replace the major components of the Aircraft Noise and Flight Track Monitoring System (ANFTMS), which is used to compile aircraft noise and flight operations data for noise monitoring purpose. The estimated maintenance cost (including the replacement of the components of \$1.42 million) of the ANFTMS in 2011-12 is \$3.5 million. The implementation of the noise abatement measures is undertaken by CAD's existing staff as part of their normal duties under Programme (5).

Reply Serial No.

**THB(T)015**

Question Serial No.

1010

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

15.3.2011

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

**THB(T)016**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

1011

Programme: (5) Air Services

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

On promoting Hong Kong as an international and regional aviation centre and providing support to the negotiation and implementation of Hong Kong's air services agreements, what are the work target, progress and resources involved projected for 2011-12?

Asked by: Hon. LAU Kin-ye, Miriam

Reply:

In 2011-12, the Civil Aviation Department (CAD) will continue to assist the Transport and Housing Bureau in negotiations on air services agreements (ASAs) with Hong Kong's aviation partners by providing advice on technical issues relating to aviation safety and security, as well as on the utilization of traffic rights by airlines in operating air services to and from Hong Kong. CAD will also continue to provide support in the implementation of the ASAs by facilitating the operation of air services by airlines and monitoring compliance with the relevant provisions of the ASAs.

In relation to the above, we estimate that in 2011 about 150 scheduled and 1 200 non-scheduled air services permits will be issued respectively, and about 2 100 tariff filings approved.

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

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 17.3.2011 \_\_\_\_\_

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

**THB(T)017**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0412

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The increase of \$24.4 million in the estimated expenditure for the coming year under the above programme is mainly for filling vacancies. What are the vacant posts? How was the work handled before?

Asked by: Hon. LAU Wong-fat

Reply:

The increase in the estimated expenditure in 2011-12 is mainly to cover the additional expenses arising from the filling of 26 vacancies out of a total of 35 Air Traffic Control Officer (ATCO) posts created in 2009-10 and 2010-11 (the other nine posts have already been filled). The additional ATCO manpower is needed to support the increase in the runway capacity of the Hong Kong International Airport from 60 movements per hour at present to 68 movements per hour by 2015. Work at present is adequately handled by the existing staff.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 15.3.2011 \_\_\_\_\_



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

**THB(T)018**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0233

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Is there any funding specifically for studying aviation development of Hong Kong? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The Civil Aviation Department (CAD) seeks funding provisions from time to time to conduct studies and researches beneficial to aviation development in Hong Kong. The following studies have been conducted in recent years:

- (a) CAD obtained the Finance Committee's funding approval of \$233.8 million in 1999 to conduct studies, trials and evaluations of the Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) systems since 2000. The CNS/ATM project is in line with the International Civil Aviation Organization's global satellite-based system concept to support future air traffic control operations, which involve wide application of satellite-based technologies. With satisfactory trial results and proven operational benefits through close collaboration with the aviation stakeholders, CAD has put into operational use some elements of the CNS/ATM systems, which include pre-departure clearance, air traffic services interfacility data communication, arrival manager and advanced surface movement guidance and control. We shall continue with the project, with a view to further enhancing flight safety and operational efficiency.
- (b) To assess the demand for helicopter services and consider options for heliport development, the Consultancy Study on Helicopter Traffic Demand and Heliport Development in Hong Kong was completed in 2002 at a cost of \$3.38 million.
- (c) To explore the feasibility of applying the latest aircraft navigation technology to mitigate the aircraft noise impact on Ma Wan residents, a consultancy study was completed in September 2010 at a cost of \$0.74 million.

Reply Serial No.

**THB(T)018**

Question Serial No.

0233

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ **15.3.2011** \_\_\_\_\_

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

**THB(T)019**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

3192

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the estimated expenditure of the Information Technology Management Unit (ITMU) in the department:

- a. What is the estimated expenditure in 2011-12? What is the rate of change as compared with the actual expenditure in 2010-11? What is(are) the reason(s) for the above rate of change in expenditure?
- b. What specific projects are included in the estimated expenditure in 2011-12? Which of them are ongoing projects and new projects? What are the number of staff, the costs and the implementation timetable of each project? Of the staff involved for each project, how many of them are civil servants, non-civil service contract staff and staff of outsourced service providers?
- c. Has the Administration earmarked any provision for the promotion of e-engagement as well as opening up public sector information? If so, what are the specific contents (including project names, details, manpower and costs involved, and implementation timetable)? If not, what is (are) the reason(s) and will the Administration consider carrying out such measures in the future?
- d. What are the permanent establishment, existing number of staff and vacancies of the ITMU? Will there be any increase in manpower in the coming year? If so, what is the estimated number of additional posts and the ranks involved? Are these posts permanent in nature? Will candidates for these posts be appointed on civil service terms of appointment? If there should be no additional manpower, what is (are) the reason(s) for that?
- e. Has the effectiveness of the ITMU been reviewed comprehensively? If so, what are the results of the review and the specific improvement measures involved? If not, what is (are) the reason(s) and will such review be carried out in the future?

Asked by: Hon. TAM Wai-ho, Samson

Reply:

Reply Serial No.

**THB(T)019**

Question Serial No.

3192

- (a) The estimated expenditure for the Information Technology Management Unit (ITMU) of the Civil Aviation Department (CAD) in 2011-12 is \$8.35 million, which is 31% higher than the revised estimate in 2010-11. The increase of \$1.99 million is mainly to cater for the recruitment of one Non-Civil Service Contract (NCSC) Information Technology (IT) staff member and additional outsourced IT services.
- (b) The major work in 2011-12 is listed below:-

| Types of work   | No. of staff required in 2011-12 |            |                                      | Estimated expenditure in 2011-12 (\$million) |
|---|----------------------------------|------------|--------------------------------------|--|
|   | Civil service Staff              | NCSC staff | Staff of outsourced service provider |  |
| Support of Business Applications and Operations         | 0                                | 1          | 7                                    | 4.23   |
| Support of IT Infrastructure and Facilities             | 0                                | 0          | 8                                    | 3.45   |
| Support of Business Strategy and Information Management | 0                                | 0          | 1                                    | 0.67   |

The IT expenditure for 2011-12 will be mainly for ongoing work which includes the replacement of computers, the provision of IT help desk services, and the renewal of software licences to improve CAD's operational efficiency. New items which include software application development and enhancements for CAD users will be carried out by the existing IT staff on a pool basis, while an NCSC staff member will be recruited for a new trial project on an Electronic Information Display System (e-IDS).

- (c) The above-mentioned trial e-IDS project is intended to be used to promote e-engagement as well as open up public sector information. It will foster information exchange with the aviation community as well as promote aviation knowledge among the general public. An NCSC IT staff member will be recruited in 2011-12 to conduct a technical feasibility study and draw up a preliminary system design. The detailed project plan will be worked out after the study.
- (d) The ITMU is currently supported by outsourced staff and overseen by a Chief Electronics Engineer and a Senior Electronics Engineer, both being permanent staff of CAD.
- (e) CAD regularly reviews the operations of the ITMU and its departmental IT strategy through an IT Management Committee. The IT needs of the operational divisions of CAD are assessed and enhancement measures devised accordingly from time to time. On professional certification and qualifications, the ITMU achieved ISO 9001:2008 Quality Management System certification in end 2010.

Reply Serial No.

**THB(T)019**

Question Serial No.

3192

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

NORMAN LO

Post Title \_\_\_\_\_

Director-General of Civil Aviation

Date \_\_\_\_\_

17.3.2011

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

**THB(T)020**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0593

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The estimate for minor plant, vehicles and equipment under the capital account of the Civil Aviation Department has increased steeply from \$258,000 in 2010-11 to \$1,420,000 in 2011-12. Please account for the increase and provide a detailed breakdown of the estimate.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The substantial increase in the estimate for minor plant, vehicles and equipment under the capital account in 2011-12 has arisen out of the need to replace major components of the Aircraft Noise and Flight Track Monitoring System, which is used to compile aircraft noise and flight operations data for noise monitoring purpose. The existing system has been in use for nine years and is in need of replacement.

The breakdown of the estimated cost of replacement is as follows :

|   | \$               |
|---|------------------|
| (a) System server and associated software       | 150,000          |
| (b) Primary and backup communication processors | 100,000          |
| (c) User workstations                           | 50,000           |
| (d) System design, set up and configuration     | 350,000          |
| (e) Configuration of archived data and reports  | 450,000          |
| (f) Testing and users training                  | 320,000          |
|   | <u>1,420,000</u> |
|   | =====            |

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 15.3.2011 \_\_\_\_\_

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

**THB(T)021**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0594

Programme: (2) Airport Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

On the indicator of “building plans/development proposals and lighting proposals submitted for assessment of compliance with airport height restrictions and other aviation safety requirements”, the actual number in 2009 was 302, which dropped to 238 in 2010 due to fewer building plans and development proposals submitted by developers and consultants. Please state the reasons for setting the indicator at 240 for 2011.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

After an increase in 2009, the number of building plans and development submissions returned to 238 in 2010, which was more in line with the actual number of 239 in 2008. As such, we estimate that about 240 submissions will be received in 2011.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 17.3.2011 \_\_\_\_\_

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

**THB(T)022**

Question Serial No.

Head: 28 – Civil Aviation Department

Subhead (No. & title):

0289

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding aircraft movements under key performance measures in paragraph 15, please advise:

- (a) the intended capacity for daily aircraft movements when the Hong Kong International Airport (HKIA) was designed and the estimated daily movements at that time; and
- (b) whether the HKIA can accommodate 325 000 aircraft movements, the annual figure in 2011 as estimated by the Government; if not, the Government's short-term and long-term measures to address the situation; and the estimated expenditure involved.

Asked by: Hon. WONG Sing-chi

Reply:

- (a) According to the New Airport Master Plan completed in 1992, the forecast traffic for the Hong Kong International Airport (HKIA) was 628 movements per day by 2010. According to the Chek Lap Kok Airspace Design Consultancy Study commissioned by the Civil Aviation Department in 1994, the two-runway system should be able to cater for a maximum of 1 192 movements per day under a segregated mode of operation.
- (b) The existing runway capacity of 60 movements per hour (1 256 movements per day) at the HKIA is sufficient to handle the estimated annual aircraft movements of 325 000 in 2011. Our target is to increase the capacity of the existing two runways at HKIA to 68 movements per hour (which could cater for a maximum of 1 384 movements per day under a segregated mode of operation) by 2015. The handling capacity of the airport is expected to be able to cope with the anticipated air traffic demand up to 2020.

The above increase in runway capacity will be achieved by the use of the new air traffic control systems, the replacement cost of which is \$1,565 million. In terms of manpower resources, 35 air traffic controller posts were created during 2009-10 and 2010-11. The annual staff cost of these additional posts in terms of notional annual mid-point salary value is \$24.41 million.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 15.3.2011



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

**THB(T)023**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0290

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

How many air traffic control staff were recruited and trained by the Civil Aviation Department in the past three years (i.e. 2008-09 to 2010-11) respectively? What was the expenditure on recruitment and training incurred in each year? Has the Department conducted any survey on the wastage rate? If yes, what were the details for each year and what measures have been adopted for retention and recruitment? What was the expenditure involved? If no survey has been conducted, what are the reasons?

Asked by: Hon. WONG Sing-chi

Reply:

In the past three years, the Civil Aviation Department (CAD) recruited a total of 84 Student Air Traffic Control Officers (SATCOs) to fill vacancies in the Air Traffic Control Officer (ATCO) grade. The yearly breakdown, the recruitment and training expenditure involved are given in the table below :

| Year  | 2008-09 | 2009-10 | 2010-11 |
|---|---------|---------|---------|
| SATCO recruited                                 | 15      | 31      | 38      |
| Recruitment expenditure involved (\$ million)   | 0.45    | 1.06    | 1.26    |
| Training expenditure involved (\$ million)      | 4.00    | 7.35    | 6.27    |
| Total Number of SATCO (as at end of the year) * | 61      | 71      | 97      |

\* The respective numbers have excluded SATCOs who were promoted to become ATCO III within the year.

CAD has been closely monitoring the training progress and wastage rate of the SATCOs. There were nine, six, and five SATCOs who left service in 2008-09, 2009-10 and 2010-11 respectively. It is observed that wastage has maintained at a generally low level and vacancies have been filled without delay in the next round of recruitment.

Signature \_\_\_\_\_

Name in block letters NORMAN LO

Post Title Director-General of Civil Aviation

Date 15.3.2011

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

**THB(T)024**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0291

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Matters Requiring Special Attention in 2011-12 that a competence scheme for the Electronics Engineers undertaking operational safety-related tasks will be developed. Please advise:

- (a) the criteria adopted for setting the standards of the scheme; and
- (b) the estimated expenditure involved and the anticipated time of completion.

Asked by: Hon. WONG Sing-chi

Reply:

- (a) All the Electronics Engineers (EE) in the Civil Aviation Department (CAD) have obtained the professional Corporate Membership of the Hong Kong Institution of Engineers or equivalent qualifications. The CAD competence scheme for EE will be developed in accordance with the latest training requirements of the International Civil Aviation Organization (ICAO) for air traffic safety electronics personnel.
- (b) The work of developing the said competence scheme in compliance with ICAO requirements is undertaken by CAD's existing staff as part of their normal duties under Programme (4) and there are no additional expenses involved. The work will be completed within 2011-12.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 15.3.2011 \_\_\_\_\_

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

**THB(T)025**

Head: 28 – Civil Aviation Department

Subhead (No. & title):

Question Serial No.

0292

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Concerning the detailed design of the Air Traffic Control Centre, equipment rooms and workshops in the new headquarters of the Civil Aviation Department mentioned in the Matters Requiring Special Attention in 2011-12, please inform this Committee of their estimated completion date and the respective expenses.

Asked by: Hon. WONG Sing-chi

Reply:

We are finalising the detailed design of the new headquarters of the Civil Aviation Department (CAD), including the new Air Traffic Control (ATC) Centre, equipment rooms and workshops. The construction of the new CAD headquarters will be completed by end 2012. The new ATC Centre, supported by the equipment rooms and workshops, is planned for commissioning for operational use by end 2013 after completion of system acceptance and integration testing, and controller training.

The approved project estimate for the construction of the new CAD headquarters is \$1,997 million in money-of-the-day (MOD) prices. The estimated expenditure in 2011-12 is \$470 million. Also, the approved cost estimate of replacing the air traffic control systems, which will be accommodated in the new CAD headquarters, is \$1,565 million. The estimated expenditure in 2011-12 is \$130 million. There is no individual cost breakdown for the detailed design of the ATC Centre, equipment rooms and workshops as they form part of the entire headquarters building.

Signature \_\_\_\_\_

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

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

Date \_\_\_\_\_ 17.3.2011 \_\_\_\_\_

Examination of Estimates of Expenditure 2011-12

Reply Serial No.

**THB(T)026**

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

Question Serial No.

1012

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

Programme : (2) Port and Marine Facilities

Controlling Officer : Director of Civil Engineering and Development

Director of Bureau : Secretary for Transport and Housing

Question :

Under the Matters Requiring Special Attention in 2011-12, the Civil Engineering and Development Department will complete the design for the additional floors at Central Piers Nos. 4, 5 and 6. Please advise on the progress and time table for the relevant work (including the dates of commencement and completion of the works), and the estimated expenditure involved for the design.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

Consultants have been commissioned in July 2010 to carry out design and supervision of the project. Construction works could only be commenced after obtaining the approval from the Town Planning Board and funding approval from the Finance Committee. We are carrying out preliminary planning and conducting public engagement on the design of the additional floors at Central Piers Nos. 4, 5 and 6. The design works are scheduled for completion by 2012 and the estimated expenditure in 2011-12 is \$3.7 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

C K HON

Post Title \_\_\_\_\_

Director of Civil Engineering and Development

Date \_\_\_\_\_

17.3.2011

Examination of Estimates of Expenditure 2011-12

Reply Serial No.

**THB(T)027**

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

Question Serial No.

1013

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

Programme : (2) Port and Marine Facilities

Controlling Officer : Director of Civil Engineering and Development

Director of Bureau : Secretary for Transport and Housing

Question :

The Matters Requiring Special Attention in 2011-12 mentioned that the Civil Engineering and Development Department will continue the design of the dredging works for Kwai Tsing Container Basin. What is the progress of the work? Has the Department set a timetable for the works (including the date of commencement and completion)? What is the estimated expenditure involved for the design?

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

The design of the dredging works for Kwai Tsing Container Basin is underway. Upon completion of design work, we will map out the implementation programme. The estimated cost for the design work is about \$11 million, with an estimated expenditure of about \$0.5 million in 2011-12.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

C K HON

Post Title \_\_\_\_\_

Director of Civil Engineering and Development

Date \_\_\_\_\_

17.3.2011

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)028**

Question Serial No.

0387

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

Programme : (2) Port and Marine Facilities

Controlling Officer : Director of Civil Engineering and Development

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding "the work to complete the design for the additional floors at Central Piers Nos. 4, 5 and 6" as mentioned in the Matters Requiring Special Attention in 2011-12, will the Administration advise this Committee on the following:

- (a) the time table for the above-mentioned works; and
- (b) the expenditure involved for the works.

Asked by : Hon. WONG Kwok-kin

Reply :

Consultants have been commissioned in July 2010 to carry out design and supervision of the project. Construction works could only be commenced after obtaining the approval from the Town Planning Board and funding approval from the Finance Committee. We are carrying out preliminary planning and conducting public engagement on the design of the additional floors at Central Piers Nos. 4, 5 and 6. The design works are scheduled for completion by 2012 and the estimated expenditure in 2011-12 is \$3.7 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ C K HON

Post Title \_\_\_\_\_ Director of Civil Engineering and Development

Date \_\_\_\_\_ 17.3.2011

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

Head : 42 – Electrical and Mechanical Services Department  
Subhead:

Programme : (2) Mechanical Installations Safety

Controlling Officer : Director of Electrical and Mechanical Services

Director of Bureau : Secretary for Transport and Housing

Question:

For the matters of railway safety monitoring, please advise this committee:

- (a) What are the number of inspections in each railway line conducted by the Electrical and Mechanical Services Department (EMSD) in 2009 and 2010 respectively?
- (b) Why are the number of inspection of railway facilities/systems in 2010 (actual) and 2011 (estimate) less than that in 2009?
- (c) What are the number of cases requiring follow-up after inspection? What were the main problems involved?

Asked by : Hon. CHAN Hak-kan

Reply :

- (a) The number of inspections in each railway line for 2009 and 2010 are shown in the following table -

| <b>MTR Lines</b>                                      | <b>2009</b> | <b>2010</b> |
|---|-------------|-------------|
| Island Line   | 18          | 17          |
| Kwun Tong Line  | 7           | 10          |
| Tsuen Wan Line  | 18          | 19          |
| Tseung Kwan O Line                                    | 11          | 6           |
| East Rail Line  | 43          | 45          |
| West Rail Line  | 23          | 4           |
| Ma On Shan Line                                       | 4           | 8           |
| Airport Express / Tung Chung / Disneyland Resort Line | 9           | 6           |
| Light Rail Line                                       | 10          | 14          |
| Total   | 143         | 129         |

- (b) The number of inspections conducted in 2009 is more than that in 2010 (actual) and 2011

(estimate) because more inspections were conducted in the new Kowloon Southern Link (an extension of the West Rail Line to Hung Hom) and the Tseung Kwan O line extension, both of which were put into service in 2009.

- (c) There were altogether three cases in 2009 and 2010 that required follow-up after inspection. In general, they were not major problems and involved improvement works on electrical and mechanical equipment.

Signature \_\_\_\_\_

Name in block letters                     CHAN Hung Cheung, Stephen                    

Post Title                     Director of Electrical and Mechanical Services                    

Date   18 March 2011



Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)030**

Question Serial No.

1919

Head : 42- Electrical and Mechanical  
Services Department

Subhead :

Programme : (2) Mechanical Installations Safety

Controlling Officer : Director of Electrical and Mechanical Services

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding “promotion, implementation, and review of the voluntary registration scheme for vehicle mechanics”, will the Government inform this committee of:

1. the details of the plan;
2. expenditure involved; and
3. whether or not the trade will be consulted? If yes, what are the details? If no, what are the reasons?

Asked by : Hon. IP Wai-ming

Reply :

The voluntary registration scheme for vehicle mechanics aims at enhancing the standard of local vehicle maintenance trade. Vehicle mechanics having the necessary qualification and/or experience may apply to be registered so that their qualification and competence will be recognised. The scheme has been implemented since 2007, and up to February 2011 over 10 000 vehicle mechanics have been registered. In order to further promote the scheme and to encourage the registered vehicle mechanics to renew their registration, the Electrical and Mechanical Services Department (EMSD) has launched a series of promotion activities, including a radio announcement for public interest, putting up posters in public places and vehicle maintenance workshops, and distributing promotion leaflets to registered vehicle mechanics. EMSD will continue to process applications for new and renewal registration and maintain a list of registered vehicle mechanics for public access. Review on the registration and renewal requirements will also be carried out to ensure that they are up to date.

The total expenditure involved in implementing and promoting the voluntary registration scheme for vehicle mechanics is estimated to be \$1.54 million in 2011-12.

Consultation with the trade is conducted through the Vehicle Maintenance Technical Advisory Committee, which has been established since 2006 to advise the Government on the implementation of the registration scheme for vehicle mechanics. The Committee comprises members from trade associations, workers unions, professional institutions, training institutes, transport operators, vehicle suppliers' associations, vehicle owners' association and relevant government departments.

Signature \_\_\_\_\_

Name in block letters Chan Hung-Cheung, Stephen

Post Title Director of Electrical and Mechanical Services

Date 18 March 2011

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)031**

Question Serial No.

2609

Head : 42- Electrical and Mechanical  
Services Department

Subhead :

Programme : (2) Mechanical Installations Safety

Controlling Officer : Director of Electrical and Mechanical Services

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the work of “promote, implement and review of the voluntary registration scheme for vehicle mechanics” in “matters requiring special attention in 2011-12”, please provide the amount of funds allocated, establishment and details.

Asked by : Hon. LI Fung-ying

Reply :

The voluntary registration scheme for vehicle mechanics aims at enhancing the standard of local vehicle maintenance trade. Vehicle mechanics having the necessary qualification and/or experience may apply to be registered so that their qualification and competence will be recognised. The scheme has been implemented since 2007, and up to February 2011 over 10 000 vehicle mechanics have been registered. In order to further promote the scheme and to encourage the registered vehicle mechanics to renew their registration, the Electrical and Mechanical Services Department (EMSD) has launched a series of promotion activities, including a radio announcement for public interest, putting up posters in public places and vehicle maintenance workshops, and distributing promotion leaflets to registered vehicle mechanics. EMSD will continue to process applications for new and renewal registration and maintain a list of registered vehicle mechanics for public access. Review on the registration and renewal requirements will also be carried out to ensure that they are up to date.

The total expenditure involved in implementing and promoting the voluntary registration scheme for vehicle mechanics is estimated to be \$1.54 million in 2011-12. The unit dedicated to the work of overseeing the voluntary registration scheme for vehicle mechanics comprises one engineer and two inspectorate staff.

Signature \_\_\_\_\_

Name in block letters Chan Hung-Cheung, Stephen

Post Title Director of Electrical and Mechanical Services

Date 18 March 2011

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

Head : 42 – Electrical and Mechanical Services      Subhead:  
Department

Programme : (2) Mechanical Installations Safety

Controlling Officer : Director of Electrical and Mechanical Services

Director of Bureau : Secretary for Transport and Housing

Question:

For “the completed investigation of railway incidents” in 2010, please advise this committee:

- (a) The number of people affected by the railway incidents; and
- (b) The average time required to carry out the related investigation of railway incidents.

Asked by : Hon. WONG Kwok-hing

Reply :

- (a) The Electrical and Mechanical Services Department is responsible for the safety aspects of railway system and does not have statistical data on the number of people affected by such incidents. MTR is a railway system carrying 1.3 billion passenger trips annually (excluding Light Rail and cross-boundary service). We understand that 99.9% of these passengers reached their destinations within five minutes of their scheduled arrival times in 2010.
- (b) In general, the investigation for minor incidents will take a few days to complete. For major incidents, it will take a few months to complete the entire investigation process.

Signature \_\_\_\_\_

Name in block letters      CHAN Hung Cheung, Stephen

Post Title      Director of Electrical and Mechanical Services

Date      18 March 2011

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

Head : 42 – Electrical and Mechanical Services      Subhead:  
Department

Programme : (2) Mechanical Installations Safety

Controlling Officer : Director of Electrical and Mechanical Services

Director of Bureau : Secretary for Transport and Housing

Question:

A number of railway extensions will be commissioned for service soon. For the matters on railway safety monitoring, please advise this committee:

- (a) How many civil servants (by grade and rank) in the Railways Branch of the Electrical and Mechanical Services Department are responsible for handling railway issues?
- (b) Will the Administration increase resources to handle the uptrend of railway incidents, for instance, increase the establishment of engineers and supporting staff for the Railways Branch? If yes, what is the expenditure? If no, what is the reason?

Asked by : Hon. WONG Kwok-hing

Reply :

- (a) In the Railways Branch of the Electrical and Mechanical Services Department (EMSD), nine professional grade staff, namely one Government Electrical and Mechanical Engineer, four Senior Engineers and four Engineers/Assistant Engineers, are responsible for performing railway safety regulatory functions.
- (b) EMSD will create two professional grade staff posts with effect from 1 April 2011 to undertake the influx of workload arising from new railway projects, with an annual staff cost of about \$1.55 million in terms of notional annual mid-point salary value.

Signature \_\_\_\_\_

Name in block letters      CHAN Hung Cheung, Stephen

Post Title      Director of Electrical and Mechanical Services

Date      18 March 2011

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

Head : 42 – Electrical and Mechanical Services      Subhead:  
Department

Programme : (2) Mechanical Installations Safety

Controlling Officer : Director of Electrical and Mechanical Services

Director of Bureau : Secretary for Transport and Housing

Question:

For the railway regulation, please advise:

- (a) how many staff in the Electrical and Mechanical Services Department (EMSD) are responsible for the regulation of Mass Transit Railway Corporation Limited (MTRCL) operational performance at present? What are the regulation standards of these staff ?
- (b) whether any staff have been sent for overseas duty visit in respect of the railway regulatory regime over the past five years (i.e. 2006-07 to 2010-11); and if so, what are the details, results and respective expenditure for each activity?
- (c) Is there any statistical analysis conducted on service delay and the associated societal cost arising from railway incidents over the past five years (i.e. 2006-07 to 2010-11); and if so, what are the details; and if not, what are the reasons?

Asked by : Hon. WONG Sing-chi

Reply :

- (a) At present, there are nine professional grade staff in the Railways Branch of the Electrical and Mechanical Services Department (EMSD) to perform regulatory functions of railway safety.

EMSD monitors the safety of the railway systems and ensures that the MTR Corporation Limited (MTRCL) complies with all safety requirements in the design, construction, operation and maintenance of the railway systems. MTRCL has to maintain a safety management system and a maintenance management system which are in line with international standards. For railway safety incidents, EMSD examines investigation reports and monitors whether the incidents have become a trend as well as ensures that MTRCL implements improvement measures as appropriate.

- (b) Since the establishment of the Railways Branch in EMSD in 2008, EMSD regularly sent staff to go abroad for duty visits and trainings with respect to the regulatory framework and safety standards of overseas railway operators. During the period from 2008 to 2010, a total of ten officers had visited the railway regulators and corporations in Europe, China, Taipei, Bangkok and Singapore with a view to keeping abreast of the development of railway safety regulatory

framework and safety standards and to sharing experience and knowledge on railway safety management. The average cost per visit per person is about \$33,000.

- (c) EMSD is responsible for the safety of the railway systems and does not have statistical data on service delays arising from the railway incidents.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ CHAN Hung Cheung, Stephen \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_



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

**THB(T)035**

Question Serial No.

1290

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the “widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2”, when will the detailed design of the project be completed? What kind of noise problem will the project cause to nearby housing estates during the construction period and upon the opening of the aforesaid road section?

Separately, when the “widening of Tolo Highway between Island House Interchange and Tai Hang” was taken forward, a group lodged a complaint to the Complaints Division of the Legislative Council against extensive tree felling. According to the preliminary assessment conducted by the Highways Department, how many trees will have to be felled with the commencement of Stage 2 of the project? How can the department avoid tree felling to reduce the number of trees to be felled? Will there be any compensatory measures?

Asked by: Hon. CHAN Hak-kan

Reply:

We aim to complete the detailed design for the “Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2” project within 2012.

We have completed an environmental impact assessment for the project in compliance with the Environmental Impact Assessment Ordinance in respect of the project. To address likely noise impacts, we plan to erect noise barriers as recommended in the environmental impact assessment report to ensure that the noise impact during the construction and operational stages of the project can meet the statutory requirements.

We estimate that about 1 600 trees may be felled under the project. Most of them are located along the existing roadside. In the project planning stage, we have considered various measures with a view to minimizing the impact on existing trees. Apart from optimizing the road alignment to reduce the number of trees to be affected, we will also carry out compensatory planting under the project, including about 400 trees, 1 000 seedlings and over 1 000 shrubs.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 17.3.2011

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

**THB(T)036**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

2482

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for the Transport and Housing

Question:

Regarding Hiram's Highway Improvement Stage 1, please inform this Committee of the expected completion date of the detailed design, the progress of consultation work, and the expected time for reporting and submitting funding proposal to this Committee.

Asked by: Hon. CHAN Hak-kan

Reply:

After consulting the public on the preliminary design for the Hiram's Highway Improvement Stage 1 in 2008 to 2009, and obtaining support of the project from the Sai Kung District Council in March 2009, we gazetted the road scheme for the project under the Roads (Works Use and Compensation) Ordinance (Cap. 370) in March 2010. Taking into account the objections received, in order to address the concerns of the objectors, we gazetted some amendments to the road scheme on 11 February 2011 with a two-month objection period.

We will proceed with the detailed design and determine the timetable for funding application after the statutory process under Cap. 370 is completed.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 16.3.2011

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

**THB(T)037**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

1109

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the following:

- a. the progress of the planning work for the Northern Link, as well as the manpower and expenditure concerned; and
- b. the expected commencement date of the Northern Link project.

Asked by: Hon. CHENG Kar-foo, Andrew

Reply:

The planning of the Northern Link (NOL) needs to tie in with the findings of the planning of the New Territories New Development Areas (NDAs). Currently, the Planning Department and the Civil Engineering and Development Department are carrying out a study on the NDAs, which will address issues related to the overall planning of the NDAs, the development programme, the planned population and employment in the planning areas. The study is expected to be completed in 2011.

The Highways Department will also commence a consultancy study to review and update the Railway Development Strategy 2000 in the second quarter of 2011 to meet the need for rail transport up to 2031, which will look at expansion needs for the railway network including the proposed NOL. The in-house team responsible for management of the review study involves two professional officers working part time.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 17.3.2011

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

**THB(T)038**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

1496

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Many road users pointed out that there was inadequate lighting for many road signs, which impinged on their decision in taking the right routes. In this regard, did the Administration invest any resources in conducting reviews or making improvements in the past three years? If yes, what are the results; if not, what are the reasons?

Asked by: Hon. CHEUNG Hok-ming

Reply:

The requirements and standards of lighting for directional signs adopted by the Highways Department (HyD), which are stipulated in the Transport Planning and Design Manual and the Public Lighting Design Manual, are based on internationally accepted standards. Besides ensuring provision of adequate and appropriate lighting, HyD also carries out regular inspections to ensure that any lamp failure or damage is handled in a timely manner.

HyD has not received any complaints on inadequate lighting for the directional signs maintained by the department in the past three years. It will continue to keep track of advancement in technology and changes in lighting standards overseas to ensure that the local standards are up-to-date and appropriate.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 16.3.2011

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

**THB(T)039**

Question Serial No.

1497

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

Programme:                    (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Would the Administration provide details about the cost and timetable for completing the statutory procedures for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) and commencing the construction of the advance works for its southern landfall, as well as the schedule and resources required for pursuing the detailed design for the remaining works?

Asked by: Hon. CHEUNG Hok-ming

Reply:

In 2009-10, the Highways Department (HyD) completed the Environmental Impact Assessment (EIA) study and obtained the approval on the EIA report and environmental permit from the Director of Environmental Protection. We also gazetted the TM-CLKL under the Town Planning Ordinance and the Roads (Works, Use and Compensation) Ordinance, and will continue to take forward the procedures in line with the statutory requirements mainly through in-house resources.

The investigation and preliminary design of the TM-CLKL is scheduled for completion in mid 2011. We have initiated the procurement of a consultancy for the detailed design of the project. As regards the construction of the advance works for the southern landfall, it will be taken forward together with the Hong Kong Boundary Crossing Facilities reclamation works, the ground investigation and the detailed design of which were substantially completed in end 2010. HyD is currently proceeding with the tendering procedures for the reclamation works contract. We aim to complete the project in phases to synchronise with the commissioning of the Hong Kong-Zhuhai-Macao Bridge and to meet the local traffic demand.

It is not appropriate to disclose the cost estimates for the detailed design consultancy or the reclamation works prior to the completion of the tendering procedures.

Signature \_\_\_\_\_

Name in block letters                                      K K LAU                  

Post Title                                      Director of Highways                  

Date                                      16.3.2011

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

**THB(T)040**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

1499

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide details about the progress of the investigation and preliminary design for the Tuen Mun Western Bypass and the resources required.

Asked by: Hon. CHEUNG Hok-ming

Reply:

We have commissioned the investigation and preliminary design consultancy for the Tuen Mun Western Bypass (TMWB) project in August 2008. Between October 2008 and January 2011, we conducted a series of public consultation for the project and a total of ten different alignment options were assessed in the process. The recommended alignment option was supported by Tuen Mun District Council and Heung Yee Kuk at their meetings on 2 and 16 November 2010 respectively.

We are proceeding with the traffic impact assessment, environmental impact assessment, ground investigation, and preliminary design for the project.

The estimated cost of investigation and preliminary design as well as the associated ground investigation works for the TMWB is \$36 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 16.3.2011



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

**THB(T)042**

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

Question Serial No.

3802

Programme:            (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in paragraph 153 of the Budget Speech that the Administration plans to seek approval of the Legislative Council for \$280 million this year (i.e. 2011-12) to take forward the design works and retrofitting of barrier-free access facilities at about 180 public footbridges and subways. Will the Administration set out such works in detail, including the locations and the timetable for completion?

Asked by: Hon. CHEUNG Kwok-che

Reply:

We propose to seek funding approval of the Legislative Council within this year to provide barrier-free access facilities (lifts or ramps) at existing footbridges and subways. This includes design work of about 180 structures, of which technical feasibility study is being carried out, plus the first phase of retrofitting works.

Owing to the vast number of structures involved, we plan to take forward the project in phases with majority of the works to be completed in 2016-17 and the rest in 2017-18. Subject to the approval of funding, the first phase of construction works for the following ten structures, of which we have completed detailed design, is scheduled to commence in around end 2011 for completion in late 2014:

| District     | Location   |
|--------------|--|
| Kowloon City | Footbridge across Waterloo Road near Suffolk Road                            |
| North        | Footbridge across Choi Yuen Road and San Wan Road near Pak Wo Road           |
| Sha Tin      | Subway across Tai Po Road near Fo Tan Road                                   |
| Sham Shui Po | Subway across Tai Po Road near Pei Ho Street, Shek Kip Mei                   |
| Southern     | Footbridge across Aberdeen Praya Road and Yue Shi Cheung Road                |
|              | Subway across Aberdeen Praya Road near Old Main Street                       |
| Tsing Yi     | Footbridge across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building |
|              | Subway across Ching Hong Road near Mayfair Gardens                           |
| Tsuen Wan    | Footbridge across Castle Peak Road near Fu Wah Centre                        |
|              | Footbridge across MTR railway track (Tsuen Wan Line) near Mega Trade Centre  |

The design work of the 180 structures is expected to commence in mid 2011 for completion in phases by around early 2015. We have already confirmed the technical feasibility and conducted initial public consultation in respect of the retrofitting works at the following 19 structures, and will be ready to move to the design stage once funding for the design works as mentioned above is approved :



Reply Serial No.

**THB(T)042**

Question Serial No.

3802

| District      | Location  |
|---------------|---|
| Kwun Tong     | Footbridge across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court, Ngau Tau Kok |
|               | Footbridge at Lam Tin MTR Station over Bus Terminus near Sceneway Road                  |
| North         | Footbridge over KCR at Choi Yuen Road   |
| Sha Tin       | Footbridge across Lion Rock Tunnel Road near Fung Shing Court, Tai Wai                  |
| Sham Shui Po  | Footbridge across Lai Chi Kok Road near Cheung Shun Street, Lai Chi Kok                 |
|               | Footbridge across Nam Cheong Street near Chak On Estate                                 |
|               | Subway across Cheung Sha Wan Road at Kweilin Street                                     |
| Tai Po        | Subway across Nam Wan Road near Kwong Fuk Road  |
|               | Subway across Tai Po Road – Yuen Chau Tsai near Nam Wan Road                            |
|               | Subway under the Track of East Rail from Tai Po Tau Drive to Tai Po Tau Shui Wai Road   |
| Tuen Mun      | Subway across a Slip Road from Tsing Wun Road to Wong Chu Road                          |
| Wan Chai      | Footbridge across Gloucester Road near Luk Kwok Hotel                                   |
|               | Footbridge across Harbour Drive and Tonnochy Road near Wanchai Sports Ground            |
|               | Footbridge across Harbour Road and Convention Avenue                                    |
|               | Tonnochy Road Footbridge across Tonnochy Road near Harbour Road                         |
|               | Subway across Wong Nai Chung Road and Queen's Road East, near Sports Road               |
| Wong Tai Sin  | Footbridge across Lung Cheung Road near Tin Ma Court                                    |
| Kowloon City  | Subway across Prince Edward Road West near Nam Kok Road                                 |
| Yau Tsim Mong | Subway across Nathan Road at Bute Street  |

As regards the remaining structures, the technical feasibility study is currently being carried out and we will consult the public on the details of the retrofitting works as soon as the technical feasibility is confirmed and the detailed design is completed. We plan to seek funding from the Legislative Council for the construction works of the remaining structures in several batches. Our plan is to complete the bulk of the works in 2016-17 and the rest in 2017-18.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU \_\_\_\_\_

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

Date \_\_\_\_\_ 18.3.2011 \_\_\_\_\_

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

**THB(T)043**

Question Serial No.

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

1515

Programme:                      (4) Technical Services

Controlling Officer:      Director of Highways

Director of Bureau:      Secretary for Transport and Housing

Question:

It is expected that the expenditure on maintenance of road lights will increase from \$58.2 million in 2010-11 to \$71 million in 2011-12. Why is there an increase of more than 20%?

Asked by: Hon. CHEUNG Yu-yan, Tommy

Reply:

The increase in estimated expenditure on maintenance of road lighting facilities is due to the increase in material cost. The costs of copper and steel, which are the crucial elements in the road lighting facilities, have increased by 16% and 23% respectively from November 2009 to November 2010.

Signature \_\_\_\_\_

Name in block letters                      **K K LAU** \_\_\_\_\_

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

Date                      **15.3.2011** \_\_\_\_\_

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

**THB(T)044**

Head: 60 - Highways Department      Subhead      000 Operational  
(No. & title):      Expenses

Question Serial No.

0009

Programme:      (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

With respect to taking forward the planning of the Hong Kong-Shenzhen Western Express Line (WEL), will the Administration inform this Committee of the latest progress of the planning of the WEL, the earliest estimated time to begin formal consultation and planning procedures, the estimated commencement date and completion date, as well as the expenditure and manpower involved for the planning of the WEL so far?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

The proposed Hong Kong-Shenzhen Western Express Line (WEL) is intended to be a multi-function cross-boundary railway. It will provide cross-boundary passengers with environmentally friendly and efficient railway services between Hong Kong and Shenzhen. It will also facilitate the development of the Northwest New Territories (NWNT) and Qianhai in Shenzhen. Through this railway project, we would also like to facilitate the cooperation between the two airports in Hong Kong and Shenzhen which may result in a win-win situation.

Preliminary studies on the WEL have confirmed its technical feasibility. It is important, however, for the design of the WEL to take into consideration of the development of Qianhai and NWNT. We expect more and more planning parameters for these areas will be available soon.

With the funding approval from the Finance Committee of the Legislative Council, the Highways Department will commission a consultancy study to review and update the Railway Development Strategy 2000. The review is expected to start in the second quarter of 2011. It will investigate, amongst other railway proposals, the functionality, preliminary alignment options and patronage forecast of the WEL, taking into consideration latest transport planning parameters, cross-boundary passenger demand and air-related passenger demand, land use and development, etc. When we have findings from the consultancy study, we will consult the public, inviting the community to express views on the development of WEL.

We have jointly studied with the Shenzhen authorities on the preliminary planning of the proposed WEL to facilitate the cooperation of the two airports. We also have carried out another preliminary engineering study on the Hong Kong section. Since the financial year of 2008-09, we have deployed a total of around \$23 million for these two separate studies. The manpower involved in taking forward the studies was absorbed by internal redeployment and hence there was no additional manpower.

Reply Serial No.

**THB(T)044**

Question Serial No.

0009

Signature \_\_\_\_\_

Name in block letters                     K K LAU                    

Post Title                     Director of Highways                    

Date                     18.3.2011

Examination of Estimates of Expenditure 2011-12

Reply Serial No.

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

**THB(T)045**

Question Serial No.

Head: 60 - Highways Department      Subhead      000 Operational  
(No. & title):      Expenses

0010

Programme:      (3) Railway Development

Controlling Officer:      Director of Highways

Director of Bureau:      Secretary for Transport and Housing

Question:

Will the Administration inform this Committee of the railway planning studies carried out by the Highways Department or consultants in the past year (i.e. 2010-11) and the expenditure involved? (Please set out the content and expenditure of the studies.) Please also set out the railway planning studies expected to be carried out by the department or consultants in 2011-12 and the expenditure involved.

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

All railway planning studies are carried out by consultants. The information about the planning studies is tabulated as follow:-

Planning studies carried out by consultants in 2010-11

|   | Title  | Description   | Estimated expenditure of the study (\$ million) |
|---|--|---|---|
| 1 | Independent Checking of the Funding Arrangement of the South Island Line (SIL) (East)<br>(Note 1)                        | To carry out independent assessment of the financial arrangement of the SIL (East) project based on preliminary design                      | 2.5   |
| 2 | Independent Checking of the Funding Arrangement of the SIL (East) based on detailed design and updated information       | To carry out independent assessment of the financial arrangement of the SIL (East) project based on detailed design and updated information | 1.4   |
| 3 | Independent Design Review, Checking of Shatin to Central Link (SCL) Project Cost for Design and Site Investigation Phase | To carry out independent design review, checking of project cost for the SCL project  | 19.0  |
| 4 | Independent Checking of the Funding Arrangement of the Kwun Tong Line (KTL) Extension                                    | To carry out independent assessment of the financial arrangement of the KTL Extension project   | 1.9   |

Reply Serial No.

**THB(T)045**

Question Serial No.

0010

|   |   |  |      |
|---|---|--|------|
| 5 | Independent Design Review of Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) Electrical & Mechanical (E&M) System – Investigation <sup>(Note 1)</sup> | To carry out independent design review for the E&M systems of the Hong Kong section of XRL to ensure proper interface and interoperability of the railway systems between the Hong Kong section and Mainland section | 18.5 |
| 6 | Hong Kong section of XRL Monitoring and Verification for Design and Site Investigation Phase – Investigation <sup>(Note 1)</sup>  | To carry out monitoring and verification on the MTR Corporation Limited's (MTRCL's) design and site investigation works  | 23.3 |
| 7 | Hong Kong section of XRL Monitoring and Verification Consultancy for Construction, Testing and Commissioning  | To carry out monitoring and verification on the MTRCL's construction, testing and commissioning works  | 83.8 |

Planning studies to be carried out by consultants in 2011-12

|   | Title  | Description  | Estimated expenditure of the study (\$ million) |
|---|--|--|---|
| 1 | Independent Checking of the Funding Arrangement of the SIL (East) based on detailed design and updated information <sup>(Note 2)</sup> | To carry out independent assessment of the financial arrangement of the SIL (East) project based on detailed design and updated information  | 1.4   |
| 2 | Independent Design Review, Checking of SCL Project Cost for Design and Site Investigation Phase <sup>(Note 2)</sup>                    | To carry out independent design review, checking of project cost for the SCL project   | 19.0  |
| 3 | Independent Checking of the Funding Arrangement of the KTL Extension <sup>(Note 2)</sup>   | To carry out independent assessment of the financial arrangement of the KTL Extension project  | 1.9   |
| 4 | Independent Design Review of Hong Kong section of Guangzhou-Shenzhen-Hong Kong XRL E&M System - Investigation <sup>(Note 2)</sup>      | To carry out independent design review for the E&M systems of the Hong Kong section of XRL to ensure proper interface and interoperability of the railway systems between the Hong Kong section and Mainland section | 18.5  |

Reply Serial No.

**THB(T)045**

Question Serial No.

0010

|   |  |   |                             |
|---|--|---|-----------------------------|
| 5 | Hong Kong section of XRL Monitoring and Verification for Design and Site Investigation Phase - Investigation <sup>(Note 1)</sup> | To carry out monitoring and verification on the MTRCL's design and site investigation works   | 23.3                        |
| 6 | Hong Kong section of XRL Monitoring and Verification Consultancy for Construction, Testing and Commissioning <sup>(Note 2)</sup> | To carry out monitoring and verification on the MTRCL's construction, testing and commissioning works                               | 83.8                        |
| 7 | Independent Checking of the MTRCL's on-cost of the SCL Project   | To carry out independent assessment of the MTRCL's on-cost of the SCL project   | Consultancy not yet awarded |
| 8 | Review and Update of the Second Railway Development Study - Feasibility Study  | To carry out review and update of the railway development strategy for Hong Kong to meet the needs for railway transport up to 2031 | Consultancy not yet awarded |

Note 1: This is an on-going study continued from 2009-10.

Note 2: This is an on-going study continued from 2010-11.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU \_\_\_\_\_

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

Date \_\_\_\_\_ 15.3.2011 \_\_\_\_\_





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

**THB(T)047**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

0012

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Administration inform this Committee of the figures regarding urgent road repair/resurfacing in the past two years (i.e. 2009-10 to 2010-11)? What gave rise to the aforesaid urgent cases? Were there any cases of road damage caused by works in progress? If yes, did the Highways Department (HyD) recover compensation from the contractors of the works, and what was the amount of compensation recovered in the past two years? What are the measures currently being taken by HyD to prevent potential serious impacts of any works on road conditions?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

There were 1 965 and 1 728 cases of emergency road repairs or resurfacing of vehicular roads in 2009-10 and 2010-11 respectively, arising from the aging of road pavement, damage due to traffic accidents, and severe weather conditions causing road subsidence or damage of pavement/ drainage facilities. There is no proven case that any of these emergency repairs are related to on-going construction works.

The Highways Department (HyD) has put in place measures to prevent and identify damage to road pavement and associated facilities by roadwork contractors. We issue road excavation permits to control construction works affecting public roads. We incorporate permit conditions to require the permittees to take appropriate measures to prevent road damage. We carry out regular audit inspections to ensure that conditions as stipulated in the permits are observed. In addition, for projects carried out by HyD's contractors, we deploy resident site staff to carry out routine inspections and regular reviews, and also closely supervise the works. In the event that road damage is identified, we would require the permittee or contractor (as the case may be) to carry out necessary repair in conjunction with the works concerned.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 15.3.2011

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

**THB(T)048**

Question Serial No.

0014

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

Programme:                    (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Administration inform this Committee of the following: the title, content, expenditure and estimated completion date of the road planning design studies carried out by the Highways Department or consultants in the past two years (i.e. 2009-10 to 2010-11), as well as the road planning design studies expected to be carried out by the department or consultants in 2011-12 and the expenditure involved.

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

The details of the road planning and design studies undertaken by the Highways Department (HyD) for highway projects using in-house resources / by engaging consultants in 2009-10 and 2010-11 are as follows:

**By in-house resources**

| <b>Item No.</b> | <b>Item description</b>   | <b>Main scope</b>                    | <b>Estimated cost (\$million)</b> | <b>Actual/ Forecast completion date</b> |
|-----------------|---|--------------------------------------|-----------------------------------|---|
| 1               | Elevated Walkway between Tong Ming Street and Tong Tak Street, Tseung Kwan O - investigation and preliminary design | Investigation and preliminary design | N/A                               | June 2010                               |
| 2               | Improvement to Pok Oi Interchange - investigation and preliminary design  | Investigation and preliminary design | N/A                               | June 2010                               |
| 3               | Elevated Walkway between Tong Ming Street and Tong Tak Street, Tseung Kwan O - design                               | Detailed design                      | N/A                               | early 2012                              |

Reply Serial No.

**THB(T)048**

Question Serial No.

0014

| <b>Item No.</b> | <b>Item description</b>                    | <b>Main scope</b> | <b>Estimated cost (\$million)</b> | <b>Actual/ Forecast completion date</b> |
|-----------------|--|-------------------|-----------------------------------|---|
| 4               | Improvement to Pok Oi Interchange - design | Detailed design   | N/A                               | early 2012                              |

**By consultants**

| <b>Item No.</b> | <b>Item description</b>  | <b>Main scope</b>   | <b>Estimated cost (\$million)</b> | <b>Actual/ Forecast completion date</b> |
|-----------------|--|---|-----------------------------------|---|
| 1               | Improvement to Sham Tseng Interchange - investigation and design                     | Investigation and detailed design   | 2.9                               | June 2009                               |
| 2               | Improvement and Extension of Kam Pok Road - Investigation                            | Investigation and preliminary design  | 0.8                               | December 2009                           |
| 3               | Traffic Improvements to Tuen Mun Road Town Centre Section - investigation and design | Investigation and detailed design   | 13.0                              | January 2010                            |
| 4               | Hong Kong-Zhuhai-Macao Bridge (HZMB) - preconstruction works for the Main Bridge     | Physical modelling study (including design refinement) on hydrology and drainage impact | 46.6*                             | April 2010                              |
| 5               | Bus-bus Interchanges on Tuen Mun Road - investigation and design                     | Investigation and detailed design   | 3.0                               | July 2010                               |

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\* Full cost of the study is shared by the three governments. This sum is the share of the Government of the HKSAR.

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**THB(T)048**

Question Serial No.

0014

|    |   |   |        |            |
|----|---|---|--------|------------|
| 6  | HZMB - funding support for preliminary design and site investigation for the Main Bridge  | Investigation and preliminary design                | 233.5* | early 2011 |
| 7  | HZMB Hong Kong Link Road - investigation and preliminary design   | Investigation and preliminary design                | 58.9   | early 2011 |
| 8  | Hiram's Highway improvement Stage 2 - Investigation   | Investigation                                       | 2.8    | early 2011 |
| 9  | HZMB - Hong Kong Boundary Crossing Facilities (HKBCF) - investigation and preliminary design  | Investigation and preliminary design                | 86.9   | mid 2011   |
| 10 | Elevated Walkway System along Gloucester Road - investigation and preliminary design  | Investigation and preliminary design                | 3.3    | mid 2011   |
| 11 | Further Study on Dualling of Hiram's Highway between Clear Water Bay Road and Marina Cove and Improvement to Local Access to Ho Chung | Further assessment and review of preliminary design | 0.5    | mid 2011   |
| 12 | HZMB - Conceptual design and advance technical studies  | Conceptual design and advance technical studies     | 26.8*  | end 2011   |
| 13 | Reconstruction and improvement of Tuen Mun Road - detailed design and associated site investigations                                  | Detailed design and site investigation              | 71.6   | early 2012 |

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**THB(T)048**

Question Serial No.

0014

|    |  |   |       |          |
|----|--|---|-------|----------|
| 14 | HZMB HKBCF – detailed design and site investigation  | Detailed design and site investigation                                    | 621.9 | end 2012 |
| 15 | Tuen Mun - Chek Lap Kok Link (TM-CLKL) and Tuen Mun Western Bypass (TMWB) - investigation and preliminary design                 | Investigation and preliminary design                                      | 88.6  | end 2012 |
| 16 | TM-CLKL and TMWB – detailed design and tendering for the advance reclamation works for the TM-CLKL                               | Detailed design   | 6.9   | end 2012 |
| 17 | Central - Wan Chai Bypass and Island Eastern Corridor Link –investigations   | Investigation and detailed design   | 215.0 | end 2013 |
| 18 | Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - detailed design and ground investigation | Detailed design and site investigation                                    | 71.9  | end 2013 |
| 19 | Central Kowloon Route –design and site investigations  | Investigation, preliminary design, detailed design and site investigation | 192.3 | end 2014 |

In 2011-12, HyD will continue the above road planning and design studies which have not yet been completed. In addition, we will engage consultants to undertake the following new items:

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**THB(T)048**

Question Serial No.

0014

| <b>Item No.</b> | <b>Item description</b>  | <b>Main scope</b>                                   | <b>Estimated cost (\$million)</b>                            | <b>Actual/ Forecast completion date</b> |
|-----------------|--|---|--|---|
| 1               | Widening of Castle Peak Road (Castle Peak Bay) - Site Investigation and Preliminary Design | Site investigation and preliminary design           | not to be disclosed prior to completion of tendering process | early 2012                              |
| 2               | Hiram's Highway Improvement Stage 2 - Preliminary Design                                   | Further assessments, studies and preliminary design | not to be disclosed prior to completion of tendering process | mid 2013                                |
| 3               | TM-CLKL – Detailed design and site investigation   | Detailed design and site investigation              | not to be disclosed prior to completion of tendering process | end 2014                                |

Note : There will be no planned new item to be carried out using in-house resources in 2011-12.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 17.3.2011

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

**THB(T)049**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

1801

Programme: (4) Technical Services

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration's estimated expenditure on maintenance of road lights for 2011-12 is \$71.0 million, which is significantly higher than the actual expenditure in the last two years (i.e. \$57.0 million in 2009-10 and \$58.2 million in 2010-11). Please provide reasons for and details of the increase in the estimated expenditure.

Asked by: Hon. HO Chung-tai, Raymond

Reply:

The increase in estimated expenditure on maintenance of road lighting facilities is due to the increase in material costs. The costs of copper and steel, which are the crucial materials used in the road lighting facilities, have increased by 16% and 23% respectively from November 2009 to November 2010.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 16.3.2011

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

**THB(T)050**

Head: 60 - Highways Department Subhead 000 Operational  
(No. & title): Expenses

Question Serial No.

1802

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Administration provide this Committee with details about the progress of the investigation and preliminary design for the Tuen Mun-Chek Lap Kok Link? What is the timetable for completing the project?

Asked by: Hon. HO Chung-tai, Raymond

Reply:

The investigation and preliminary design of the Tuen Mun-Chek Lap Kok Link project is scheduled for completion in mid 2011. We have initiated the procurement of a consultancy for the detailed design of the project. We aim to complete the project in phases to synchronise with the commissioning of the Hong Kong-Zhuhai-Macao Bridge and to meet the local traffic demand.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU \_\_\_\_\_

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

Date \_\_\_\_\_ 16.3.2011 \_\_\_\_\_





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

**THB(T)052**

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

Question Serial No.

2467

Programme: (4) Technical Services

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the design input for road lighting, highway structures, roadside slope improvement and landscape features associated with capital projects and maintenance works, will the Administration inform this Committee of the following:

- a. whether road lighting system of better environmental efficiency will be used; if yes, please provide details; and
- b. the time required to replace all road lighting systems with the aforesaid ones.

Asked by: Hon. IP Wai-ming

Reply:

The lamps and lanterns used in the existing road lighting system are already at the top end of similar products currently available in the market in terms of energy saving efficiency. We will closely monitor the development of new energy-saving lighting facilities and explore their applications in Hong Kong.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 16.3.2011



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

**THB(T)054**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

0201

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the “expenditure on road reconstruction, rehabilitation, resurfacing, and joint replacement works”, the expenditure in 2010 was \$289.3 million whilst the estimated expenditure for 2011 is \$261.2 million. Please advise:

- a. Why is there a 10% decrease in the estimated expenditure?
- b. On which major expressways and trunk roads are reconstruction works expected to be carried out in 2011-12?
- c. On which major highways' decks are joint replacement works expected to be carried out in 2011-12?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- a. The estimated expenditure on road reconstruction, rehabilitation, resurfacing and joint replacement works in 2011 is slightly less than that in 2010 because less maintenance works will be required for the new road pavement of Tuen Mun Road (expressway section) which is being reconstructed under an on-going Public Works Project (Item No. 6746TH “Reconstruction and improvement of Tuen Mun Road”).
- b. In 2011-12, we will continue the reconstruction of Tuen Mun Road. We have no planned reconstruction works for other major expressways and trunk roads.
- c. In 2011-12, we plan to carry out joint replacement works for bridges at the following road sections :
  - (i) North Lantau Expressway near Yam O
  - (ii) Tsuen Wan Road
  - (iii) Pok Oi Interchange
  - (iv) Tuen Mun Road near Yau Kam Tau, Sham Tseng and Piu To Road
  - (v) Sha Lek Highway
  - (vi) Tate's Cairn Highway
  - (vii) Sha Tin Road
  - (viii) Man Kam To Road

Reply Serial No.

**THB(T)054**

Question Serial  
No.

0201

- (ix) Island Eastern Corridor
- (x) Kwun Tong Bypass
- (xi) Kwai Chung Road near Mei Foo Sun Chuen
- (xii) Junction of Princess Edward Road West and Lai Chi Kok Road

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **K K LAU** \_\_\_\_\_

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

Date \_\_\_\_\_ **15.3.2011** \_\_\_\_\_

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

**THB(T)055**

Question Serial No.

2773

Head: 60 - Highways Department

Subhead (No. & title):

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The Financial Secretary has mentioned in the Budget Speech that in order to provide the disabled with a barrier-free environment, the Administration plans to seek approval of the Legislative Council for \$280 million this year to take forward the design work and retrofitting of barrier-free access facilities at about 180 public footbridges and subways, and that the Administration's target is to complete the bulk of the works by 2016-17. Please list, by the eighteen districts, the location of the aforesaid 180 public footbridges and subways, the cost, the target commencement and completion date of such works, as well as the government departments and public organisations involved.

Asked by: Hon. LAU Wai-hing, Emily

Reply:

We propose to seek funding approval of the Legislative Council within this year to provide barrier-free access facilities (lifts or ramps) at existing footbridges and subways. This includes design work of about 180 structures, of which technical feasibility study is being carried out, plus the first phase of retrofitting works.

Owing to the vast number of structures involved, we plan to take forward the project in phases with majority of the works to be completed in 2016-17 and the rest in 2017-18. Subject to the approval of funding, the first phase of construction works for the following ten structures, of which we have completed detailed design, is scheduled to commence in around end 2011 for completion in late 2014:

| District     | Location   |
|--------------|--|
| Kowloon City | Footbridge across Waterloo Road near Suffolk Road                            |
| North        | Footbridge across Choi Yuen Road and San Wan Road near Pak Wo Road           |
| Sha Tin      | Subway across Tai Po Road near Fo Tan Road                                   |
| Sham Shui Po | Subway across Tai Po Road near Pei Ho Street, Shek Kip Mei                   |
| Southern     | Footbridge across Aberdeen Praya Road and Yue Shi Cheung Road                |
|              | Subway across Aberdeen Praya Road near Old Main Street                       |
| Tsing Yi     | Footbridge across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building |
|              | Subway across Ching Hong Road near Mayfair Gardens                           |
| Tsuen Wan    | Footbridge across Castle Peak Road near Fu Wah Centre                        |
|              | Footbridge across MTR railway track (Tsuen Wan Line) near Mega Trade Centre  |

The design work of the 180 structures is expected to commence in mid 2011 for completion in phases by around early 2015. We have already confirmed the technical feasibility and conducted initial public consultation in respect of the retrofitting works at the following 19 structures, and will be ready to move to the design stage once funding for the design works as mentioned above is approved :



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

**THB(T)056**

Question Serial No.

0732

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

Programme: (2) District and Maintenance

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the implementation of pedestrian schemes, please inform this Committee of the planning and works carried out in the past three years (i.e. 2008-09 to 2010-11) to improve the barrier-free status of footpaths. Please list the locations of these works projects by District Council districts, giving a brief description of the planning/works, as well as the cost, status and anticipated completion dates of the works.

Asked by: Hon. LI Fung-ying

Reply:

The various barrier-free access facilities under planning or construction include provision of lift/ramp to existing footbridge/subway and provision of tactile guide path/dropped kerbs/tactile warning strip for footbridges/subways, public transport interchanges (PTIs) and bus termini. Details of these works projects carried out in the years 2008-09 to 2010-11 are summarised in the table below:

| District          | Description of works  | No. of facilities involved                          | Status                  | Cost (\$million)  | Anticipated completion date   |
|-------------------|---|---|-------------------------|-------------------|---|
| Central & Western | Provision of lifts/ramps at footbridges/subway  | 18 footbridges;<br>1 subway;<br>3 elevated walkways | All under investigation | Not yet available | Retrofitting for this group will be completed by Q3 2017                  |
|                   | Provision of tactile guide paths/dropped kerbs/tactile warning strips at footbridges/PTIs/bus termini | 4 footbridges;<br>2 PTIs;<br>7 bus termini          | 10 completed            | 0.1               | NA  |
|                   |   |   | 3 in progress           | 0.2               | Works in progress will be completed between Q1 2011 and Q3 2012           |
| Eastern           | Provision of lifts/ramps at footbridges/subway  | 6 footbridges; 1 subway;<br>1 elevated walkway      | 1 in progress           | 17.7              | Works in progress will be completed by Q2 2012                            |
|                   |   |   | 7 under investigation   | Not yet available | Retrofitting for this group will be completed between Q4 2016 and Q3 2017 |
|                   | Provision of tactile guide paths/dropped kerbs/tactile warning strips at footbridges/PTIs/bus termini | 2 footbridges;<br>4 PTIs;<br>9 bus termini          | 14 completed            | 0.5               | NA  |



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0732

| District     | Description of works  | No. of facilities involved                     | Status                               | Cost (\$million)  | Anticipated completion date   |
|--------------|---|--|--------------------------------------|-------------------|---|
|              |   |  | 1 in progress                        | 0.1               | Works in progress will be completed by Q1 2011                                    |
| Islands      | Provision of tactile guide paths/dropped kerbs/tactile warning strips at bus termini                          | 2 bus termini                                  | All in progress                      | 0.1               | Works in progress will be completed by Q4 2011                                    |
| Kowloon City | Provision of lifts/ramps at footbridges/subways   | 4 footbridges; 7 subways; 3 elevated walkways  | 2 in detailed design                 | 32.4              | Retrofitting for this group will be completed by Q1 2014 and Q1 2017 respectively |
|              |   |  | 12 under investigation               | Not yet available | Retrofitting for this group will be completed between Q4 2016 and Q3 2017         |
| Kwai Tsing   | Provision of lifts/ramps at footbridges/subways   | 10 footbridges; 8 subways; 3 elevated walkways | 3 completed<br>1 in progress         | 12.0<br>3.0       | Works in progress will be completed by Q4 2011                                    |
|              |   |  | 2 in detailed design                 | 11.9              | Retrofitting for this group will be completed by Q1 2014                          |
|              |   |  | 15 under investigation               | Not yet available | Retrofitting for this group will be completed by Q2 2017                          |
|              | Provision of tactile guide paths/dropped kerbs/tactile warning strips at footbridges/PTIs/bus termini/subways | 7 footbridges<br>3 PTIs<br>2 subways           | 3 completed<br>9 under investigation | 0.4<br>0.2        | NA<br>Retrofitting for this group will be completed by Q2 2012                    |
| Kwun Tong    | Provision of lifts/ramps at footbridges/subways   | 8 footbridges; 1 subways; 1 elevated walkway   | 2 in detailed design                 | 27.9              | Retrofitting for this group will be completed by Q1 2017                          |
|              |   |  | 8 under investigation                | Not yet available | Retrofitting for this group will be completed between Q4 2016 and Q3 2017         |

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0732

| District      | Description of works   | No. of facilities involved   | Status                 | Cost (\$million)                               | Anticipated completion date  |
|---------------|--|--|------------------------|--|--|
|               | Provision of tactile guide paths/dropped kerbs/tactile warning strips at PTIs/bus termini                    | 2 PTIs;<br>1 bus terminus  | All completed          | 0.1  | NA   |
| North         | Provision of lifts/ramps at footbridges/subways  | 12 footbridges;<br>5 subways<br><br>(1 subway to be funded by Cat. D item) | 3 in detailed design   | 48.0   | Retrofitting for this group will be completed in Q2 2013, Q1 2014 and Q1 2017. |
|               |  |  | 14 under investigation | Not yet available                              | Retrofitting for this group will be completed by Q3 2017                       |
|               | Provision of tactile guide paths/dropped kerbs/tactile warning strips at footbridges/PTIs                    | 2 footbridges<br>2 PTIs  | 2 completed            | 0.2  | NA   |
|               |  |  | 2 under investigation  | Not yet available                              | Retrofitting for this group will be completed by Q2 2012                       |
| Sai Kung      | Provision of lifts/ramps at subway   | 1 subway   | Under investigation    | Not yet available                              | Retrofitting for this group will be completed by Q3 2017                       |
|               | Provision of tactile guide paths/dropped kerbs/tactile warning strips at subways/PTIs/bus termini            | 3 subways<br>2 PTIs<br>3 bus termini                                       | 4 completed            | 0.1  | NA   |
|               |  |  | 2 under investigation  | Not yet available                              | Retrofitting for this group will be completed by Q2 2011                       |
|               |  |  | 2 in detailed design   | 0.2  | Retrofitting for this group will be completed by Q4 2011                       |
| Sha Tin       | Provision of lifts/ramps at footbridges/subways  | 4 footbridges; 3 subways   | 2 in detailed design   | 19.0   | Retrofitting for this group will be completed by Q1 2014                       |
|               |  |  | 5 under investigation  | Not yet available                              | Retrofitting for this group will be completed by Q3 2017                       |
|               | Provision of tactile guide paths/dropped kerbs/tactile warning strips at footbridges/PTIs/bus termini/subway | 5 footbridges<br>1 subway<br>4 PTIs<br>6 bus termini                       | 10 completed           | 0.9  | NA   |
| 3 in progress |  |  | 0.8                    | Works in progress will be completed by Q4 2011 |  |

Reply Serial No.

THB(T)056

Question Serial No.

0732

| District     | Description of works  | No. of facilities involved                    | Status                | Cost (\$million)  | Anticipated completion date   |
|--------------|---|---|-----------------------|-------------------|---|
|              |   |   | 2 in detailed design  | 1.4               | Retrofitting for this group will be completed by Q1 2012                  |
|              |   |   | 1 under investigation | Not yet available | Retrofitting will be completed by Q2 2011                                 |
| Sham Shui Po | Provision of lifts/ramps at footbridges/subways   | 6 footbridges; 2 subways                      | 1 in progress         | 10.6              | Works in progress will be completed by Q3 2011                            |
|              |   |   | 4 in detailed design  | 63.6              | Retrofitting for this group will be completed between Q1 2014 and Q1 2017 |
|              |   |   | 3 under investigation | Not yet available | Retrofitting for this group will be completed by Q4 2016                  |
|              | Provision of tactile guide paths/dropped kerbs/tactile warning strips at PTI              | 1 PTI   | Completed             | 0.1               | NA  |
| Southern     | Provision of lifts/ramps at footbridges/subways   | 4 footbridges; 4 subways; 3 elevated walkways | 1 in progress         | 10.6              | Works in progress will be completed by Q3 2012                            |
|              |   |   | 3 in detailed design  | 39.2              | Retrofitting for this group will be completed by Q1 2014                  |
|              |   |   | 7 under investigation | Not yet available | Retrofitting for this group will be completed between Q4 2016 and Q3 2017 |
|              | Provision of tactile guide paths/dropped kerbs/tactile warning strips at PTIs/bus termini | 4 PTIs<br>2 bus termini                       | 4 completed           | 0.1               | NA  |
|              |   |   | 2 in progress         | 0.1               | Works in progress will be completed by Q4 2011                            |
| Tai Po       | Provision of lifts/ramps at footbridges/subways   | 8 footbridges; 7 subways                      | 3 in detailed design  | 21.5              | Retrofitting for this group will be completed by Q1 2017                  |

Reply Serial No.

THB(T)056

Question Serial No.

0732

| District               | Description of works  | No. of facilities involved                            | Status                                | Cost (\$million)   | Anticipated completion date   |
|------------------------|---|---|---------------------------------------|--|---|
|                        |   |   | 12 under investigation                | Not yet available  | Retrofitting for this group will be completed by Q3 2017                          |
|                        | Provision of tactile guide paths/dropped kerbs/tactile warning strips at PTIs                                 | 6 PTIs  | 5 completed                           | 0.5  | NA  |
|                        |   |   | 1 in progress                         | 0.1  | Works in progress will be completed by Q3 2011                                    |
| Tsuen Wan              | Provision of lifts/ramps at footbridges/subways   | 10 footbridges;<br>3 subways;<br>1 elevated walkway   | 1 completed                           | 13.9   | NA  |
|                        |   |   | 2 in detailed design                  | 22.5   | Retrofitting for this group will be completed by Q1 2014                          |
|                        |   |   | 11 under investigation                | Not yet available  | Retrofitting for this group will be completed by Q3 2017                          |
|                        | Provision of tactile guide paths/dropped kerbs/tactile warning strips at footbridges/PTIs/bus termini/ subway | 11 footbridges<br>2 PTIs<br>6 bus termini<br>1 subway | 9 completed<br>11 under investigation | 0.1<br>Not yet available                                 | NA<br>Retrofitting for this group will be completed by Q2 2012                    |
| Tuen Mun               | Provision of lifts/ramps at footbridges/subways   | 10 footbridges;<br>2 subways;<br>1 elevated walkway   | 1 completed                           | 6.0  | NA  |
|                        |   |   | 2 in detailed design                  | 20.2   | Retrofitting for this group will be completed in Q2 2013 and Q1 2017 respectively |
|                        |   |   | 10 under investigation                | Not yet available  | Retrofitting for this group will be completed by Q3 2017                          |
|                        | Provision of tactile guide paths/dropped kerbs/tactile warning strip for footbridges/bus termini/subways      | 11 footbridges<br>2 bus terminus<br>3 subways         | 2 completed                           | 0.1  | NA  |
| 14 under investigation |   |   | Not yet available                     | Retrofitting for this group will be completed by Q2 2012 |   |

Reply Serial No.

THB(T)056

Question Serial No.

0732

| District      | Description of works   | No. of facilities involved                      | Status                                | Cost (\$million)  | Anticipated completion date  |
|---------------|--|---|---------------------------------------|-------------------|--|
| Wan Chai      | Provision of lifts/ramps at footbridges/subways                              | 26 footbridges;<br>2 subways                    | 1 in progress<br>7 in detailed design | 10.6<br>84.0      | Works in progress will be completed by Q2 2013.<br><br>Retrofitting for the group in detailed design stage will be completed between Q2 2013 and Q3 2017 |
|               |  |   | 20 under investigation                | Not yet available | Retrofitting for this group will be completed between Q4 2016 and Q3 2017  |
| Wong Tai Sin  | Provision of lifts/ramps at footbridges/subways                              | 3 footbridges; 5 subways;<br>1 elevated walkway | 2 in detailed design                  | 22.0              | Retrofitting for this group will be completed by Q1 2017   |
|               |  |   | 7 under investigation                 | Not yet available | Retrofitting for this group will be completed between Q4 2016 and Q3 2017  |
|               | Provision of tactile guide paths/dropped kerbs/tactile warning strips at PTI | 1 PTI   | Completed                             | 0.4               | NA   |
| Yau Tsim Mong | Provision of lifts/ramps at footbridges/subways                              | 9 footbridges; 8 subways                        | 2 in progress                         | 7.0               | Works in progress will be completed by Q4 2011   |
|               |  |   | 1 in detailed design                  | 13.3              | Retrofitting will be completed by Q1 2017  |
|               |  |   | 14 under investigation                | Not yet available | Retrofitting for this group will be completed between Q4 2016 and Q3 2017  |



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

**THB(T)057**

Head: 60 - Highways Department      Subhead (No. & title): 000 Operational Expenses

Question Serial No.

3182

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the estimates of expenditure of the Information Technology Management Unit (ITMU) in the Highways Department (HyD):

- (a) What is the estimated expenditure in 2011-12? What is the rate of change as compared with the actual expenditure in 2010-11? What is(are) the reason(s) for the above rate of change in expenditure?
- (b) What specific projects are involved in the Estimates of Expenditure 2011-12 mainly involve? Which of them are on-going projects and which are new projects? What are the number of staff, costs and implementation timetable of each project? Of the staff involved for each project, how many of them are civil servants, non-civil service contract staff and staff of outsourced service providers respectively?
- (c) Has HyD earmarked any provision for the promotion of e-engagement as well as opening up of public sector information? If so, what are the specific contents (including project names, details, manpower and costs involved, and implementation timetable)? If not, what is(are) the reason(s) and will HyD consider carrying out such measures in the future?
- (d) What are the permanent establishment, the number of existing staff and vacancies of the ITMU? Will there be any increase in manpower in the coming year? If so, what is the estimated number of additional posts and the ranks involved? Are these posts permanent in nature? Will candidates for these posts be appointed on civil service terms of appointment? If not, what is(are) the reason(s) for that?
- (e) Has the effectiveness of the ITMU been reviewed comprehensively? If so, what are the results of the review and the specific improvement measures involved? If not, what is(are) the reason(s) and will such review be carried out in the future?

Asked by: Hon. TAM Wai-ho, Samson

Reply:

- (a) The estimated expenditure for the Information Technology Management Unit (ITMU) of the Highways Department in 2011-12 is \$24.2 million, which is about 7% higher than the actual expenditure in 2010-11. The increase is mainly due to the additional provision for enhancement of computer systems.
- (b) The major on-going project in 2011-12 is listed below:

| Project                                     | No. of staff required in 2011-12 |                                  |                                      | Estimated expenditure in 2011-12 (\$million) |
|---|----------------------------------|----------------------------------|--------------------------------------|--|
|   | Civil service Staff              | Non-civil service contract staff | Staff of outsourced service provider |  |
| Support of IT Infrastructure and Facilities | 17                               | 0                                | 7                                    | 24.2   |





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

|                  |
|------------------|
| <b>THB(T)058</b> |
|------------------|

Head: 60 - Highways DepartmentSubhead (No. & title): 000 Operational Expenses

Question Serial No.

|      |
|------|
| 2512 |
|------|

Programme:Controlling Officer: Director of HighwaysDirector of Bureau: Secretary for Transport and HousingQuestion:

Regarding the employment of non-civil service contract (NCSC) staff, please provide the following information:

|   | 2011-12 | 2010-11 | 2009-10 | 2008-09 |
|---|---------|---------|---------|---------|
| Number of NCSC staff  | ( )     | ( )     | ( )     | ( )     |
| Particulars of NCSC staff posts   |         |         |         |         |
| Expenditure on the salaries of NCSC staff   | ( )     | ( )     | ( )     | ( )     |
| Distribution of monthly salary level of NCSC staff                                    |         |         |         |         |
| • \$30,001 or above   | ( )     | ( )     | ( )     | ( )     |
| • \$16,001 - \$30,000   | ( )     | ( )     | ( )     | ( )     |
| • \$8,001 - \$16,000  | ( )     | ( )     | ( )     | ( )     |
| • \$6,501 - \$8,000   | ( )     | ( )     | ( )     | ( )     |
| • \$5,001 - \$6,500   | ( )     | ( )     | ( )     | ( )     |
| • \$5,000 or below  | ( )     | ( )     | ( )     | ( )     |
| • Number of staff with monthly salary lower than \$5,824                              | ( )     | ( )     | ( )     | ( )     |
| • Number of staff with monthly salary between \$5,824 and \$6,500                     | ( )     | ( )     | ( )     | ( )     |
| Length of employment of NCSC staff  |         |         |         |         |
| • 5 years or above  | ( )     | ( )     | ( )     | ( )     |
| • 3 – 5 years   | ( )     | ( )     | ( )     | ( )     |
| • 1 – 3 years   | ( )     | ( )     | ( )     | ( )     |
| • less than 1 year  | ( )     | ( )     | ( )     | ( )     |
| Number of NCSC staff successfully turning into civil servants                         | ( )     | ( )     | ( )     | ( )     |
| Number of NCSC staff failing to turn into civil servants                              | ( )     | ( )     | ( )     | ( )     |
| Percentage of NCSC staff among the total number of staff in the department            | ( )     | ( )     | ( )     | ( )     |
| Percentage of staff costs on NCSC staff among the total staff costs in the department | ( )     | ( )     | ( )     | ( )     |
| Number of NCSC staff with remunerated meal break                                      | ( )     | ( )     | ( )     | ( )     |
| Number of NCSC staff without remunerated meal break                                   | ( )     | ( )     | ( )     | ( )     |
| Number of NCSC staff working 5 days a week  | ( )     | ( )     | ( )     | ( )     |
| Number of NCSC staff working 6 days a week  | ( )     | ( )     | ( )     | ( )     |

*Figures in ( ) denote year-on-year changes*

Reply Serial No.

**THB(T)058**

Question Serial No.

2512

Asked by: Hon. WONG Kwok-hing

Reply:

Information on the employment of NCSC staff from 2008-09 to 2010-11 is provided below. As the number of NCSC staff varies from time to time in the light of changing service needs and operational requirements, we are not able to provide a projection for 2011-12.

|   | 2010-11<br>(as at 31.12.2010)                                    | 2009-10<br>(as at 31.3.2010)                                      | 2008-09<br>(as at 31.3.2009)                                      |
|---|--|---|---|
| Number of NCSC staff  | 43 (-28%)  | 60 (-22%)   | 77(-45.4%)  |
| Particulars of NCSC staff posts   | 27 Professional, 6<br>Technical and 10<br>General administration | 28 Professional, 18<br>Technical and 14<br>General administration | 39 Professional, 22<br>Technical and 16<br>General administration |
| Expenditure on the salaries of NCSC staff<br>(\$ million)                     | 15.2 (-45%)  | 27.4 (-34%)   | 41.5(-33.5%)  |
| Distribution of monthly salary level of NCSC staff                            |  |   |   |
| • \$30,001 or above   | 24 (+9%)   | 22 (-33%)   | 33 (-48%)   |
| • \$16,001 - \$30,000   | 4 (-64%)   | 11 (-61%)   | 28 (+22%)   |
| • \$8,001 - \$16,000  | 15 (-44%)  | 27 (+69%)   | 16 (-65%)   |
| • \$6,501 - \$8,000   | 0  | 0   | 0 (-100%)   |
| • \$5,001 - \$6,500   | 0  | 0   | 0   |
| • \$5,000 or less   | 0  | 0   | 0   |
| • Number of staff with monthly salary<br>lower than \$5,824                   | 0  | 0   | 0   |
| • Number of staff with monthly salary<br>between \$5,824 and \$6,500          | 0  | 0   | 0   |
| Length of employment of NCSC staff  |  |   |   |
| • 5 years and above   | 15 (-17%)  | 18 (-56%)   | 41 (-37%)   |
| • 3 - 5 years   | 4 (-33%)   | 6 (-40%)  | 10 (-44%)   |
| • 1 - 3 years   | 14 (+56%)  | 9 (+13%)  | 8 (-76%)  |
| • less than 1 year  | 10 (-63%)  | 27 (+50%)   | 18 (-25%)   |
| Number of NCSC staff successfully turning<br>into civil servants (Note 1)     | 16 (-30%)  | 23 (-54%)   | 50 (-21%)   |
| Number of NCSC staff failing to turn into civil<br>servants (Note 2)          | 25 (+19%)  | 21 (-13%)   | 24 (+20%)   |
| Percentage of NCSC staff among the total<br>number of staff in the department | 2.0%<br>(-0.8 percentage<br>point)                               | 2.8%<br>(-1.0 percentage<br>point)                                | 3.8<br>(-2.8 percentage<br>point)                                 |



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

**THB(T)059**

Question Serial No.

Head: 60 - Highways Department      Subhead (No. & title): 000 Operational Expenses

2991

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

On engaging agency workers, please provide the following information:

|  | 2011-12 | 2010-11 | 2009-10 | 2008-09 |
|--|---------|---------|---------|---------|
| Number of contracts of engaging employment agencies                                      | ( )     | ( )     | ( )     | ( )     |
| Contract sum paid to each employment agency  | ( )     | ( )     | ( )     | ( )     |
| Total amount of commission paid to each employment agency                                | ( )     | ( )     | ( )     | ( )     |
| Length of contract for each employment agency  | ( )     | ( )     | ( )     | ( )     |
| Number of agency workers   | ( )     | ( )     | ( )     | ( )     |
| Details of the positions held by agency workers  |         |         |         |         |
| Monthly salary range of agency workers   |         |         |         |         |
| • \$30,001 or above  | ( )     | ( )     | ( )     | ( )     |
| • \$16,001 - \$30,000  | ( )     | ( )     | ( )     | ( )     |
| • \$8,001 - \$16,000   | ( )     | ( )     | ( )     | ( )     |
| • \$6,501 - \$8,000  | ( )     | ( )     | ( )     | ( )     |
| • \$5,001 - \$6,500  | ( )     | ( )     | ( )     | ( )     |
| • \$5,000 or below   | ( )     | ( )     | ( )     | ( )     |
| • number of workers with monthly salary below \$5,824                                    | ( )     | ( )     | ( )     | ( )     |
| • number of workers with monthly salary between \$5,824 and \$6,500                      | ( )     | ( )     | ( )     | ( )     |
| Length of service of agency workers  |         |         |         |         |
| • 5 years or longer  | ( )     | ( )     | ( )     | ( )     |
| • 3 - 5 years  | ( )     | ( )     | ( )     | ( )     |
| • 1 - 3 years  | ( )     | ( )     | ( )     | ( )     |
| • less than 1 year   | ( )     | ( )     | ( )     | ( )     |
| Percentage of agency workers among the total number of staff in the department           | ( )     | ( )     | ( )     | ( )     |
| Percentage of amount paid to employment agencies among the total departmental staff cost | ( )     | ( )     | ( )     | ( )     |
| Number of workers with remunerated meal break  | ( )     | ( )     | ( )     | ( )     |
| Number of workers without remunerated meal break   | ( )     | ( )     | ( )     | ( )     |
| Number of workers on five-day week   | ( )     | ( )     | ( )     | ( )     |
| Number of workers on six-day week  | ( )     | ( )     | ( )     | ( )     |

( ) denotes percentage of increase or decrease per year

Reply Serial No.

THB(T)059

Question Serial No.

2991

Asked by: Hon. WONG Kwok-hing

Reply:

The information on engagement of agency workers for 2008-09, 2009-10 and 2010-11 is provided below. As the need to engage agency workers varies from time to time in the light of changing service needs and operational requirements, we are not able to provide a projection for 2011-12 –

|  | <b>Type of Contract</b><br>(Note 1) | <b>2010-11</b><br>(as at 31.12.2010)                  | <b>2009-10</b><br>(as at 31.3.2010)                   | <b>2008-09</b><br>(as at 31.3.2009)<br>(Note 2)       |
|--|-------------------------------------|---|---|---|
| Number of contracts of engaging employment agencies  | Non-T contract                      | 1 (-50%)<br>(Note 3)                                  | 2 (+100%)   | 1 (N/A)   |
|  | T-contract                          | 7 (+40%)  | 5 (0%)  | 5 (0%)  |
| Contract sum paid to each employment agency (\$million)  | Non-T contract                      | 0.08(0%)  | 0.08 (-60%) to<br>0.2 (0%)                            | 0.2 (N/A)   |
|  | T-contract                          | 0.61 (+336%)<br>to<br>1.64 (+10%)                     | 0.14 (-87%)<br>to<br>1.49 (+17%)                      | 1.09 (+3%)<br>to<br>1.27 (+7%)                        |
| Total amount of commission paid to each employment agency  | Non-T contract                      | (Note 4)  |   |   |
|  | T-contract                          |   |   |   |
| Length of contract for each employment agency (months)   | Non-T contract                      | 24  | 24  | 24  |
|  | T-contract                          | 12  | 5 to 12   | 12  |
| Number of agency workers   | Non-T contract                      | 1 (-67%)  | 3 (+50%)  | 2 (N/A)   |
|  | T-contract                          | 7 (+40%)  | 5 (0%)  | 5 (0%)  |
| Details of the positions held by agency workers  | Non-T contract                      | General Office Attendant                              | Logistic Assistants and General Office Attendant      | Logistic Assistants                                   |
|  | T-contract                          | Information technology support and system development | Information technology support and system development | Information technology support and system development |
| Monthly salary range of agency workers<br><ul style="list-style-type: none"> <li>• \$30,001 or above</li> <li>• \$16,001 - \$30,000</li> <li>• \$8,001 - \$16,000</li> <li>• \$6,501 - \$8,000</li> <li>• \$5,001 - \$6,500</li> <li>• \$5,000 or below</li> </ul> | Non-T contract                      | 1 (-67%)  | 3 (+50%)  | 2 (N/A)   |

Reply Serial No.

THB(T)059

Question Serial No.

2991

|   | <b>Type of Contract</b><br>(Note 1) | <b>2010-11</b><br>(as at 31.12.2010) | <b>2009-10</b><br>(as at 31.3.2010) | <b>2008-09</b><br>(as at 31.3.2009)<br>(Note 2) |
|---|-------------------------------------|--------------------------------------|-------------------------------------|---|
| <ul style="list-style-type: none"> <li>number of workers with monthly salary below \$5,824</li> <li>number of workers with monthly salary between \$5,824 and \$6,500</li> </ul>  |                                     | 1 (0%)<br>0 (-100%)                  | 1 (N/A)<br>2 (0%)                   | 0 (N/A)<br>2 (N/A)                              |
| Monthly salary range of agency workers <ul style="list-style-type: none"> <li>\$30,001 or above</li> <li>\$16,001 - \$30,000</li> <li>\$8,001 - \$16,000</li> <li>\$6,501 - \$8,000</li> <li>\$5,001 - \$6,500</li> <li>\$5,000 or below</li> </ul> | T-contract                          | 7 (+40%)                             | 5 (0%)                              | 5 (0%)  |
| <ul style="list-style-type: none"> <li>number of workers with salary below \$5,824</li> <li>number of workers with salary between \$5,824 and \$6,500</li> </ul>  |                                     |                                      |                                     |   |
| Length of service of agency workers <ul style="list-style-type: none"> <li>5 years or longer</li> <li>3 - 5 years</li> <li>1 - 3 years</li> <li>less than 1 year</li> </ul>   | Non-T contract                      | 1 (-67%)                             | 3 (+50%)                            | 2 (N/A)   |
| Length of service of agency workers <ul style="list-style-type: none"> <li>5 years or longer</li> <li>3 - 5 years</li> <li>1 - 3 years</li> <li>less than 1 year</li> </ul>   | T-contract                          | 7 (+40%)                             | 5 (0%)                              | 5 (0%)  |
| Percentage of agency workers among the total number of staff in the department  | Non-T contract                      | 0.05% (-0.09 percentage point)       | 0.14% (+.05 percentage point)       | 0.09% (N/A)                                     |
|   | T-contract                          | 0.34% (+0.10 percentage point)       | 0.24% (-0.01 percentage point)      | 0.25%(0.01%)                                    |
| Percentage of amount paid to employment agencies among the total departmental staff cost  | Non-T contract                      | (Note 5)                             |                                     |   |
|   | T-contract                          |                                      |                                     |   |

Reply Serial No.

**THB(T)059**

Question Serial No.

2991

|   | <b>Type of Contract</b><br>(Note 1) | <b>2010-11</b><br>(as at 31.12.2010) | <b>2009-10</b><br>(as at 31.3.2010) | <b>2008-09</b><br>(as at 31.3.2009)<br>(Note 2) |
|---|-------------------------------------|--------------------------------------|-------------------------------------|---|
| Number of workers with remunerated meal break<br>Number of workers without remunerated meal break | Non-T contract                      | (Note 6)                             |                                     |   |
|   | T-contract                          |                                      |                                     |   |
| Number of workers on five-day week  | Non-T contract                      | 1 (-67%)                             | 3 (+50%)                            | 2 (N/A)   |
|   | T-contract                          | 7 (+40%)                             | 5 (0%)                              | 5 (0%)  |
| Number of workers on six-day week   | Non-T contract                      | 0                                    | 0                                   | 0   |
|   | T-contract                          | 0                                    | 0                                   | 0   |

( ) denotes percentage of increase or decrease per year

Note 1 : Non T-contracts are contracts signed by the department concerned with the agencies direct. T-contracts refer to term contracts centrally administered by the Office of the Government Chief Information Officer.

Note 2 : No percentage of increase or decrease can be provided for non T-contract because no agency workers were engaged in 2007-2008.

Note 3 : This contract is drawn up before April 2010 and therefore is not subject to the requirements of Civil Service Bureau's guideline on the use of agency workers.

Note 4 : The offer of an agency is a lump sum which may cover various costs. We do not have information on the rate of commission covered by these costs.

Note 5: The amount paid to an agency is for the procurement of their service for looking for a suitable person to work in the department, and it is not an expenditure simply paid for staff. Thus we are not able to work out a percentage against the total departmental staff cost.

Note 6 : Whether an agency worker would be paid during meal break is a term of employment between the agency worker and his / her agency. As the Department is only the party who procures services from an agency but not involved in working out the detailed terms of employment, we have no information in this regard.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU \_\_\_\_\_

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

Date \_\_\_\_\_ 18.3.2011 \_\_\_\_\_

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

**THB(T)060**

Head: 60 - Highways Department      Subhead (No. & title): 000 Operational Expenses

Question Serial No.

2992

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

On engaging "outsourced workers", please provide the following information:

|   | 2011-12 | 2010-11 | 2009-10 | 2008-09 |
|---|---------|---------|---------|---------|
| Number of outsourced service contracts  | ( )     | ( )     | ( )     | ( )     |
| Total amount paid to outsourced service providers   | ( )     | ( )     | ( )     | ( )     |
| Length of contract for each outsourced service provider   | ( )     | ( )     | ( )     | ( )     |
| Number of workers engaged through outsourced service providers  | ( )     | ( )     | ( )     | ( )     |
| Details of the positions held by outsourced workers (e.g. customer service, property management, security, cleaning and information technology) |         |         |         |         |
| Monthly salary range of outsourced workers  |         |         |         |         |
| • \$30,001 or above   | ( )     | ( )     | ( )     | ( )     |
| • \$16,001 - \$30,000   | ( )     | ( )     | ( )     | ( )     |
| • \$8,001 - \$16,000  | ( )     | ( )     | ( )     | ( )     |
| • \$6,501 - \$8,000   | ( )     | ( )     | ( )     | ( )     |
| • \$5,001 - \$6,500   | ( )     | ( )     | ( )     | ( )     |
| • \$5,000 or below  | ( )     | ( )     | ( )     | ( )     |
| • number of workers with monthly salary below \$5,824   | ( )     | ( )     | ( )     | ( )     |
| • number of workers with monthly salary between \$5,824 and \$6,500   | ( )     | ( )     | ( )     | ( )     |
| Length of service of outsourced workers   |         |         |         |         |
| • 5 years or longer   | ( )     | ( )     | ( )     | ( )     |
| • 3 - 5 years   | ( )     | ( )     | ( )     | ( )     |
| • 1 - 3 years   | ( )     | ( )     | ( )     | ( )     |
| • less than 1 year  | ( )     | ( )     | ( )     | ( )     |
| Percentage of outsourced workers among the total number of staff in the department  | ( )     | ( )     | ( )     | ( )     |
| Percentage of amount paid to outsourced service providers among the total departmental staff cost   | ( )     | ( )     | ( )     | ( )     |
| Number of workers with remunerated meal break   | ( )     | ( )     | ( )     | ( )     |
| Number of workers without remunerated meal break  | ( )     | ( )     | ( )     | ( )     |
| Number of workers on five-day week  | ( )     | ( )     | ( )     | ( )     |
| Number of workers on six-day week   | ( )     | ( )     | ( )     | ( )     |

( ) denotes percentage of increase or decrease per year



Reply Serial No.

THB(T)060

Question Serial No.

2992

Asked by: Hon. WONG Kwok-hingReply:

Information on the employment of outsourced workers from 2008-09 to 2010-11 is provided below. As the number of outsourcing services varies from time to time in the light of changing service needs and operational requirements, we are not able to provide a projection for 2011-12.

|   | 2010-11  | 2009-10   | 2008-09   |
|---|--|---|---|
| Number of outsourced service contracts<br>(Note 1)  | 28 (-57%)  | 65 (+55%)   | 42 (+8%)  |
| Total amount paid to outsourced service providers (\$ million) (Note 2)   | 4.74 (-70%)  | 15.73 (+20%)  | 13.08 (+36%)  |
| Length of contract for each outsourced service provider   | 3 years or less  | 3 years or less   | 3 years or less   |
| Number of workers engaged through outsourced service providers (Note 3)   | 66 (-51%)  | 134 (-7%)   | 144 (+43%)  |
| Details of the positions held by outsourced workers (e.g. customer service, property management, security, cleaning and information technology) | Cleaning, Security, Information technology, Transportation | Cleaning, Security, Information technology, Transportation, Office administration | Cleaning, Security, Information technology, Transportation, Office administration |
| Monthly salary range of outsourced workers (Note 4)   |  |   |   |
| • \$30,001 or above   | 4 (-84%)   | 25 (+39%)   | 18 (+200%)  |
| • \$16,001 - \$30,000   | 1 (-67%)   | 3 (+50%)  | 2 (0%)  |
| • \$8,001 - \$16,000  | 53 (-45%)  | 96 (-12%)   | 109 (+124%)   |
| • \$6,501 - \$8,000   | 7 (0%)   | 7 (-30%)  | 10 (+233%)  |
| • \$5,001 - \$6,500   | 1 (-67%)   | 3 (-40%)  | 5 (+150%)   |
| • \$5,000 or below  | Nil  | Nil   | Nil   |
| • number of workers with monthly salary below \$5,824   | 1 (-67%)   | 3 (-40%)  | 5 (+150%)   |
| • number of workers with monthly salary between \$5,824 and \$6,500   | Nil  | Nil   | Nil   |
| Length of service of outsourced workers   |  |   |   |
| • 5 years or longer   | Nil  | Nil   | Nil   |
| • 3 - 5 years   | 12 (-68%)  | 38 (+9%)  | 35 (+169%)  |
| • 1 - 3 years   | 54 (-44%)  | 96 (-12%)   | 109 (+24%)  |
| • less than 1 year  |  |   |   |

Reply Serial No.

**THB(T)060**

Question Serial No.

2992

|   | 2010-11                           | 2009-10                           | 2008-09                           |
|---|-----------------------------------|-----------------------------------|-----------------------------------|
| Percentage of outsourced workers among the total number of staff in the department                | 3.16%<br>(-3.29 percentage point) | 6.45%<br>(-0.62 percentage point) | 7.07%<br>(+1.97 percentage point) |
| Percentage of amount paid to outsourced service providers among the total departmental staff cost | 0.52%<br>(-1.21 percentage point) | 1.73%<br>(-0.27 percentage point) | 1.46%<br>(+0.27 percentage point) |
| Number of workers with remunerated meal break   | 5 (-82%)                          | 28 (+40%)                         | 20 (+150%)                        |
| Number of workers without remunerated meal break  | 61 (-42%)                         | 106 (-15%)                        | 124 (+33%)                        |
| Number of workers on five-day week  | 6 (-79%)                          | 28 (+40%)                         | 20 (+150%)                        |
| Number of workers on six-day week   | 60 (-43%)                         | 106 (-15%)                        | 124 (+33%)                        |

Note

- (1) The figures represent the number of contracts awarded for the year while the duration of each contract may vary in the light of operational requirements.
- (2) The figures represent the sum of the value of the contracts awarded for the year (in million).
- (3) The figures represent the approximate number of staff employed under the outsourcing service contracts.
- (4) The figures are either based on the contract rates payable to staff or derived from the service charges payable to the contractors.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 18.3.2011

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

**THB(T)061**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

3748

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the investigation and preliminary design for the Tuen Mun Western Bypass, will the Administration inform this Committee of the following:

- a. the timetable for the advance work;
- b. the estimated cost and alignment of the project;
- c. the number of jobs to be created by the project for professional/technical staff/labourers; and
- d. the anticipated completion date of the project.

Asked by: Hon. WONG Kwok-hing

Reply:

- a. The investigation and preliminary design study of the Tuen Mun Western Bypass (TMWB) commenced in August 2008. We are proceeding with the traffic impact assessment, environmental impact assessment, ground investigation, and preliminary design for the project.
- b. & c. The TMWB is a dual two-lane highway connecting Kong Sham Western Highway in the north and the proposed Tuen Mun–Chek Lap Kok Link in the south, with a middle connection to Tsing Tin Road and Tuen Mun Road. The estimated cost of the project and the number of jobs for professionals / technicians and labourers to be created by the project are dependent on the outcome of the detailed design to be conducted at a later stage.
- d. We aim to synchronise the completion of the project with that of the Hong Kong-Zhuhai-Macao Bridge within roughly the same time frame to meet the local traffic demand.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU \_\_\_\_\_

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

Date \_\_\_\_\_ 15.3.2011 \_\_\_\_\_

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

**THB(T)062**

Question Serial No.

3749

Head: 60 - Highways Department

Subhead (No. & title):

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the investigation and preliminary design for the Tuen Mun-Chek Lap Kok Link and the detailed design for its southern landfall, will the Administration inform this Committee of the following:

- a. the progress of the investigation;
- b. completion time of the detailed layout plan;
- c. the anticipated commencement and completion date of the project;
- d. the estimated cost of the project;
- e. the number of jobs to be created by the project for professional/technical staff/labourers; and
- f. whether the District Councils concerned and resident groups will be consulted; if yes, please provide details.

Asked by: Hon. WONG Kwok-hing

Reply:

- a., b. & c. The investigation and preliminary design of the TM-CLKL is scheduled for completion in mid 2011. We have initiated the procurement of a consultancy for the detailed design of the project. As regards the construction of the advance works for the southern landfall, it will be taken forward together with the Hong Kong Boundary Crossing Facilities reclamation works, the ground investigation and the detailed design of which were substantially completed in end 2010. The Highways Department is currently proceeding with the tendering procedure of the reclamation works contract. We aim to complete the project in phases to synchronise with the commissioning of the Hong Kong-Zhuhai-Macao Bridge and to meet the local traffic demand.
- d. & e. The estimated cost of the project and the number of jobs for professionals / technicians and labourers to be created by the project are dependent on the outcome of the detailed design.
- f. Since 2008, we have conducted a series of public consultation with various stakeholders, including residents of Tung Chung and Tuen Mun, as well as interest groups. We also consulted the Islands District Council and Tuen Mun District Council on 17 April 2009 and 5 May 2009 respectively, and members generally supported the implementation of the project.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 16.3.2011

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

**THB(T)063**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

0396

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the continuation with the investigation and preliminary design for the Central Kowloon Route project, will the Administration inform this Committee of the following:

- a. the latest estimated cost for such work, and whether any changes have been made;
- b. the time at which the investigation results and layout plan will be submitted to the Legislative Council; and
- c. the anticipated completion date of the project.

Asked by: Hon. WONG Kwok-kin

Reply:

We have completed the investigation and preliminary design of the Central Kowloon Route (CKR) in December 2010. In the course of the investigation study, we reported to the Panel on Transport of the Legislative Council in May 2008 and February 2009 respectively on the study progress, in particular the selection of preferred alignment for CKR, which Members generally supported; and on the progress of the preliminary design and impact assessments.

The latest Approved Project Estimate for the consultants' fees for the design of CKR and the associated site investigation as approved by the Legislative Council in April 2007 is \$192.3 million. As at end February 2011, the expenditure on the investigation and preliminary design of CKR (including consultancy fees and site investigation) was about \$81 million. We have no plan to seek further amendments to the Approved Project Estimate.

We plan to start the detailed design consultancy of CKR in mid 2011 and to commence public consultation in respect of the detailed design at end 2011/early 2012. We will also formulate the implementation programme for the project in this detailed design stage. We will consult the Legislative Council after a recommended detailed design is available.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 17.3.2011

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

**THB(T)064**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

0397

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the investigation and preliminary design for the road works under Hiram's Highway Improvement Stage 2, will the Administration inform this Committee of the following:

- a. the progress of the investigation and the preliminary layout plan;
- b. the estimated cost of the project;
- c. the alignment of the project;
- d. whether the District Council and resident groups have been consulted; and
- e. the anticipated completion date of the project.

Asked by: Hon. WONG Kwok-kin

Reply:

We have commissioned a consultant to undertake an investigation study for Hiram's Highway Improvement Stage 2. The study includes formulation of various improvement schemes and construction options for engaging the public to give their views. We have convened two public forums in February 2008 and July 2008 respectively to collect public views on possible options. We have also briefed the Sai Kung District Council on progress on 7 September 2010 and 8 March 2011. We expect to complete the assessment of the improvement options in late 2011 and consult the Sai Kung District Council on the proposed improvement options thereafter. We will then proceed with the preliminary design of the final preferred improvement option, on the basis of which, project cost and implementation programme of the Stage 2 project will be devised.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 16.3.2011

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

**THB(T)065**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

2677

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the investigation for Hiram's Highway Improvement Stage 2, please inform this Committee of the following:

- a. the progress of the investigation as compared with last year (i.e. 2010-11);
- b. the estimated cost of the project;
- c. whether the District Council and resident groups will be consulted; and
- d. the anticipated completion date of the project.

Asked by: Hon. WONG Kwok-kin

Reply:

We have commissioned a consultant to undertake an investigation study for Hiram's Highway Improvement Stage 2. The study includes formulation of various improvement schemes and construction options for engaging the public to give their views. In 2010-11, we have briefed the Sai Kung District Council on progress of the project on 7 September 2010 and 8 March 2011 respectively. We will continue with the investigation study in 2011-12 and will assess the various improvement options developed. We expect to complete the assessment of the improvement options in late 2011 and consult the Sai Kung District Council on the proposed improvement options thereafter. We will then proceed with the preliminary design of the final preferred improvement option, on the basis of which, project cost and implementation programme of the Stage 2 project will be devised.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 16.3.2011

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

**THB(T)066**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

1426

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Hong Kong-Zhuhai-Macao Bridge project, please advise this Committee of the following:

- a. the governments of Hong Kong, Mainland and Macao have set up the Hong Kong-Zhuhai-Macao Bridge Authority in the Mainland, and play a supervisory role through a jointly established Joint Working Committee. What are the percentages of the three governments' representatives in the make-up of the Authority and the Committee respectively; and
- b. please provide information about the progress as well as manpower and expenditure involved in each of the past three years (i.e. 2008-09 to 2010-11) with regard to completing the statutory procedures for the Hong Kong Boundary Crossing Facilities, commencing its reclamation works and continuing with the detailed design for the superstructures works.

Asked by: Hon. WONG Sing-chi

Reply:

- a. The Joint Working Committee of the Three Governments (JWC) consists of nine members, with three members from each government. The Hong Kong-Zhuhai-Macao Bridge Authority (HZMBA) is an independent legal entity established jointly by the three governments.
- b. In 2008-09, the Highways Department (HyD) commissioned the investigation and preliminary design (I&PD) consultancy for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Boundary Crossing Facilities (HKBCF), including carrying out the associated site investigation works and the environmental impact assessment (EIA) study under EIA Ordinance.

In 2009-10, HyD completed the EIA study and obtained the approval on the EIA report and environmental permit from the Director of Environmental Protection. Separately, we took forward the statutory procedures under the Town Planning Ordinance, the Foreshore and Sea-bed (Reclamations) Ordinance and the Roads (Works, Use and Compensation) Ordinance. HyD also commissioned the detailed design and construction consultancy for the HKBCF reclamation works, and carried out the associated detailed marine site investigation works.

In 2010-11, HyD completed the I&PD study, an International Design Ideas Competition for the HKBCF superstructures, and the detailed design of the reclamation works. We have also taken forward the tendering process for the reclamation works, the tender preparation for the HKBCF project's road and reclamation works at the east coast of the Hong Kong International Airport, and the detailed design and construction consultancy for the HKBCF superstructures and infrastructures.



Reply Serial No.

**THB(T)066**

Question Serial No.

1426

The total expenditure of the above consultancies and site investigation works in 2008-09 and 2009-10 are \$12 million and \$61 million respectively, while their expenditure in 2010-11 is estimated to be \$72 million.

The in-house staff deployed by HyD to manage the HKBCF project increases progressively from three professionals in early 2008 to 15 professionals in 2011.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU \_\_\_\_\_

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

Date \_\_\_\_\_ 18.3.2011 \_\_\_\_\_

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

**THB(T)067**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

1427

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the following regarding the Tuen Mun Western Bypass project mentioned under Matters Requiring Special Attention in 2011-12:

- a. the progress of the investigation and preliminary design for the project, as well as the manpower and expenditure involved respectively; and
- b. whether the residents of the affected area have been consulted about the project. If yes, please provide details as well as information about its progress, expenditure and manpower involved respectively; if not, please give the reasons.

Asked by: Hon. WONG Sing-chi

Reply:

- a. The investigation and preliminary design (I&PD) study of the Tuen Mun Western Bypass commenced in August 2008. We are proceeding with the traffic impact assessment, environmental impact assessment, ground investigation, and preliminary design for the project. An in-house team consisting of four professionals is deployed to oversee the I&PD study. The estimated cost for the I&PD consultancy study and the associated ground investigation works is \$36 million.
- b. We have conducted a series of public consultation for the project since 2008 and the details are listed below –

|                            |  |
|----------------------------|--|
| October 2008 to March 2009 | Public engagement campaign (also covering the Tuen Mun-Chek Lap Kok Link, Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities and Hong Kong Link Road Projects) |
| 14 November 2008           | Tuen Mun District Council Traffic and Transport Committee  |
| 6 January 2009             | Tuen Mun District Council  |
| 6 February 2009            | Tuen Mun District Council Traffic and Transport Committee  |
| 19 March 2009              | Tuen Mun Rural Committee   |
| 8 April 2009               | Ha Tsuen Rural Committee   |
| 14 May 2009                | Heung Yee Kuk  |
| 13 July 2009               | Heung Yee Kuk  |
| 2 November 2010            | Tuen Mun District Council  |
| 12 November 2010           | Tuen Mun District Council Traffic and Transport Committee  |
| 16 November 2010           | Heung Yee Kuk  |

Reply Serial No.

**THB(T)067**

Question Serial No.

1427

25 November 2010  
27 November 2010  
11 January 2011

Yuen Long District Council Traffic and Transport Committee  
Tuen Mun Rural Committee  
San Tin Rural Committee

The expenditure involved is about \$1 million. The four professionals overseeing the I&PD Study referred above are also responsible for the public consultation exercises for the project.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **K K LAU**

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

Date \_\_\_\_\_ **15.3.2011**

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

**THB(T)068**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

1428

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Central-Wanchai Bypass and Island Eastern Corridor Link project mentioned under Matters Requiring Special Attention in 2011-12, please advise this Committee of the following:

- (a) the current construction progress, the manpower and expenditure involved; and
- (b) the anticipated completion date.

Asked by: Hon. WONG Sing-chi

Reply:

The construction of the Central-Wan Chai Bypass and Island Eastern Corridor Link project commenced in December 2009. The project is about 5% completed as at end February 2011. The Approved Project Estimate is \$28,104.6 million in money-of-the-day prices. About 25 in-house professional staff are involved in the implementation of the project. We plan to complete the project in 2017.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 15.3.2011

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

**THB(T)069**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

1429

Programme: (1) Capital Projects

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise this Committee of the following regarding the traffic improvements to Tuen Mun Road Town Centre Section and the reconstruction and improvement of Tuen Mun Road mentioned under Matters Requiring Special Attention in 2011-12:

- a. the progress, expected benefits, expenditure and manpower involved; and
- b. the respective anticipated completion dates.

Asked by: Hon. WONG Sing-chi

Reply:

The project "Traffic Improvements to Tuen Mun Road Town Centre Section" is to improve the traffic condition of the Tuen Mun Road Town Centre Section to meet anticipated traffic growth. Without the project, this section of the road will become a traffic bottleneck in the coming years. The Approved Project Estimate (APE) is \$1,814.4 million in money-of-the-day prices. A project team of about four professional officers is involved in the implementation of the project. The project is about 11% completed as at end February 2011. We plan to complete the project by end 2013.

The project "Reconstruction and Improvement of Tuen Mun Road" is to upgrade the road to the current expressway standards as far as practicable. The APE is \$6,804.3 million in money-of-the-day prices. A project team of about eight professional officers is involved in the implementation of the project. The project is about 25% completed as at end February 2011. We plan to complete the project by end 2014.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 15.3.2011

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

**THB(T)070**

Head: 60 - Highways Department

Subhead (No. & title):

Question Serial No.

1430

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the railway development of Hong Kong, please advise:

- (a) regarding the formulation of plans for the further development of the railway network to cater for the social, economic, land and housing development of Hong Kong, please provide information about the progress, expenditure and manpower involved and the anticipated completion timetable of such work for the past three years (i.e. 2008-09 to 2010-11); and
- (b) did the Administration consult the public about the formulation of the aforesaid plans in the past three years (i.e. 2008-09 to 2010-11)? If yes, please provide details as well as information about the expenditure and manpower involved for each year.

Asked by: Hon. WONG Sing-chi

Reply:

In the last three years, we focused on implementing planned railway projects. In terms of formulation of plans for the further development of the railway network in future, we will commence the review and update of the Railway Development Strategy 2000 in the second quarter of 2011 to meet the need for railway transport up to 2031. The Finance Committee of the Legislative Council has approved \$43 million for the purpose in January 2011. We will consult the public in the process of the review.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 16.3.2011



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

**THB(T)072**

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

Question Serial No.

1432

Programme:            (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the co-ordination with the Mainland authorities on cross-boundary infrastructure developments mentioned under Matters Requiring Special Attention in 2011-12, please advise:

- a. What cross-boundary infrastructures are being studied, reviewed or conceptualised by the government at present? Please provide information about the expenditure and manpower involved.
- b. Has the government formed any working organisation or team to discuss with the Mainland authorities matters concerning co-ordination in the past five years (i.e. 2006-07 to 2010-11)? If yes, please provide details, membership list, selection criteria of members, and the expenditure and manpower involved.
- c. Were any meetings held between the organisation/team and the Mainland authorities? If yes, please provide details about the meetings and the attendance rate of members; if not, please explain how the government co-ordinate with the Mainland authorities; and
- d. The current progress, expenditure and manpower involved in the Hong Kong-Shenzhen Western Express Line project.

Asked by: Hon. WONG Sing-chi

Reply:

The Hong Kong Shenzhen Western Express Line (WEL) is the only cross-boundary railway project under study.

A Task Force, jointly led by the Vice Mayor of Shenzhen Municipal People's Government and Secretary for Transport and Housing of HKSARG, has been set up to steer the study of this possible cross-boundary railway project. Membership of the Task Force consisted of representatives from various bureaux and departments of both governments. Since the setting up of the Task Force in 2008, meetings were held from time to time on a need basis to look into the role, function and technical feasibility of the rail project. As the meetings have been attended by existing officers of the relevant bureaux and departments, no additional manpower is deployed for the purpose.





Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)073**

Question Serial No.

0058

Head : 91 Lands Department    Subhead (No. & title) :

Programme : (1) Land Administration

Controlling Officer : Director of Lands

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding acquisition and clearance of land for the implementation of the West Island Line and the Hong Kong section of the Guangzhou – Shenzhen – Hong Kong Express Rail Link, when is the expected date of completion of such works?

Asked by : Hon. CHEUNG Hok-ming

Reply :

The resumption and clearance of land for the implementation of the West Island Line has been completed. The associated works for the implementation of the Hong Kong section of the Guangzhou – Shenzhen – Hong Kong Express Rail Link is expected to be completed in early second quarter of 2011.

Signature \_\_\_\_\_

Name in block letters    Miss Annie TAM

Post Title    Director of Lands

Date    16 March 2011

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)074**

Question Serial No.

1742

Head : 91 Lands Department    Subhead (No. & title) :

Programme : (1) Land Administration

Controlling Officer : Director of Lands

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding acquisition of land for railway development projects, the area of land to be acquired in 2011 is estimated to be 6.57 hectares (ha) which is much smaller than the 2010 figure of 47.18 ha. Please advise us of the reason(s) for the decrease and the railway projects involved.

Asked by : Hon. CHEUNG Hok-ming

Reply :

The area of land estimated to be acquired in 2011 for railway development projects is smaller than the land acquired in 2010 because less land is required for the railway projects planned. The land to be acquired in 2011 is for the South Island Line (East), the Kwun Tong Line Extension and the Hong Kong section of the Guangzhou – Shenzhen – Hong Kong Express Rail Link. Most of the land to be acquired in 2011 is underground strata.

Signature \_\_\_\_\_

Name in block letters Miss Annie TAM

Post Title Director of Lands

Date 16 March 2011

Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)075**

Question Serial No.

0343

Head : 100 Marine Department

Subhead :

Programme : (2) Port Services

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the renovation works to improve the general environment of the China Ferry Terminal and Macau Ferry Terminal, please advise on the progress, manpower and expenditure involved, and the expected completion date.

Asked by : Hon. LEE Wing-tat

Reply :

As part of the on-going programme to maintain and improve facilities at the China Ferry Terminal (CFT) and the Macau Ferry Terminal (MFT), the following works will be carried out by the contractors in 2011-12 :

- refurbishment of escalators at MFT;
- refurbishment of gondola systems at MFT;
- refurbishment of air handling units of the air-conditioning system at MFT;
- replacement of fresh water pumps at CFT;
- replacement of sewage pumps at CFT;
- replacement of air handling units of the air-conditioning system at CFT; and
- replacement of berthing control recording system at CFT.

The estimated provision in 2011-12 for the above items is \$9.35 million. These works are expected to be completed by early 2012.

In addition, a “facelift” project at the two terminals, amounting to \$18 million for MFT and \$19 million for CFT, is underway. The project aims to improve the appearance of both terminals with a view to providing a comfortable, clean, safe and user-friendly environment to meet the needs of passengers and the operators. The works, which are undertaken by contractors of the Architectural Services Department, include upgrading the finishing of the ceiling, flooring, wall cladding, signage and luggage handling system etc. They are expected to be completed in late 2011. While the exact manpower deployed by the contractors in carrying out the above works is not available, two supervisory staff of the Marine Department are involved in overseeing the works.

|                       |                    |
|-----------------------|--------------------|
| Signature             | _____              |
| Name in block letters | ROGER TUPPER       |
| Post Title            | Director of Marine |
| Date                  | 16.3.2011          |

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)076**

Question Serial No.

0344

Head : 100 Marine Department

Subhead :

Programme : (5) Government Fleet

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the work to co-ordinate the procurement of new government vessels and monitor their construction and commissioning, please advise on the progress to date, the expected date of completion, and the manpower and expenditure involved.

Asked by : Hon. LEE Wing-tat

Reply :

The Marine Department is responsible for co-ordinating with all government departments for the design and procurement of new vessels. It plans to undertake 15 new vessel projects in 2011. As the construction work is undertaken by Marine Department's existing staff as part of their normal duties under Programme (5), there is no separate breakdown in the manpower and expenditure involved.

Progress of the new vessel projects are as follows:

Projects under preliminary stage

| No. of Projects | No. of Vessels | Project Progress                         | Estimated Completion Date |
|-----------------|----------------|--|---------------------------|
| 11              | 22             | Under feasibility studies: 7 projects    | 2011/2012                 |
|                 |                | Pending for funding approval: 4 projects | 2011/2012                 |

Reply Serial No.

**THB(T)076**

Question Serial No.

0344

Projects under procurement stage

| No. of Projects | Estimated Total Project Cost | No. of Vessels | Project Progress                                      | Estimated Completion Date |
|-----------------|------------------------------|----------------|---|---------------------------|
| 4               | \$54.3 million               | 17             | Preparation of procurement specifications: 3 projects | 2011                      |
|                 |                              |                | Issue of tender/quotation: 1 project                  | 2011                      |

Signature

Name in block letters

Post Title

Date

ROGER TUPPER

Director of Marine

17.3.2011

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

Reply Serial No.

**THB(T)077**

Question Serial No.

1686

Head : 100 Marine Department

Subhead :

Programme : (2) Port Services

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

According to the Budget, the provision under this Programme for 2011-12 is \$38.6 million higher than the revised estimate for 2010-11, representing an increase of more than 10% due to the increase in other operating expenses. Please give a detailed account of the major items included under other operating expenses and the amounts involved.

Asked by : Hon. EU Yuet-mee, Audrey

Reply :

The increase in other operating expenses mainly involves provisions for the following items :

- (a) cleansing service for maritime hazardous and noxious substances which is a new service to be provided beginning from 2011-12 (\$15.0 million);
- (b) anticipated increase in price and demand for goods and services (\$14.1 million); and
- (c) consultancy study in relation to replacement/upgrading of the Vessel Traffic Services System (\$7.5 million).

Signature

Name in block letters

Post Title

Date

ROGER TUPPER

Director of Marine

16.3.2011

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

**THB(T)078**

1918

Head : 100 Marine Department

Subhead :

Programme : (2) Port Services

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

It is stated in paragraph 11 under Programme (2) that renovation works will be carried out at the China Ferry Terminal and Macau Ferry Terminal. In this connection, will the Administration inform this Committee of the details of the planned works, the expenditure and manpower involved, and the time to submit the relevant works proposal to the Legislative Council for vetting?

Asked by : Hon. IP Wai-ming

Reply :

As part of the on-going programme to maintain and improve facilities at the China Ferry Terminal (CFT) and the Macau Ferry Terminal (MFT), the following works, amounting to \$9.35 million, will be carried out by the contractors in 2011-12 :

- refurbishment of escalators at MFT;
- refurbishment of gondola systems at MFT;
- refurbishment of air handling units of the air-conditioning system at MFT;
- replacement of fresh water pumps at CFT;
- replacement of sewage pumps at CFT;
- replacement of air handling units of the air-conditioning system at CFT; and
- replacement of berthing control recording system at CFT.

In addition, a “facelift” project at the two terminals, amounting to \$18 million for MFT and \$19 million for CFT, is underway. The project aims to improve the appearance of both terminals with a view to providing a comfortable, clean, safe and user-friendly environment to meet the needs of passengers and the operators. The works, which are undertaken by contractors of the Architectural Services Department, include upgrading the finishing of the ceiling, flooring, wall cladding, signage and luggage handling system etc. They are expected to be completed in late 2011. While the exact manpower deployed by the contractors in carrying out the above works is not available, two supervisory staff of the Marine Department are involved in overseeing the works.

Provisions for the above works have already been included in the 2011-12 estimates of expenditure.



Reply Serial No.

**THB(T)078**

Question Serial No.

1918

Signature

Name in block letters

Post Title

Date

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ROGER TUPPER

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Director of Marine

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16.3.2011

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Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)079**

Question Serial No.

1023

Head : 100 Marine Department

Subhead :

Programme : (1) Infrastructure

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

In "Matters Requiring Special Attention in 2011-12", it is mentioned that the Marine Department will continue to develop measures to make the Hong Kong Shipping Register more efficient, user-friendly and attractive. In this connection, please advise this Committee of the latest progress on the development work, the work targets for 2011 and the resources involved.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

Improving the efficiency, user-friendliness and attractiveness of the Hong Kong Shipping Register is a continuous process. In 2011, the Register will strengthen its existing services by expanding the e-business platform to improve efficiency in serving the needs of shipowners and ship management companies with ships registered in Hong Kong.

The current procedures for the issuing of licences to seafarers holding foreign Certificates of Competency to work on Hong Kong registered ships are carried out manually, thus requiring significant manpower resources to process the paper documents used for application and approval. The Marine Department will introduce a new service in the government e-business platform to enhance the efficiency and effectiveness of these processes. When the new e-business service comes into operation, the whole process starting from submission of documents to the issue of licences will be carried out electronically. The programme development for the new service has been completed. Rollout of service is expected to be completed before the second quarter of 2011. The cost for developing the computer system is about \$200,000.

Signature

Name in block letters

Post Title

Date

ROGER TUPPER

Director of Marine

17.3.2011

Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)080**

Question Serial No.

1024

Head : 100 Marine Department

Subhead :

Programme : (1) Infrastructure

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

In 2011, the Marine Department has a total of 88 projects under planning which will affect the port and its associated facilities. Please provide details of the projects and the expenditure involved.

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

In 2011, the Marine Department participates in 88 infrastructure planning/development projects undertaken by other government departments, which involve the use of coastal areas or marine works that may affect the operational safety and efficiency of the port. Some major projects include: development of the Cruise Terminal, planning of Container Terminal 10, deepening of the Kwai Tsing Container Basin and its approach channel, laying of Western Cross Harbour water mains, the Hong Kong-Zhuhai-Macao Bridge, Tuen Mun-Chek Lap Kok Link, construction of the Central and Wan Chai Bypass and West Kowloon Cultural District development.

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

Three teams each consisting of one Senior Marine Officer leading a Marine Officer are fully deployed to undertake the Marine Department's planning and development work. The total annual staff cost involved is about \$5.1 million and there are no other expenditures involved.

|                       |                    |
|-----------------------|--------------------|
| Signature             | _____              |
| Name in block letters | ROGER TUPPER       |
| Post Title            | Director of Marine |
| Date                  | 17.3.2011          |

Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)081**

Question Serial No.

1025

Head : 100 Marine Department

Subhead :

Programme : (2) Port Services

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the on-going renovation works to improve the general environment and user-friendliness of the China Ferry Terminal and Macau Ferry Terminal, please advise on the progress of the works and the expenditure involved this year.

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

As part of the on-going programme to maintain and improve facilities at the China Ferry Terminal (CFT) and the Macau Ferry Terminal (MFT), the following works will be carried out in 2011-12 :

- refurbishment of escalators at MFT;
- refurbishment of gondola systems at MFT;
- refurbishment of air handling units of the air-conditioning system at MFT;
- replacement of fresh water pumps at CFT;
- replacement of sewage pumps at CFT;
- replacement of air handling units of the air-conditioning system at CFT; and
- replacement of berthing control recording system at CFT.

The estimated provision in 2011-12 for the above items is \$9.35 million. These works are expected to be completed by early 2012.

In addition, a “facelift” project at the two terminals, amounting to \$18 million for MFT and \$19 million for CFT, is underway. The project aims to improve the appearance of both terminals with a view to providing a comfortable, clean, safe and user-friendly environment to meet the needs of passengers and the operators. The works, which are undertaken by contractors of the Architectural Services Department, include upgrading the finishing of the ceiling, flooring, wall cladding, signage and luggage handling system etc., and are expected to be completed in late 2011.

Signature

Name in block letters

Post Title

Date

ROGER TUPPER

Director of Marine

16.3.2011

Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)082**

Question Serial No.

3540

Head : 100 Marine Department

Subhead :

Programme : (4) Services to Ships

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

In 2010, the actual registered tonnage on the Hong Kong Shipping Register grew to 56.5 million gross tonnage which was more than the initially estimated 48.5 million gross tonnage for the year and represented a 25% increase on the actual figure of 44.9 million gross tonnage of 2009. What are the number and types of the relevant registered vessels? What additional resources were involved in handling the increased workload of registration? Will the Marine Department introduce further measures in 2011 to attract more ships to register in Hong Kong so as to strengthen Hong Kong's status as a maritime centre? How much additional revenue was generated by the significant growth of the shipping register in 2010?

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

In 2010, the Hong Kong Shipping Registry recorded an increase in gross registered tonnage of 11.6 million when compared with that of 2009. The number and types of the ships registered in 2010 are as follows:

| <u>Ship Type</u> | <u>Number</u> |
|------------------|---------------|
| Dry Cargo Ship   | 235           |
| Tanker           | 45            |
| Passenger Ship   | 3             |
| Tug              | 6             |
| Yacht            | 9             |
| Total :          | <u>298</u>    |

The additional workload has been coped with through the deployment of existing resources so far. However, in view of the increased workload and to maintain quality and efficiency, two additional surveyor of ships posts will be created in 2011-12.

To enhance the attractiveness of the Hong Kong Shipping Registry, the Marine Department is planning to introduce a new service in the government e-business platform to enhance the efficiency and effectiveness of the application and approval processes in 2011. When the new e-business services come into operation, the whole process starting from submission of documents to the issue of licences will be carried out electronically. Programme development

Reply Serial No.

**THB(T)082**

Question Serial No.

3540

for the new service has been completed, and rollout of service is expected to be completed before the second quarter of 2011.

The increase in registered tonnage in the Hong Kong Shipping Registry in 2010 has resulted in an additional revenue of about \$19.5 million.

Signature

Name in block letters

Post Title

Date

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ROGER TUPPER

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Director of Marine

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17.3.2011

Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)083**

Question Serial No.

3207

Head : 100 Marine Department

Subhead :

Programme :

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the estimates of expenditure of Information Technology Management Units (ITMUs) in government departments:

- (a) What is the estimated expenditure in 2011-12? What is the rate of change as compared with the actual expenditure in 2010-11? What is(are) the reason(s) for the above rate of change in expenditure?
- (b) What specific projects are included in the Estimates of Expenditure 2011-12? Which of them are on-going projects and new projects? What are the number of staff, the costs and the implementation timetable of each project? Of the staff involved for each project, how many of them are civil servants, non-civil service contract staff and staff of outsourced service providers?
- (c) Has the Administration earmarked any provision for the promotion of e-engagement as well as opening up of public sector information? If so, what are the specific contents (including project names, details, manpower and costs involved, and implementation timetable)? If not, what is(are) the reason(s) and will the Administration consider carrying out such measures in the future?
- (d) What are the permanent establishment, existing number of staff and vacancies of ITMUs? Will there be any increase in manpower in the coming year? If so, what is the estimated number of additional posts and the ranks involved? Are these posts permanent in nature? Will candidates for these posts be appointed on civil service terms of appointment? If not, what is(are) the reason(s) for that?
- (e) Has the effectiveness of ITMUs been reviewed comprehensively? If so, what are the results of the review and the specific improvement measures involved? If not, what is(are) the reason(s) and will such review be carried out in the future?

Asked by : Hon. TAM Wai-ho, Samson

Reply :

- (a) The estimated expenditure for the Information Technology Management Section (ITMS) of the Marine Department (MD) in 2011-12 is \$11.593 million which is comparable with its actual expenditure in 2010-11.
- (b) The major on-going projects funded under MD's Operational expenses in 2011-12 are listed below :

| Project  | No. of Staff Required in 2011-12 |                                  |                                      | Estimated Expenditure in 2011-12 (\$M) |
|--|----------------------------------|----------------------------------|--------------------------------------|--|
|  | Civil Service Staff              | Non-civil Service Contract Staff | Staff of Outsourced Service Provider |  |
| On-going support to and maintenance of 40 existing IT applications, infrastructure and office automation systems | 7                                | 0                                | 5                                    | 9.108                                  |

In addition, other projects funded under the Capital Works Reserve Fund Head 710 - Computerisation Subhead A007GX in 2011-12 are listed below :

| Project   | No. of Staff Required in 2011-12 |                                  |                                      | Estimated Expenditure in 2011-12 (\$M) |  | Implementation Schedule |          |
|---|----------------------------------|----------------------------------|--------------------------------------|--|--|-------------------------|----------|
|   | Civil Service Staff              | Non-civil Service Contract Staff | Staff of Outsourced Service Provider | Civil Service Staff #                  | Staff of Outsourced Service Provider & Other Costs | Start Date              | End Date |
| Replacement of Legacy Infrastructure for Electronic Business System | 1                                | 0                                | 2                                    | 0.533                                  | 2.026  | Oct 2010                | Jan 2012 |
| Upgrading of Dangerous Goods Information System                     | 1                                | 0                                | 2                                    | 0.353                                  | 0.977  | Jul 2010                | Jan 2012 |
| Upgrading of Vessel Traffic System - Informatics Subsystem          | 1                                | 0                                | 6                                    | 0.533                                  | 7.744  | Aug 2010                | Dec 2012 |
| Passage Planning System   | 1                                | 0                                | 2                                    | 0.533                                  | 6.139  | Jul 2010                | Apr 2012 |
| e-Online Interactive Computerised Assessment System                 | 1                                | 0                                | 4                                    | 0.533                                  | 3.071  | Nov 2010                | May 2012 |



# The estimated expenditure for these civil service staff is funded under MD's Operational expenses.

- (c) We have opened up useful information to the public via the MD departmental website which includes online services relating to arrival and departure of vessels, seafarers' certification, port clearance permit verification and hydrographic services, as well as notices to the shipping industry and reports / statistical information. We will continue to enhance the MD departmental website and the e-business portal, namely the Electronic Business System, to deliver electronic services for the public and the shipping industry.

The estimated expenditure for the maintenance and enhancement of the MD departmental website and the e-business portal which is funded by the recurrent vote of the ITMS in 2011-12 is about \$1.946 million, including the staff cost of civil service staff (1.8 man years) and the expenses for two staff of outsourced service provider.

- (d) The permanent establishment, existing strength and vacancies of the ITMS are as follows:

| <b>Rank</b>           | <b>Establishment</b> | <b>Strength</b> | <b>Vacancy</b> |
|-----------------------|----------------------|-----------------|----------------|
| Senior Marine Officer | 1                    | 1               | 0              |
| Systems Manager       | 1                    | 1               | 0              |
| Analyst/Programmer I  | 4                    | 3               | 1              |
| Analyst/Programmer II | 2                    | 2               | 0              |
| Executive Officer I   | 1                    | 1               | 0              |
| Clerical Officer      | 2                    | 2               | 0              |
| Clerical Assistant    | 1                    | 1               | 0              |
| <b>Total</b>          | <b>12</b>            | <b>11</b>       | <b>1</b>       |

No change is planned for the establishment of the ITMS in 2011-12.

- (e) Under the existing governance mechanism, MD has set up an Information Technology Steering Committee. The Committee scrutinises and endorses the Departmental IT Plan drawn up by the ITMS annually and reviews the effectiveness of the annual plan as well as the services provided by the ITMS every six months to ensure that the business goals and needs of MD are met. The ITMS also meets with various stakeholders in MD as well as the industry from time to time to review the quality of services provided by ITMS and to determine the new service needs.

|                       |                    |
|-----------------------|--------------------|
| Signature             | _____              |
| Name in block letters | ROGER TUPPER       |
| Post Title            | Director of Marine |
| Date                  | 18.3.2011          |

Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO**  
**INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)084**

Question Serial No.

3153

Head : 100 Marine Department

Subhead : 000 Operational expenses

Programme :

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the employment of “non-civil service contract (NCSC) staff”, please provide the following information:

|  | 2011-12 | 2010-11 | 2009-10 | 2008-09 |
|--|---------|---------|---------|---------|
| (a) Number of NCSC staff   | ()      | ()      | ()      | ()      |
| (b) Particulars of NCSC staff posts  |         |         |         |         |
| (c) Expenditure on the salaries of NCSC staff                                    | ()      | ()      | ()      | ()      |
| (d) Monthly salary range of NCSC staff   |         |         |         |         |
| • \$30,001 or above  | ()      | ()      | ()      | ()      |
| • \$16,001 - \$30,000  | ()      | ()      | ()      | ()      |
| • \$8,001 - \$16,000   | ()      | ()      | ()      | ()      |
| • \$6,501 - \$8,000  | ()      | ()      | ()      | ()      |
| • \$5,001 - \$6,500  | ()      | ()      | ()      | ()      |
| • \$5,000 or below   | ()      | ()      | ()      | ()      |
| • Number of staff with salary below \$5,824                                      | ()      | ()      | ()      | ()      |
| • Number of staff with salary between \$5,824 and \$6,500                        | ()      | ()      | ()      | ()      |
| (e) Length of employment of NCSC staff   |         |         |         |         |
| • 5 years or above   | ()      | ()      | ()      | ()      |
| • 3 - 5 years  | ()      | ()      | ()      | ()      |
| • 1 - 3 years  | ()      | ()      | ()      | ()      |
| • less than 1 year   | ()      | ()      | ()      | ()      |
| (f) Number of NCSC staff successfully converted to civil servants                | ()      | ()      | ()      | ()      |
| (g) Number of NCSC staff failing to get converted to civil servants              | ()      | ()      | ()      | ()      |
| (h) Percentage of NCSC staff in the total number of staff in the department      | ()      | ()      | ()      | ()      |
| (i) Percentage of amount paid to NCSC staff in the total departmental staff cost | ()      | ()      | ()      | ()      |
| (j)(i) Number of NCSC staff with paid meal break                                 | ()      | ()      | ()      | ()      |
| (ii) Number of NCSC staff without paid meal break                                | ()      | ()      | ()      | ()      |

|   |     |     |     |     |
|---|-----|-----|-----|-----|
| (k)(i) Number of NCSC staff on 5-day week | ( ) | ( ) | ( ) | ( ) |
| (ii) Number of NCSC staff on 6-day week   | ( ) | ( ) | ( ) | ( ) |

Figures in ( ) denote year-on-year changes

Asked by : Hon. WONG Kwok-hing

Reply :

The information requested is set out below –

|                                     | 2011-12<br>(Note 1) | 2010-11<br>(Note 2)   | 2009-10  | 2008-09   |
|-------------------------------------|---------------------|---|--|---|
| (a) Number of NCSC staff            | -                   | 17<br>(+21.4%)  | 14<br>(-50%)   | 28  |
| (b) Particulars of NCSC staff posts | -                   | <ul style="list-style-type: none"> <li>● 2 Assistant Information Technology Officers</li> <li>● 1 Contract Marine Officer</li> <li>● 1 Contract Surveyor of Ships (Engineer and Ship)</li> <li>● 1 General Assistant</li> <li>● 7 General Clerks</li> <li>● 1 Internal Auditor</li> <li>● 3 Office Executives</li> <li>● 1 Project Executive</li> </ul> | <ul style="list-style-type: none"> <li>● 1 Assistant Accountant</li> <li>● 2 Assistant Information Technology Officers</li> <li>● 1 Contract Marine Officer</li> <li>● 1 General Assistant</li> <li>● 1 Geographic Information System Programmer</li> <li>● 1 Internal Auditor</li> <li>● 1 NCSC Marine Inspector II</li> <li>● 6 Office Executives</li> </ul> | <ul style="list-style-type: none"> <li>● 1 Assistant Accountant</li> <li>● 3 Assistant Information Technology Officers</li> <li>● 1 Contract Marine Officer</li> <li>● 1 Contract Ship Inspector</li> <li>● 2 Contract Shipping Safety Officers</li> <li>● 1 General Assistant</li> <li>● 1 General Clerk</li> <li>● 1 Geographic Information System Programmer</li> <li>● 1 Internal Auditor</li> <li>● 1 Lifting Machine Operator (Store)</li> <li>● 2 Maintenance Fitters</li> <li>● 5 Marine Services Assistants</li> <li>● 4 NCSC Marine Inspector IIs</li> <li>● 2 Office Executives</li> <li>● 1 Project Executive</li> <li>● 1 Senior Maintenance Fitter</li> </ul> |

|   | 2011-12<br>(Note 1) | 2010-11<br>(Note 2)         | 2009-10                     | 2008-09         |
|---|---------------------|-----------------------------|-----------------------------|-----------------|
| (c) Expenditure on the salaries of NCSC staff   | -                   | \$2.308 million<br>(-56.8%) | \$5.344 million<br>(-41.8%) | \$9.180 million |
| (d) Monthly salary range of NCSC staff  |                     |                             |                             |                 |
| \$30,001 or above   | -                   | 4<br>(+100%)                | 2<br>(-66.7%)               | 6               |
| \$16,001 – \$30,000   | -                   | 5<br>(-50%)                 | 10<br>(+42.9%)              | 7               |
| \$8,001 – \$16,000  | -                   | 8<br>(+300%)                | 2<br>(-86.7%)               | 15              |
| \$6,501 – \$8,000   | -                   | 0                           | 0                           | 0               |
| \$5,001 – \$6,500   | -                   | 0                           | 0                           | 0               |
| \$5,000 or below  | -                   | 0                           | 0                           | 0               |
| Number of staff with salary below \$5,824   | -                   | 0                           | 0                           | 0               |
| Number of staff with salary between \$5,824 and \$6,500                                 | -                   | 0                           | 0                           | 0               |
| (e) Length of employment of NCSC staff  |                     |                             |                             |                 |
| 5 years or above  | -                   | 4<br>(± 0%)                 | 4<br>(-66.7%)               | 12              |
| 3 – 5 years   | -                   | 1<br>(-50.0%)               | 2<br>(-60.0%)               | 5               |
| 1 – 3 years   | -                   | 1<br>(-50%)                 | 2<br>(-71.4%)               | 7               |
| less than 1 year  | -                   | 11<br>(+83.3%)              | 6<br>(+50%)                 | 4               |
| (f) Number of NCSC staff successfully converted to civil servants <sup>(Note 3)</sup>   | -                   | 0<br>(-100%)                | 11<br>(+22.2%)              | 9               |
| (g) Number of NCSC staff failing to get converted to civil servants <sup>(Note 4)</sup> | -                   | 1<br>(-66.7%)               | 3<br>(-40%)                 | 5               |
| (h) Percentage of NCSC staff in the total number of staff in the department (%)         | -                   | 1.2<br>(+20%)               | 1.0<br>(-50%)               | 2.0             |

|  | 2011-12<br>(Note 1) | 2010-11<br>(Note 2) | 2009-10        | 2008-09 |
|--|---------------------|---------------------|----------------|---------|
| (i) Percentage of amount paid to NCSC staff in the total departmental staff cost (%) | -                   | 0.7<br>(-41.7%)     | 1.2<br>(-40%)  | 2.0     |
| (j)(i) Number of NCSC staff with paid meal break                                     | -                   | 16<br>(+23.1%)      | 13<br>(-27.8%) | 18      |
| (j)(ii) Number of NCSC staff without paid meal break                                 | -                   | 1<br>(± 0%)         | 1<br>(-90%)    | 10      |
| (k)(i) Number of NCSC staff on 5-day week  | -                   | 17<br>(+21.4%)      | 14<br>(-50%)   | 28      |
| (k)(ii) Number of NCSC staff on 6-day week   | -                   | 0                   | 0              | 0       |

*Figures in ( ) denote year-on-year changes*

Notes

- (3) Figures are not available as the number of NCSC staff varies from time to time in the light of changing service needs and operational requirements.
- (4) Position as at 31.12.2010.
- (5) It refers to those NCSC staff of the department who were subsequently selected through open recruitment and appointed to civil service posts of the same rank within the department.
- (6) It refers to those NCSC staff of the department who were subsequently not selected through open recruitment for appointment to civil service posts of the same rank within the department.

|                       |                    |
|-----------------------|--------------------|
| Signature             | _____              |
| Name in block letters | ROGER TUPPER       |
| Post Title            | Director of Marine |
| Date                  | 18.3.2011          |

Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO**  
**INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)085**

Question Serial No.

3154

Head : 100 Marine Department

Subhead : 000 Operational expenses

Programme :

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

On engaging "agency workers", please provide the following information:

|   | 2011-12 | 2010-11 | 2009-10 | 2008-09 |
|---|---------|---------|---------|---------|
| Number of contracts engaging employment agencies (EAs)                      | ( )     | ( )     | ( )     | ( )     |
| Contract sum paid to each EA  | ( )     | ( )     | ( )     | ( )     |
| Total amount of commission paid to each EA                                  | ( )     | ( )     | ( )     | ( )     |
| Length of contract for 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 - \$30,000   | ( )     | ( )     | ( )     | ( )     |
| • \$8,001 - \$16,000  | ( )     | ( )     | ( )     | ( )     |
| • \$6,501 - \$8,000   | ( )     | ( )     | ( )     | ( )     |
| • \$5,001 - \$6,500   | ( )     | ( )     | ( )     | ( )     |
| • \$5,000 or below  | ( )     | ( )     | ( )     | ( )     |
| • number of workers with salary below \$5,824                               | ( )     | ( )     | ( )     | ( )     |
| • number of workers with salary between \$5,824 and \$6,500                 | ( )     | ( )     | ( )     | ( )     |
| Length of employment of agency workers                                      |         |         |         |         |
| • 5 years or longer   | ( )     | ( )     | ( )     | ( )     |
| • 3 - 5 years   | ( )     | ( )     | ( )     | ( )     |
| • 1 - 3 years   | ( )     | ( )     | ( )     | ( )     |
| • less than 1 year  | ( )     | ( )     | ( )     | ( )     |
| Percentage of agency workers in the total number of staff in the department | ( )     | ( )     | ( )     | ( )     |
| Percentage of amount paid to EAs in the total departmental staff cost       | ( )     | ( )     | ( )     | ( )     |
| Number of workers with paid meal break                                      | ( )     | ( )     | ( )     | ( )     |
| Number of workers without paid meal break                                   | ( )     | ( )     | ( )     | ( )     |
| Number of workers on five-day week  | ( )     | ( )     | ( )     | ( )     |
| Number of workers on six-day week   | ( )     | ( )     | ( )     | ( )     |

*Figures in ( ) denote year-on-year changes*

Asked by : Hon. WONG Kwok-hing

Reply :

The information requested is set out below –

|  | Type of Contract   | 2011-12<br>(Note 1) | 2010-11<br>(Note 2)                     | 2009-10                                 | 2008-09                     |
|--|--|---------------------|---|---|-----------------------------|
| Number of contracts engaging employment agencies (EAs) | Others   | -                   | 14<br>(-12.5%)                          | 16<br>(±0%)                             | 16                          |
|  | T-contract<br>(Note 3)   | -                   | 12<br>(+9.1%)                           | 11<br>(±0%)                             | 11                          |
| Contract sum paid to each EA<br>(\$million)            | Others   | -                   | 0.008<br>to<br>0.556<br>(Note 4)        | 0.023<br>to<br>1.041<br>(Note 4)        | 0.044<br>to<br>1.237        |
|  | T-contract<br>(Note 3)   | -                   | 0.124<br>to<br>2.445<br>(Note 4)        | 0.132<br>to<br>2.141<br>(Note 4)        | 0.005<br>to<br>1.929        |
| Total amount of commission paid to each EA             | The contracts MD entered into with EAs do not specify the amount or the rate of commission payable to EAs. Hence, the information requested is unavailable to MD.  |                     |   |   |                             |
| Length of contract for each EA                         | Others   | -                   | 3 months<br>to 24<br>months<br>(Note 4) | 6 months<br>to 24<br>months<br>(Note 4) | 6 months<br>to 24<br>months |
|  | T-contract<br>(Note 3)   | -                   | 1 month<br>to 12<br>months<br>(Note 4)  | 1 month<br>to 12<br>months<br>(Note 4)  | 1 month<br>to 12<br>months  |
| Number of agency workers                               | Others   | -                   | 30<br>(-11.8%)                          | 34<br>(+9.7%)                           | 31                          |
|  | T-contract<br>(Note 3)   | -                   | 12<br>(+9.1%)                           | 11<br>(±0%)                             | 11                          |
| Details of the positions held by agency workers        | As the manpower supplied by EAs is used for meeting urgent and short-term service needs, agency workers are generally referred to as temporary staff and are not assigned any specific post titles. Hence, the information requested is unavailable to MD. |                     |   |   |                             |

|  | Type of Contract  | 2011-12<br>(Note 1) | 2010-11<br>(Note 2) | 2009-10  | 2008-09 |
|--|---|---------------------|---------------------|--|---------|
| <p>Monthly salary range of agency workers (number of workers)</p> <ul style="list-style-type: none"> <li>• \$30,001 or above</li> <li>• \$16,001 - \$30,000</li> <li>• \$8,001 - \$16,000</li> <li>• \$6,501 - \$8,000</li> <li>• \$5,001 - \$6,500</li> <li>• \$5,000 or below</li> <li>• number of workers with salary below \$5,824</li> <li>• number of workers with salary between \$5,824 and \$6,500</li> </ul> | Others  | -                   | -                   | The contracts MD entered into with EAs specify the service fee charged by the latter in providing agency workers. MD normally does not specify the wages of agency workers. Hence, the information requested is unavailable. |         |
|  | T-contract (Note 3)   | -                   | 14<br>(Note 6)      | -  | -       |
| <p>Length of employment of agency workers</p> <ul style="list-style-type: none"> <li>• 5 years or longer</li> <li>• 3 - 5 years</li> <li>• 1 - 3 years</li> <li>• less than 1 year</li> </ul>  | According to the contracts MD entered into with EAs, EAs may arrange any of their employees to work in MD or arrange replacement agency workers during the contract period for different reasons. Hence, MD does not keep information on the years of service of agency workers.  |                     |                     |  |         |
| <p>Percentage of agency workers in the total number of staff in the department (%) (Note 5)</p>  | Others  | -                   | 2.2<br>(-8.3%)      | 2.4<br>(+9.1%)   | 2.2     |
|  | T-contract (Note 3)   | -                   | 0.9<br>(+12.5%)     | 0.8<br>(±0%)   | 0.8     |
| <p>Percentage of amount paid to EAs in the total departmental staff cost (%)</p>   | Others  | -                   | 0.8<br>(±0%)        | 0.8<br>(+14.3%)  | 0.7     |
|  | T-contract (Note 3)   | -                   | 1.0<br>(+25%)       | 0.8<br>(±0%)   | 0.8     |
| <p>Number of workers with paid meal break</p> <p>Number of workers without paid meal break</p>   | The contracts MD entered into with EAs do not specify whether EAs have to pay for the meal break of agency workers. As agency workers are employees of EAs, whether the meal break is paid for or not is determined by EAs and their employees when signing the contracts. Hence, the information requested is unavailable to MD. |                     |                     |  |         |
| Number of workers on five-day week   | Others  | -                   | 21<br>(±0%)         | 21<br>(+16.7%)   | 18      |



|  | Type of Contract       | 2011-12<br>(Note 1) | 2010-11<br>(Note 2) | 2009-10     | 2008-09 |
|--|------------------------|---------------------|---------------------|-------------|---------|
|  | T-contract<br>(Note 3) | -                   | 12<br>(+9.1%)       | 11<br>(±0%) | 11      |
| Number of workers on six-day week          | Others                 | -                   | 0                   | 0           | 0       |
|  | T-contract<br>(Note 3) | -                   | 0                   | 0           | 0       |
| Number of workers working on shift pattern | Others                 | -                   | 9<br>(-30.8%)       | 13<br>(±0%) | 13      |
|  | T-contract<br>(Note 3) | -                   | 0                   | 0           | 0       |

*Figures in ( ) denote year-on-year changes*

Note 1 Figures are not available as the number of agency workers varies from time to time in the light of changing service needs and operational requirements.

Note 2 Position as at 28.2.2011.

Note 3 T-contract refers to term contract centrally administered by the Office of the Government Chief Information Officer.

Note 4 As the information provided is in a range, year-on-year changes cannot be worked out.

Note 5 The percentage of agency workers as compared with total staff is for a specific date only and is not representative of the situation for the concerned financial year.

Note 6 For service contracts signed after 7.4.2010, the bidders are required to state what wages they will pay to their employees and the quoted wages must not be below the average monthly salary of the relevant industry/occupation as published in the latest Census and Statistics Department's Quarterly Report of Wage and Payroll Statistics. Amongst the 30 agency staff hired in 2010-11, only 14 workers are covered by the service contracts having such a requirement.

|                       |                    |
|-----------------------|--------------------|
| Signature             | _____              |
| Name in block letters | ROGER TUPPER       |
| Post Title            | Director of Marine |
| Date                  | 18.3.2011          |

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)086**

Question Serial No.

3155

Head : 100 Marine Department

Subhead : 000 Operational expenses

Programme :

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

On engaging “outsourced workers”, please provide the following information:

|   | 2011-12 | 2010-11 | 2009-10 | 2008-09 |
|---|---------|---------|---------|---------|
| Number of outsourced service contracts  | ( )     | ( )     | ( )     | ( )     |
| Total amount paid to outsourced service providers   | ( )     | ( )     | ( )     | ( )     |
| Length of contract for each outsourced service provider   | ( )     | ( )     | ( )     | ( )     |
| Number of workers engaged through outsourced service providers  | ( )     | ( )     | ( )     | ( )     |
| Details of the positions held by outsourced workers (e.g. customer service, property management, security, cleaning and information technology) |         |         |         |         |
| Monthly salary range of outsourced workers  |         |         |         |         |
| • \$30,001 or above   | ( )     | ( )     | ( )     | ( )     |
| • \$16,001 - \$30,000   | ( )     | ( )     | ( )     | ( )     |
| • \$8,001 - \$16,000  | ( )     | ( )     | ( )     | ( )     |
| • \$6,501 - \$8,000   | ( )     | ( )     | ( )     | ( )     |
| • \$5,001 - \$6,500   | ( )     | ( )     | ( )     | ( )     |
| • \$5,000 or below  | ( )     | ( )     | ( )     | ( )     |
| • number of workers with salary below \$5,824   | ( )     | ( )     | ( )     | ( )     |
| • number of workers with salary between \$5,824 and \$6,500   | ( )     | ( )     | ( )     | ( )     |
| Length of employment of outsourced workers  |         |         |         |         |
| • 5 years or longer   | ( )     | ( )     | ( )     | ( )     |
| • 3 - 5 years   | ( )     | ( )     | ( )     | ( )     |
| • 1 - 3 years   | ( )     | ( )     | ( )     | ( )     |
| • less than 1 year  | ( )     | ( )     | ( )     | ( )     |
| Percentage of outsourced workers in the total number of staff in the department   | ( )     | ( )     | ( )     | ( )     |
| Percentage of amount paid to outsourced service providers in the total departmental staff cost  | ( )     | ( )     | ( )     | ( )     |

|   |     |     |     |     |
|---|-----|-----|-----|-----|
| Number of workers with paid meal break    | ( ) | ( ) | ( ) | ( ) |
| Number of workers without paid meal break | ( ) | ( ) | ( ) | ( ) |
| Number of workers on five-day week        | ( ) | ( ) | ( ) | ( ) |
| Number of workers on six-day week         | ( ) | ( ) | ( ) | ( ) |

Figures in ( ) denote year-on-year changes

Asked by : Hon. WONG Kwok-hing

Reply :

The information requested is set out below –

|   | 2011-12<br>(Note 1)   | 2010-11<br>(Note 2)   | 2009-10   | 2008-09   |
|---|---|---|---|---|
| Number of outsourced service contracts  | -   | 3 478<br>(-1.1%)  | 3 515<br>(+7.9%)  | 3 257   |
| Total amount paid to outsourced service providers (OSPs) (\$million)  | -   | 119.347<br>(-10.8%)   | 133.871<br>(+0.5%)  | 133.184   |
| Length of contract for each OSP   | -   | 2-84<br>months  | 2-84<br>months  | 12-84<br>months   |
| Number of workers engaged through OSPs<br>(Note 3)  | -   | 191<br>(-38.0%)   | 308<br>(+31.6%)   | 234   |
| Details of the positions held by outsourced workers (e.g. customer service, property management, security, cleaning and information technology) | -   | security, cleaning, terminal-related services, land transport, vessel maintenance, launch service | security, cleaning, terminal-related services, land transport, vessel maintenance, launch service | security, cleaning, terminal-related services, land transport, vessel maintenance, launch service |
| Monthly salary range of outsourced workers  | -   |   |   |   |
| • \$30,001 or above   |   | 0   | 0   | 0   |
| • \$16,001 - \$30,000   |   | 0   | 0   | 0   |
| • \$8,001 - \$16,000  |   | 2   | 0   | 0   |
| • \$6,501 - \$8,000   |   | 84(-5.6%)   | 89(+140.5%)   | 37  |
| • \$5,001 - \$6,500   |   | 86(-55.9%)  | 195(+12.7%)   | 173   |
| • \$5,000 or below  |   | 0(-100%)  | 8(±0%)  | 8   |
| • number of workers with salary below \$5,824   |   | 86(-44.5%)  | 155 (+16.5%)  | 133   |
| • number of workers with salary between \$5,824 and \$6,500<br>(Note 4)   |   | 0(-100%)  | 48(±0%)   | 48  |
| Length of employment of outsourced workers  | We do not keep information on the length of employment of outsourced workers. |   |   |   |

|   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• 5 years or longer</li> <li>• 3 - 5 years</li> <li>• 1 - 3 years</li> <li>• less than 1 year</li> </ul> |   |
| Percentage of outsourced workers in the total number of staff in the department   | There is no specification of the number of workers required under some of the outsourced service contracts. Hence, the information requested is unavailable to MD .   |
| Percentage of amount paid to OSPs in the total departmental staff cost  | Since the amount paid to OSPs in some cases cover the non-staff costs such as charges for hiring coaches / launches, buying materials, etc., it is not directly comparable to the total departmental staff cost.  |
| Number of workers with paid meal break<br>Number of workers without paid meal break   | The contracts MD entered into with OSPs do not specify whether OSPs have to pay for the meal break of their workers. As these workers are employees of OSPs, whether the meal break is paid or not is determined by OSPs and their employees when signing the contracts. Hence, the information requested is unavailable to MD. |
| Number of workers on five-day week<br>Number of workers on six-day week   | As workers are employees of OSPs, whether they are on five-day week or six-day week is determined by OSPs and their employees when signing the contracts. Hence, the information requested is unavailable to MD.  |

*Figures in ( ) denote year-on-year changes*

Note 1 : The figures for 2011-12 are not available as details of the service contracts to be awarded in 2011-12 are yet to be finalised.

Note 2 : Position as at 28.2.2011

Note 3 : 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 in this reply.

Note 4 : The contractors are required to provide us with the monthly wages of non-skilled workers. Hence only the monthly wages of non-skilled workers have been included in this reply.

|                       |                    |
|-----------------------|--------------------|
| Signature             | _____              |
| Name in block letters | ROGER TUPPER       |
| Post Title            | Director of Marine |
| Date                  | 18.3.2011          |

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

Head : 100 Marine Department

Subhead :

Programme : (4) Services to Ships

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding “regulating the recruitment and engagement conditions of seafarers”, please advise this Committee on:

- (a) the details of the initiative;
- (b) the number of seafarers over the past 3 years (i.e. between 2008 and 2010);
- (c) the number of seafarers required by the local and international shipping industry in future; and
- (d) whether the Administration will allocate more resources to attract young people to join the industry and what measures will be taken.

Asked by : Hon. WONG Kwok-kin

Reply :

- (a) Marine Department (MD) will carry out inspections of Hong Kong registered ships to ensure the compliance of the requirements for the recruitment and engagement conditions of seafarers as specified in the Merchant Shipping (Seafarers) Ordinance, Cap. 478. Under Cap. 478, the crew agreements, allotments, remittances, relief, repatriations, rights and remedies, health, safety, welfares, medical treatments and complaints are monitored and processed by the Mercantile Marine Office in MD. Director of Marine will take enforcement action if non-compliance is detected.
- (b) In the past three years, according to the crew agreements maintained in MD’s record, the number of seafarers are as follows:

| Year | Ocean Going       |                    | River Trade |
|------|-------------------|--------------------|-------------|
|      | Foreign Nationals | Hong Kong Citizens |             |
| 2008 | 23 370            | 82                 | 1 570       |
| 2009 | 25 054            | 106                | 1 446       |
| 2010 | 27 274            | 111                | 1 467       |

Reply Serial No.

**THB(T)087**

Question Serial No.

2921

- (c) Under Cap.478, the local demand for seafarers mainly comes from the ferry services operating between Hong Kong and Macao. The future demand from this sector comes from the replacement of retiring seafarers serving on these vessels. It is estimated that the average demand for officers in the next 3 years is around 25 per year. For international maritime transport services, according to the Baltic International Maritime Council – International Shipping Federation Manpower 2010 Update, the estimate of worldwide demand for seafarers in 2010 is about 1.38 million (637 000 officers and 747 000 ratings) and there is a general shortage of 2% of certificated officers (approximately 12 000) in 2010.
- (d) Every effort has been made to attract more local youngsters to take up a seagoing career. The Finance Committee approved in 2010 an injection of \$19.2 million into the Seagoing Training Incentive Scheme for its continuous operation. Local graduates from the maritime institutes can obtain \$5,000 per month during their cadetship training on board ships and are also eligible for refund of examination fees for the Class 3 Certificate of Competency upon passing their examinations. One million dollars had been used to finance the recent setting up of a study centre operated by the Hong Kong Seamen’s Union. Local candidates are given access to the books and study materials in the centre to facilitate them in preparing for their Certificates of Competency examinations. Furthermore, the Administration and the industry will also continue to reach out to students through participating in the Education and Career Expo and carrying out school talks as well as organizing local publicity activities such as Maritime Awareness Week to raise public awareness of the many job opportunities offered by the maritime sector.

|                       |                    |
|-----------------------|--------------------|
| Signature             | _____              |
| Name in block letters | ROGER TUPPER       |
| Post Title            | Director of Marine |
| Date                  | 18.3.2011          |

Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)088**

Question Serial No.

2922

Head : 100 Marine Department

Subhead :

Programme : (4) Services to ships

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the work of the Marine Department on “ascertaining the cause of marine casualties and marine industrial accidents”, please advise this Committee on:

- (a) the number and cause of marine casualties (including industrial accidents) last year (i.e. 2010-11); and
- (b) the measures to reduce the occurrence of marine casualties.

Asked by : Hon. WONG Kwok-kin

Reply :

- (a) Based on the latest available figures as at end December 2010, for the past 12 months from January to December 2010, there were 96 cases of collision, stranding and striking incidents involving visiting vessels and local vessels in Hong Kong waters. Among these 96 cases, only one case was categorised as serious and it is still under investigation by the Marine Department (MD). The other 95 cases were minor accidents mainly due to failure to maintain proper lookouts by crew members during voyages or berthing/un-berthing of vessels.

In addition to the above-mentioned accidents, there were six fatal marine industrial accidents. All six accidents happened on board mainland coastal or river trading cargo vessels during cargo handling. According to MD's investigations, the causes were mainly due to a lack of safety awareness by the mainland crew members.

- (b) MD conducts investigations into marine accidents and publishes the investigation reports as well as safety notices, drawing attention to lessons to be learnt by the industry in order to avoid recurrence of similar accidents. MD also takes prosecution actions against violations of marine regulations.

Reply Serial No.

**THB(T)088**

Question Serial No.

2922

To minimise occurrence of marine industrial accidents, MD carries out public education and promotion as well as law enforcement. At present, all persons engaged in cargo handling on board vessels, including mainland crew, are required to receive basic safety training in cargo handling and to hold valid training certificates. All cargo handling, ship repairing and marine construction works on vessels have to be supervised by a trained and certified works supervisor. MD will continue to strengthen the promotion of marine industrial safety to both the local industry and mainland ship operators in collaboration with the mainland maritime authorities and step up its efforts on prosecution against those in breach of the works safety requirements.

Signature

Name in block letters

ROGER TUPPER

Post Title

Director of Marine

Date

16.3.2011



Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)089**

Question Serial No.

3501

Head : 100 Marine Department

Subhead :

Programme : (1) Infrastructure

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

In “Matters Requiring Special Attention in 2011-12”, it is stated that the Marine Department will “expedite the legislative work to implement the Maritime Labour Convention, 2006”. Please advise this Committee on:

- (a) the progress of the legislative work for the Convention;
- (b) the expenditure for the implementation of the Convention; and
- (c) whether relevant organisations will be consulted; if yes, the details, and if not, the reasons for that.

Asked by : Hon. WONG Kwok-kin

Reply :

- (a) We are preparing the legislative amendments for implementing the Convention in Hong Kong.
- (b) No new expenditure will be incurred in 2011-12 for the implementation of the Convention since the Convention has not yet come into force internationally. The work required for preparing the legislative amendments is currently undertaken by Government’s existing staff and there is no separate breakdown of manpower or expenditure involved.
- (c) The Marine Department has consulted representatives of seafarers and shipowners on the legislative amendments required to implement the Convention in Hong Kong through the Seafarers’ Advisory Board, the Shipping Consultative Committee and the Tripartite Working Group comprising representatives of seafarers, shipowners and relevant Government departments. We will consult the Committee on the Implementation of International Labour Standards under the Labour Advisory Board and the Economic Development Panel of the Legislative Council on the legislative proposals at a later stage.

Signature

Name in block letters

Post Title

Date

ROGER TUPPER

Director of Marine

16.3.2011

Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO  
 INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)090**

Question Serial No.

3503

Head : 100 Marine Department

Subhead :

Programme : (4) Services to Ships

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding “conducting examinations and issuing certificates of seafarers”, please advise this Committee on:

- (a) the types and the number of examinations conducted for seafarers;
- (b) the pass rates for the examinations; and
- (c) the number of certificates issued to seafarers by age and sex.

Asked by : Hon. WONG Kwok-kin

Reply :

- (a) The Marine Department conducts Deck and Engineer Officer Certificates of Competency (CoC) examinations for seafarers serving on sea-going ships and river-trade vessels. Written examinations for different classes (Class 1, 2 and 3) of “Sea-going” and “River-trade” CoC are held three times a year while oral examinations are conducted once a month.

- (b) The pass rates for the CoC examinations conducted in 2010 are as follows:

|          | Sea-going |              |         | River-trade  |         |         |
|----------|-----------|--------------|---------|--------------|---------|---------|
|          | Class 1   | Class 2      | Class 3 | Class 1      | Class 2 | Class 3 |
| Deck     | 50%       | No enrolment | 56%     | 43%          | 60%     | 45%     |
| Engineer | 20%       | 18%          | 31%     | No enrolment | 22%     | 69%     |

- (c) In 2010, a total of 20 and 55 seafarers passed the “Sea-going” and “River-trade” CoC examinations respectively and were issued with the appropriate classes/types of certificates. The number of certificates issued by age and sex are as follows:

**By age:**

21-30 49

31-40 15

41-50 9

51-60 2

**Total:** 75

**By sex:**

Male 62

Female 13

**Total:** 75

Reply Serial No.

**THB(T)090**

Question Serial No.

3503

Signature

Name in block letters

Post Title

Date

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ROGER TUPPER

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Director of Marine

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16.3.2011

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

**THB(T)091**

3504

Head : 100 Marine Department

Subhead :

Programme : (5) Government Fleet

Controlling Officer : Director of Marine

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the fact that the "Government Dockyard maintains 766 vessels owned and used by various government departments", please advise this Committee:

- (a) why the number of vessels in the government fleet has reduced by 29 compared to 795 last year; and
- (b) the number of government vessels owned and used by various departments other than the Marine Department.

Asked by : Hon. WONG Kwok-kin

Reply :

- (a) The drop of 29 government vessels from 795 in 2009 to 766 in 2010 was due to the decommissioning of redundant vessels in various government departments at the end of their useful lifespan, namely one vessel in the Fire Services Department, two in the Marine Department, two in the Leisure and Cultural Services Department and 24 in the Hong Kong Police Force.
- (b) In 2010, the number of government vessels owned and used by various departments other than the Marine Department is shown in the following table:

| <b>Department</b>                                  | <b>Number of Vessels</b> |
|--|--------------------------|
| Agriculture, Fisheries and Conservation Department | 24                       |
| Auxiliary Medical Service                          | 1                        |
| Civil Aid Service                                  | 12                       |
| Civil Engineering and Development Department       | 3                        |
| Correctional Services Department                   | 2                        |
| Customs and Excise Department                      | 21                       |
| Department of Health                               | 1                        |
| Environmental Protection Department                | 2                        |
| Fire Services Department                           | 37                       |
| Hong Kong Police Force                             | 141                      |
| Immigration Department                             | 7                        |
| Leisure and Cultural Services Department           | 447                      |
| Water Supplies Department                          | 6                        |
| <b>Total</b>                                       | <b>704</b>               |

Reply Serial No.

**THB(T)091**

Question Serial No.

3504

Signature

Name in block letters

Post Title

Date

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ROGER TUPPER

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Director of Marine

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17.3.2011

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

**THB(T)092**

Question Serial No.

2488

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the planning and design of the Tseung Kwan O-Lam Tin Tunnel and the Cross Bay Link, please advise this Committee on:

- (a) the latest position of the Administration in response to the request made by the Sai Kung District Council during a discussion of the matter in last September, that motorists be allowed to use the Tunnel for free;
- (b) whether the Administration has assessed the difference in traffic flow at the Tunnel and the effect on alleviating traffic congestion within the Tseung Kwan O District under the scenarios of toll free or otherwise; and
- (c) the overall construction cost of the project, based on the latest estimation.

Asked by : Hon. CHAN Hak-kan

Reply :

- (a) The planning of the Tseung Kwan O-Lam Tin Tunnel (TKO-LTT) is based on that it will be a tolled tunnel. The tolling method will be further studied in the detailed design stage of the project.
- (b) According to the preliminary assessment, the traffic flow between the existing Tseung Kwan O Tunnel and TKO-LTT could be balanced if both tunnels are tolled at similar level.
- (c) The estimated construction cost of the TKO-LTT project will be worked out at the detailed design stage of the project.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Permanent Secretary for  
Post Title Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)093**

Question Serial No.

2589

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Under *Matters Requiring Special Attention in 2011-12*, the Administration has indicated that it will introduce new measures to enhance road safety. What are the specific plans to enhance the public and motorists' awareness of cycling safety? On the other hand, please provide, by 18 districts, the number of bicycle accidents and the casualties involved in the past three years (i.e. 2008-09 to 2010-11).

Asked by : Hon. CHAN Hak-kan

Reply :

Education and publicity are effective means to promote cycling safety. In 2011-12, the Road Safety Council, the Police, the Transport Department (TD) and other relevant departments will continue to join forces to promote cycling safety. A main focus will be on the promotion of use of safety equipment such as protective helmets and pads, as well as raising motorists' awareness of the need to share the road with cyclists. Our education and publicity efforts will be conducted through various channels, including visiting schools and conducting briefings for school children, promoting safe cycling rules and practices in the Guidelines on Outdoor Activities for schools, disseminating safe cycling messages through publicity leaflets etc. Separately, the TD will work with the Highways Department to improve the signage, road markings and channelisation bollards on cycle tracks.

Relevant bicycle accident statistics for the past three years are set out at *Annex*.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

**No. of Bicycle Accidents and Related Casualties by District  
from 2008-09 to 2010-2011**

| <b>District</b>   | <b>2008-09</b>   |                   | <b>2009-10</b>   |                   | <b>2010-11#</b>  |                   |
|-------------------|------------------|-------------------|------------------|-------------------|------------------|-------------------|
|                   | No. of Accidents | No. of Casualties | No. of Accidents | No. of Casualties | No. of Accidents | No. of Casualties |
| Central & Western | 16               | 16                | 16               | 18                | 8                | 8                 |
| Eastern           | 13               | 16                | 13               | 13                | 16               | 17                |
| Islands           | 56               | 61                | 94               | 100               | 87               | 88                |
| Kowloon City      | 12               | 13                | 12               | 13                | 11               | 11                |
| Kwun Tong         | 13               | 14                | 19               | 22                | 16               | 21                |
| Kwai Tsing        | 23               | 23                | 35               | 36                | 18               | 19                |
| North             | 179              | 192               | 168              | 172               | 151              | 159               |
| Southern          | 5                | 5                 | 5                | 6                 | 9                | 12                |
| Sai Kung          | 14               | 15                | 25               | 27                | 25               | 26                |
| Sham Shui Po      | 21               | 23                | 28               | 28                | 31               | 33                |
| Sha Tin           | 465              | 488               | 502              | 527               | 429              | 450               |
| Tuen Mun          | 102              | 108               | 126              | 130               | 97               | 99                |
| Tai Po            | 362              | 383               | 394              | 411               | 344              | 357               |
| Tsuen Wan         | 26               | 32                | 33               | 33                | 44               | 47                |
| Wan Chai          | 18               | 18                | 13               | 13                | 11               | 11                |
| Wong Tai Sin      | 11               | 12                | 5                | 5                 | 6                | 6                 |
| Yuen Long         | 204              | 215               | 307              | 316               | 273              | 280               |
| Yau Tsim Mong     | 51               | 54                | 46               | 47                | 38               | 38                |
| <b>Total</b>      | <b>1 591</b>     | <b>1 688</b>      | <b>1 841</b>     | <b>1 917</b>      | <b>1 614</b>     | <b>1 682</b>      |

# Figures in 2010-11 are up to 31 January 2011 only.



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

**THB(T)094**

Question Serial No.

3553

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding overseeing the planning of the Shatin to Central Link (SCL), please provide the following information:

- (a) based on the latest estimation, the annual patronage forecast of the East Rail Line and the Ma On Shan Line from 2011 onwards till the Tai Wai to Hung Hom Section and the Hung Hom to Admiralty Section come into operation.
- (b) based on the latest estimation, the annual forecast figure of the number of passengers using the Kowloon Tong Station and the Tai Wai Station, which are major interchange stations of the East Rail Line, from 2011 onwards till the Tai Wai to Hung Hom Section and the Hung Hom to Admiralty Section come into operation.
- (c) whether resources will be reserved to assist the MTR Corporation Limited (MTRCL) to introduce short-term measures to alleviate possible congestion at stations along the East Rail Line in the next few years.

Asked by : Hon. CHAN Hak-kan

Reply :

- (a)&(b) Currently, the busiest sections of the East Rail Line and Ma On Shan Line are the Tai Wai to Kowloon Tong section and the Che Kung Temple to Tai Wai section respectively. During the morning peak hours, the patronage figures in 2009 at these two lines were 53 000 and 13 000. We estimate that there will be a cumulative increase of about 7% in the patronage figures for these two sections during peak hours by the time the SCL Tai Wai to Hung Hom section comes into operation in 2018. We estimate that there will be a further increase of about 2% up to 2020 for the Tai Wai to Kowloon Tong Section and virtually no change for the Che Kung Temple to the Tai Wai Section when the Hung Hom to Admiralty Section comes into operation.

Regarding the number of passengers using the Kowloon Tong Station and the Tai Wai Station, currently the peak hour station usage are 46 000 and 32 000 respectively. These include passengers entering and leaving the stations, as well as those interchanging between railway lines inside the station. We estimate that there will be a cumulative increase of about 17% and about 6% in the station usage for these two stations respectively in the morning peak hours when the SCL Tai Wai to Hung Hom section comes into

operation in 2018. The station usage of these two station will remain more or less the same when the SCL Hung Hom to Admiralty Section is commissioned in 2020.

The planned capacity of the East Rail Line and the Ma On Shan Line is able to cope with the above estimated patronage increase before the full commissioning of the SCL in 2020. The SCL has been planned and designed to provide sufficient capacity to cope with the longer-term increase in patronage due to increase in population and cross-boundary passengers.

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

The above monitoring conducted by TD is absorbed by its existing in-house resources on an on-going basis. The MTRCL manages the East Rail Line and the Ma On Shan Line according to the rail merger agreement. Should the MTRCL consider it necessary to introduce any measures to improve the service of these two lines, it should do it within its own resources.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)095**

Question Serial No.

0899

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

It was mentioned in paragraph 87 of the Budget Speech that there is the need to study the feasibility of constructing a third runway. Please advise on whether similar study has been conducted before; if so, when the study was conducted, the actual expenditure involved, the findings and follow-up actions. On what basis did the Government decide to commence the study now? What are the estimated expenditure, areas and timetable of the study?

Asked by : Hon. CHAN Mo-po, Paul

Reply :

Consideration as to whether to build a new runway is part of the Hong Kong International Airport Master Plan 2030 Study (the Study), which has been commissioned and funded by the Airport Authority Hong Kong (AA). No resources are earmarked for this purpose under Head 158. The Study seeks to explore different development strategies and options for the airport in the next twenty years, including the feasibility of building a third runway, and conduct preliminary feasibility studies on these options. These studies are substantially completed and the AA is drafting a study report. The AA expects the public consultation on the Hong Kong International Airport Master Plan 2030 to begin in the first half of 2011.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)096**

Question Serial No.

3843

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the preliminary feasibility study for Container Terminal 10 (CT 10) at Southwest Tsing Yi commissioned by the Government, please advise on the estimated expenditure of the study; the actual expenditure on studies conducted in the past on the development of CT 10; when such studies were conducted and the findings and follow-ups of such studies; and the scope, objective and detailed content of the current preliminary feasibility study.

Asked by : Hon. CHAN Mo-po, Paul

Reply :

The “Study on Port Cargo Forecasts 2005/2006 (PCF)” was conducted in November 2005 and completed in April 2008. It aimed to update the port cargo forecasts taking into consideration the latest developments and data, and to establish the demand and timing for the development of container terminal 10 (CT10). The PCF indicated that the container throughput would continue to have a moderate growth and a new berth would likely be required in 2015. The actual expenditure for the PCF is \$2.55 million. Given the adverse impact of the global financial tsunami on container throughput in 2009, we plan to update the PCF in mid 2011.

The preliminary feasibility study (PFS) on the development of CT10 at Southwest Tsing Yi is proceeding as planned and expected to be completed by the end of this year. The objective of the PFS is to evaluate the technical feasibility, environmental acceptability as well as the resources involved in the development of CT10. Upon completion of the PFS, the study results, the then global and local economic situation, the performance of the port sector, and the views of stakeholders will be taken into account when deciding on the need, timetable and resources to be involved for CT10 development. The actual expenditure involved so far is about \$ 12.6 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)097**

Question Serial No.

1361

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

What measures were taken by the Administration to enhance the viability of ferry services, and what were the provisions involved in the past five years (i.e. 2006-07 to 2010-11)? What measures will the Government take to support the Hung Hom-Central and Hung Hom-Wan Chai ferry services and what will be the provision involved?

Asked by : Hon. CHAN Tanya

Reply :

To enhance the long-term financial viability of ferry services (including the “Hung Hom - Central” and “Hung Hom - Wan Chai” services), the Government has been providing various measures to enable ferry operators to reduce operating costs and increase non-fare box revenue -

- (i) taking over pier maintenance responsibility;
- (ii) waiving fuel duty;
- (iii) reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme;
- (iv) allowing ferry operators to sublet ferry pier areas for commercial concession to generate non-fare box revenue to cross-subsidise the ferry operation; and
- (v) streamlining the subletting approval procedures to help expedite generation of non-fare box revenue.

The financial implications of the above measures are as follows -

- (i) The expenditure involved in taking over pier maintenance responsibilities is absorbed by the existing provisions of the relevant works departments (i.e. the Civil Engineering and Development Department, the Architectural Services Department, and the Electrical and Mechanical Services Department).

- (ii) There is no expenditure involved in waiving fuel duty.
- (iii) The expenditure involved in reimbursing pier rentals under the Elderly Concessionary Fares Scheme for financial years 2006-07 to 2010-11 is as follows -

| Financial year           | 2006-07        | 2007-08        | 2008-09        | 2009-10        | 2010-11<br>(Up to End February 2011) <sup>1</sup> |
|--------------------------|----------------|----------------|----------------|----------------|---|
| Reimbursing pier rentals | \$3.69 million | \$3.88 million | \$3.74 million | \$3.55 million | \$1.55 million                                    |

The revenue foregone in exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme for financial years 2006-07 to 2010-11 is as follows -

| Financial year                | 2006-07        | 2007-08        | 2008-09        | 2009-10        | 2010-11<br>(Up to End February 2011) <sup>1</sup> |
|-------------------------------|----------------|----------------|----------------|----------------|---|
| Exempting vessel licence fees | \$0.22 million | \$0.22 million | \$0.22 million | \$0.22 million | \$0.10 million                                    |

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

The Government has also been providing the following special helping measures to four outlying island ferry services (viz. Central – Mui Wo, Central – Peng Chau, Central – Yung Shue Wan and Central – Sok Kwu Wan routes) for the licensing period from July 2008 to June 2011 –

- (i) waiving annual vessel survey fee and private mooring fee;
- (ii) reimbursing water, cleansing and electricity charges for piers subject to caps prescribed by the Government;
- (iii) reimbursing the balance of revenue foregone due to provision of elderly fare concessions (after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the Elderly Concessionary Fares Scheme) subject to a cap prescribed by the Government; and
- (iv) a one-off scheme for two years to provide free ferry tickets to encourage schools, non-government organizations, community and district groups to organize visits to these outlying islands.

The financial implications involved in the provision of the above helping measures to the four outlying island ferry services is as follows –

- (i) The revenue foregone in waiving annual vessel survey fee and private mooring fee is as follows -

| Financial year   | 2008-09        | 2009-10        | 2010-11<br>(Up to End<br>February 2011)<br>1 |
|--|----------------|----------------|--|
| Waiving annual vessel survey fee and private mooring fee | \$0.16 million | \$0.31 million | \$0.29 million                               |

Note 1: The revenue foregone for “Waiving annual vessel survey fee and private mooring fee” reflects the position as at end February 2011.

- (ii) The expenditure involved in reimbursing water, cleansing and electricity charges for piers subject to caps prescribed by the Government is as follows -

| Financial year   | 2008-09        | 2009-10        | 2010-11<br>(Up to End<br>February 2011) |
|--|----------------|----------------|---|
| Reimbursing water, cleansing and electricity charges for piers | \$1.13 million | \$2.01 million | \$2.16 million                          |

- (iii) The expenditure involved in 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 Elderly Concessionary Fares Scheme) subject to a cap prescribed by the Government is as follows –

| Financial year   | 2008-09        | 2009-10        | 2010-11<br>(Up to End<br>February 2011) |
|--|----------------|----------------|---|
| Reimbursing the balance of revenue foregone due to provision of elderly fare concessions | \$1.40 million | \$2.73 million | \$2.62 million                          |

- (iv) The expenditure involved in a one-off scheme for two years to provide free ferry tickets to encourage schools, non-government organizations, community and district groups to organize visits to these outlying islands is as follows -

| Financial year                                 | 2008-09        | 2009-10        | 2010-11<br>(Up to End<br>February 2011) |
|--|----------------|----------------|---|
| One-off scheme of providing free ferry tickets | \$1.07 million | \$0.35 million | -                                       |

For inner harbour ferry services such as “Hung Hom – Central” and “Hung Hom – Wan Chai” routes operated by The “Star” Ferry Company, Limited, the Government has been providing helping measures as mentioned in the first paragraph above to help operators reduce operating costs and increase non-fare box revenue.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_



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

**THB(T)098**

Question Serial No.

1362

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

What is the provision earmarked by the Government in the coming year (i.e. 2011-12) to study the role of public light bus in public transport?

Asked by : Hon. CHAN Tanya

Reply :

The Government reviews, from time to time, the role of public light bus in the public transport system. The reviews are undertaken by the staff of the Transport and Housing Bureau and Transport Department as part of their normal duties. There is no separate provision or breakdown of expenditure for this purpose in 2011-12.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)099**

Question Serial No.

1363

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Will the Government consider buying back the Eastern Harbour Crossing and Western Harbour Crossing with public funds to alleviate traffic congestion at the Cross-Harbour Tunnel; if yes, has any provision been reserved?

Asked by : Hon. CHAN Tanya

Reply :

The Government has commissioned a consultancy study for a comprehensive analysis of all relevant factors that affect the distribution of traffic amongst the three road harbour crossings (RHCs) with an objective of identifying the optimum level of traffic for the three RHCs, and recommending feasible options that cover the necessary financial, organisational and legal mechanisms to achieve the optimum traffic result. Various possible measures, including buying back the Eastern Harbour Crossing and Western Harbour Crossing were studied. Last November, the Government conducted a three-month public consultation on the findings and recommendations of the consultancy study, which has just been completed. We are considering carefully the feedback received during the public consultation period, and would consider the way forward taking into account the views from various quarters of the community.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)100**

Question Serial No.

1364

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Will the Administration conduct public participation exercises for the proposed pedestrian schemes in Causeway Bay and Mong Kok? If yes, what is the cost involved?

Asked by : Hon. CHAN Tanya

Reply :

The preliminary studies for improvements to pedestrian links in Causeway Bay and Mong Kok conducted by consultants commissioned by the Transport Department have been completed. Prior to completion of the studies, the relevant District Councils have been consulted on the outcome of the studies. The Administration has also briefed the Legislative Council Panel on Transport as well as the Transport Advisory Committee on the study outcome.

The Administration is now taking forward the technical feasibility studies for the proposed pedestrian schemes for the two districts arising from the studies and we plan to conduct public engagement activities in taking forward these proposals. Details are as follows -

**Pedestrian subway in Causeway Bay**

In the technical feasibility study of the proposed Pedestrian Subway System in Causeway Bay (running from Victoria Park to the vicinity of Happy Valley), we propose to carry out public engagement activities for the conceptual alignment options for the proposed pedestrian subway. The estimated expenditure is \$0.25 million (excluding consultancy fee).

**Pedestrian footbridge in Mong Kok**

A footbridge system along Argyle Street between Tong Mi Road and Sai Yee Street is proposed for phased implementation. The Highways Department will commence the technical feasibility study of the proposal in 2011. After completing the study, we will plan the way forward including the most appropriate form of public consultation and estimate the associated cost accordingly.

Reply Serial No.

**THB(T)100**

Question Serial No.

1364

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)101**

Question Serial No.

1365

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the Shatin to Central Link (SCL) project, will the Government use public funds to assess whether the consultant fee for the project is reasonable? If yes, what will be the expenditure involved?

Asked by : Hon. CHAN Tanya

Reply :

We will employ an independent engineering consultant to check the on-cost payable to the MTR Corporation Limited for the Shatin to Central Link project, and charge the relevant consultancy cost to 6051TR “Shatin to Central Link – design and site investigation”. As the consultancy has not yet been awarded, the estimated expenditure is not yet available.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)102**

Question Serial No.

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

1102

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

- (a) Under *Matters Requiring Special Attention in 2011-12*, the Administration has indicated that it will continue to assess the feasibility of options to rationalise the usage of the three road harbour crossings in the light of the recommendations of the consultancy study. Please advise on the manpower and expenditure involved in the assessment;
- (b) the expected completion date of the assessment; and
- (c) whether any resources have been reserved under the Estimates of Expenditure 2011-12 for implementing the options recommended by the consultancy study to rationalise the usage of the three road harbour crossings.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) The work to assess the feasibility of options to rationalise the utilisation of the three road harbour crossings (RHCs) in the light of the recommendations of the consultancy study is carried out by the Transport and Housing Bureau and the Transport Department as part of our normal duties. There is no separate breakdown on the manpower and expenditure for the work concerned.
- (b) After announcing the findings and recommendations of the consultancy study, the Government conducted a three-month public consultation starting last November and it has just been completed. We are carefully considering the feedback received during the public consultation period, and will consider the way forward taking into account the views from various quarters of the community.
- (c) No provisions have been earmarked in the Estimates of Expenditure 2011-12 for implementing the options recommended by the consultancy study to rationalise the utilisation of the three RHCs.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

**THB(T)103**

Question Serial No.

1103

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

- (a) Under Matters Requiring Special Attention in 2011-12, the Administration has indicated that it will continue to oversee the introduction of new measures by means of legislation, enforcement and education to enhance road safety, including legislative proposals to deter drug driving and enhance safety of public light bus operation. Please advise on the work plan and estimated expenditure in the 2011-12 financial year for:
- (i) combating drink driving;
  - (ii) combating drug driving; and
  - (iii) enhancing safety of public light bus operation.
- (b) Please provide details about the “legislative proposals to deter drug driving” and advise when such legislative proposals are expected to be taken forward.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) We will monitor the effectiveness of the new measures introduced by the Road Traffic (Amendment) Ordinance 2010 to further combat drink driving. We also plan to introduce legislative proposals within the 2010-11 legislative session to amend the Road Traffic Ordinance (RTO), Cap 374, with a view to combating drug driving and enhancing safety of public light bus (PLB) operation. We have earmarked \$4.7 million in 2011-12 for the Road Safety Council to conduct publicity campaigns to promote road safety in particular campaigns against drug driving. We oversee the introduction of new measures relating to drink driving, drug driving and safety of PLB operation as part of our normal duties and hence there is no separate breakdown on the expenditures involved for the work concerned.
- (b) For legislative proposals to combat drug driving, we plan to introduce a bill to amend the RTO in the second quarter of 2011. The bill will seek to create a new offence to prohibit driving after taking any specified illicit drug, refine the current offence on driving under the influence of a drug, provide for the use of scientific and objective preliminary drug tests such as impairment test and rapid oral fluid test and provide the necessary powers for the Police to enforce the relevant provisions, etc.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_



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

**THB(T)104**

Question Serial No.

1337

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Please advise on the latest development of implementing the ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port.

Asked by : Hon. CHEUNG Hok-ming

Reply :

The Hong Kong and Guangdong authorities have agreed to roll out the ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port as soon as possible. Having regard to the temporary nature of ad hoc quotas, we aim to simplify the procedures required as far as possible so as to facilitate vehicle owners travelling across the boundary using their private cars while measures will be in place to avoid the system being abused. The exact implementation date of the trial scheme and implementations details are subject to discussion with the Guangdong side which is still underway.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)105**

Question Serial No.

1506

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding working with the Chartered Institute of Logistics and Transport in Hong Kong and the Hong Kong Association of Freight Forwarding and Logistics Limited to develop and implement a training programme for the freight logistics sector, please provide the following information:

- (a) details of the training programme;
- (b) the number of participants of the training programme in the past three years (i.e. 2008-09 to 2010-11);
- (c) whether the Administration will review the effectiveness of the training programme; if yes, the timetable; and
- (d) the subsidy for each participant.

Asked by : Hon. CHEUNG Hok-ming

Reply :

With the support of the Hong Kong Logistics Development Council (LOGSCOUNCIL), the Administration provided a sponsorship of \$1 million to the Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) and the Hongkong Association of Freight Forwarding and Logistics Association Limited (HAFFA) to implement a vocational training programme (the Programme) tailored for frontline staff of the freight logistics sector. The Programme seeks to enhance the skills and capabilities of the freight logistics workforce by offering practical knowledge that is crucial for freight operations. The programme is divided into two streams, viz. "Airfreight" and "Seafreight". Each stream is a two-year part-time programme consisting of four modules. The first module on the "Airfreight" and "Seafreight" streams commenced in early 2010 and 2011 respectively. A total of about 110 participants have joined the courses.

Of the \$1 million sponsorship provided by LOGSCOUNCIL to the Programme, \$500,000 has been set aside for subsidising the participants. Each participant could receive a partial reimbursement of the course fee at around \$350 (or some 20% of the course fee) on application upon completion of a module. The participants would also be invited to evaluate the effectiveness of the Programme after completion of each module. The feedback received so far is positive. Most of the participants found the course useful and practical. The Administration will, in collaboration with LOGSCOUNCIL, CILTHK and HAFFA, review the progress and effectiveness of the Programme later this year.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

**THB(T)106**

Question Serial No.

1507

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Please advise on the latest progress of the planning for the Hong Kong-Shenzhen Western Express Line and the implementation programme.

Asked by : Hon. CHEUNG Hok-ming

Reply :

The proposed Hong Kong-Shenzhen Western Express Line (WEL) is intended to be a multi-function cross-boundary railway. It will provide cross-boundary passengers with environmentally friendly and efficient railway services between Hong Kong and Shenzhen. It will also facilitate the development of the Northwest New Territories (NWNT) and Qianhai in Shenzhen. Through this railway project, we would also like to facilitate the cooperation between the two airports in Hong Kong and Shenzhen which may result in a win-win situation.

Preliminary studies on the WEL have confirmed its technical feasibility. It is important, however, for the design of the WEL to take into consideration of the development of Qianhai and NWNT. We expect more and more planning parameters for these areas will be available soon.

With the funding approval from the Finance Committee of the Legislative Council, the Highways Department will commission a consultancy study to review and update the Railway Development Strategy 2000. The review is expected to start in the second quarter of 2011. It will investigate, amongst other railway proposals, the functionality, preliminary alignment options and patronage forecast of the WEL, taking into consideration latest transport planning parameters, cross-boundary passenger demand and air-related passenger demand, land use and development, etc. When we have findings from the consultancy study, we will consult the public, inviting the community to express views on the development of WEL.

Reply Serial No.

**THB(T)106**

Question Serial No.

1507

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **FRANCIS HO**

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

Date \_\_\_\_\_ **18 March 2011**

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

**THB(T)107**

Question Serial No.

1508

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

When will the findings of the preliminary feasibility study for Container Terminal 10 be announced?  
What is the expenditure involved so far?

Asked by : Hon. CHEUNG Hok-ming

Reply :

The preliminary feasibility study on the development of Container Terminal 10 at Southwest Tsing Yi is expected to be completed by the end of this year and its findings would be announced afterwards. The actual expenditure involved so far is about \$12.6 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)108**

Question Serial No.

1509

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Please advise on the latest progress of the planning for the Central Kowloon Route and the anticipated completion timetable.

Asked by : Hon. CHEUNG Hok-ming

Reply :

The Highways Department (HyD) has completed the investigation and preliminary design of the Central Kowloon Route (CKR) in December 2010. HyD plans to start the detailed design consultancy in mid 2011 to further take forward the CKR project. HyD will formulate the implementation programme for the project in the detailed design stage.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)109**

Question Serial No.

1510

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the consultancy study on the three road harbour crossings (RHCs), please advise on the way forward upon completion of the public consultation and the amount of consultancy fee involved.

Asked by : Hon. CHEUNG Hok-ming

Reply :

After announcing the findings and recommendations of the consultancy study, the Government conducted a three-month public consultation starting last November and it has just been completed. We are carefully considering the feedback received during the public consultation period, and would consider the way forward taking into account the views from various quarters of the community. The total consultancy fee is \$7,998,400.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011



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

**THB(T)110**

Question Serial No.

1739

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

The Administration has indicated that it will continue to maintain policy overview regarding the development of the Lantau Logistics Park, and oversee the development of a logistics cluster and the provision of land for port and related uses in the Kwai Tsing area. Please provide details including the development progress, specific timetables, arrangements in respect of land and manpower, and the expenditure involved, etc.

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply :

As set out in the Chief Executive's 2010-11 Policy Address, to support the logistics sector's switch to high-value goods and services, the Administration is gradually making available long-term sites in Kwai Tsing, which has good access to both the port and the airport, for the development of a logistics cluster. The first of such sites in Tsing Yi was successfully granted through open tender last December. We plan to release the second logistics site in Tsing Yi in the second half of 2011 provided that there is no substantial change of the market situation and the proposed development would not adversely affect the local traffic condition. We shall in parallel keep in view the development of the Lantau Logistics Park, taking into account the needs of the logistics sector, as well as the global and local economic situation, including how Hong Kong takes advantage of, and positions itself in, the rapid growth of the Mainland economy.

Furthermore, to facilitate efficient port operations, the Administration will continue to provide suitable sites for port back-up uses. After the commissioning of Route 8 in late 2009, we have identified 30 hectares of land from the former Route 8 construction sites, and have started releasing them to the market in phases under short term tenancy (STT) for port back-up uses since late 2010. A site for container vehicles / lorries parking was successfully granted in late December last year. As at February this year, we have already tendered out over 80 hectares of land in Kwai Tsing under STT for port back-up uses. Another site for container storage / cargo consolidation has been put up for public tender and is expected to be granted by the end of this month.

Reply Serial No.

**THB(T)110**

Question Serial No.

1739

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)111**

Question Serial No.

0013

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Would the Administration set out individually the studies conducted on the land and waterborne transport portfolio in the past year (i.e. 2010-11), the expenditure involved and the expected completion dates; as well as the studies planned for the next two years and the expenditure involved?

Asked by : Hon. FUNG Kin-kee, Frederick

Reply :

There was one study conducted on the land and waterborne transport portfolio in 2010-11 –

| <b>Title</b>  | <b>Expenditure<br/>in 2010-11</b> | <b>Expected<br/>completion date</b> |
|---|-----------------------------------|-------------------------------------|
| Consultancy Service for Providing Expert Advice for Rationalising the Utilisation of Road Harbour Crossings | \$2,573,400                       | September 2010<br>(Completed)       |

There is no planned studies on the land and waterborne transport portfolio for the next two years.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)112**

Question Serial No.

0015

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Under *Matters Requiring Special Attention*, the Administration has indicated that it will continue to oversee the construction of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). Will the Administration inform this Committee of the progress of the construction of the Hong Kong section of the XRL; whether the works have proceeded according to schedule; whether there were any delays or difficulties unforeseen at the design stage; if so, of the contingency measures; whether the Hong Kong section of the XRL will be completed on schedule according to the current progress; the latest expenditure incurred by the works; whether there will be any cost overrun; and what are the measures to prevent any cost overrun and project delays?

Asked by : Hon. FUNG Kin-kee, Frederick

Reply :

The construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) commenced in January 2010 and is scheduled for completion in 2015. The MTR Corporation Limited (MTRCL) was entrusted for the construction and commissioning of the XRL.

The Administration spares no effort in monitoring the works of MTRCL to ensure that the implementation of the project is within the approved project estimate, of good quality and on schedule. For cost and programme of the project, a Project Supervision Committee, which is chaired by Director of Highways, monitors project progress, procurement activities, post tender award cost control and resolution of contractual claims.

The Highways Department (HyD) also inserts various check points into the relevant work processes of the MTRCL, so as to participate and monitor the implementation of the project. For instance, representatives of HyD attend all meetings of the MTRCL Procurement Team and the Executive Tender Panel concerning the procurement of works and services for the XRL project, to assess all tenders received. Furthermore, HyD also employ consultants to monitor and vet MTRCL's work for the XRL project, and advise government on project expenditure and construction progress.

Up to 31 December 2010, the total value of the awarded contracts is \$5,817 million. So far, the award of contract is on schedule and within budget. There is no sign of budget overrun or major programme

delay. We will continue to encourage tenderers to submit alternative proposals and explore opportunities that can save cost while delivering the same or even better values to the project.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)113**

Question Serial No.

0016

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

Programme : (1) Director of Bureau's Office

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding "...the provision required for filling the position of Political Assistant" mentioned in the Analysis of Financial and Staffing Provision, will the Administration advise this Committee on the progress of recruitment of the Political Assistant and the expected date of assumption of office? As the term of the current Government will expire in just over one year, the chance that the said post can be successfully filled is dwindling. Should the Administration consider setting aside the said provision?

Asked by : Hon. FUNG Kin-kee, Frederick

Reply :

Regarding the filling of the outstanding positions of Under Secretaries and Political Assistants in the Government, the Government's consistent position is that, if there are suitable candidates, such positions will be filled. If necessary, this could be done in phases.

We consider it appropriate to make provision under Head 158 for the position of Political Assistant in 2011-12.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)114**

Question Serial No.

0017

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the Tsing Sha Highway (the section between Cheung Sha Wan and Sha Tin) which has been opened to traffic since 2008, will the Administration advise this Committee on the number of various types of vehicles using the section (such as the traffic flow on working days); the comparison between its traffic flow and that of other tunnels (Lion Rock Tunnel, Tate's Cairn Tunnel and Shing Mun Tunnels) connecting to Sha Tin; the difference between the actual number of vehicles using the section and the estimations at the planning and design stages of the Highway; the reason(s) for the difference; and whether evaluation has been made on the effectiveness of the section in alleviating the traffic flow of the Lion Rock Tunnel, Tate's Cairn Tunnel, Shing Mun Tunnels and Tai Po Road?

Asked by : Hon. FUNG Kin-kee, Frederick

Reply :

The average number of the various types of vehicles using the Tsing Sha Highway (the section between Cheung Sha Wan and Sha Tin), Lion Rock Tunnel, Tate's Cairn Tunnel and Shing Mun Tunnels on working days (i.e. excluding Saturdays, Sundays and public holidays) in the month of January 2011 are as follows -

|   | <b>Private Cars,<br/>Taxis &amp; Motor<br/>Cycles</b> | <b>Single Deck Buses,<br/>Light Buses &amp; Goods<br/>Vehicles of 5.5 ton &amp; less</b> | <b>Double Deck Buses<br/>&amp; Goods Vehicles<br/>above 5.5 ton</b> | <b>Total</b> |
|---|---|--|---|--------------|
| <b>Tsing Sha Highway<br/>(between Cheung Sha<br/>Wan and Sha Tin)</b> | 22 834  | 7 004  | 7 533   | 37 371       |
| <b>Lion Rock Tunnel</b>   | 58 462  | 18 184   | 13 827  | 90 473       |
| <b>Tate's Cairn Tunnel</b>  | 39 188  | 6 991  | 6 214   | 52 393       |
| <b>Shing Mun Tunnels</b>  | 27 798  | 14 267   | 9 296   | 51 361       |

The observed traffic flow using the section of Tsing Sha Highway between Cheung Sha Wan and Sha Tin is about 5% above the forecast made during the design and planning stages of the Highway.

The Tsing Sha Highway provides an alternative corridor enhancing the accessibility between Sha Tin and Kowloon. For example, with the commissioning of the Highway, it is observed that the journey times between Sha Tin and Kowloon / Kwai Tsing / Airport have been shortened by about 17% to 44%. Since its commissioning in March 2008 up to December 2010, the traffic flow at the Tsing Sha Highway (section between Cheung Sha Wan and Sha Tin) has increased by 155%. The growth in traffic flow is mainly contributed by traffic diverted from the Lion Rock Tunnel, Tate's Cairn Tunnel and Shing Mun Tunnels. The Transport Department will continue to closely monitor the usage of the road links between Sha Tin and Kowloon.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011



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

**THB(T)115**

Question Serial No.

1203

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the plan of building a new runway for the airport, will the Administration advise this Committee of the details and progress of the relevant researches conducted over the past two years (i.e. 2009-10 to 2010-11); the expenditure and manpower involved; the anticipated date for commencement of the consultation exercise; the preliminary estimated project cost; and the anticipated commencement and completion dates of the project?

Asked by : Hon. FUNG Kin-kee, Frederick

Reply :

Consideration as to whether to build a new runway is part of the Hong Kong International Airport Master Plan 2030 Study (the Study), which has been commissioned and funded by the Airport Authority Hong Kong (AA). No resources are earmarked for this purpose under Head 158. The Study seeks to explore different development strategies and options for the airport in the next twenty years, including the feasibility of building a third runway, and conduct preliminary feasibility studies on these options. These studies are substantially completed and the AA is drafting a study report. The AA expects the public consultation on the Hong Kong International Airport Master Plan 2030 to begin in the first half of 2011.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)116**

Question Serial No.

2398

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Under *Matters Requiring Special Attention*, the Administration has indicated that it will continue to oversee the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). As the construction of the Hong Kong section of the XRL has resulted in traffic diversion of different extent on the roads in West Kowloon, such as Sham Mong Road, will the Administration please consider providing a cycle track network covering the whole West Kowloon when re-surfacing works are carried out on the relevant roads, so as to encourage the public to use bicycles, which is a green transport mode; if no, the reasons for that?

Asked by : Hon. FUNG Kin-kee, Frederick

Reply :

The on-going series of temporary traffic management schemes are being implemented to facilitate the construction of the XRL in the West Kowloon area. Upon completion of the XRL works, the affected roads will be reinstated to the original road layout or the new road layout as appropriate. Having regard to the heavy traffic flow and demand on the limited and congested road space in West Kowloon, the Administration has no plan to build a cycle track network covering the whole area.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_



- (c) Apart from the projects or programmes listed above, are there any other modes of cross-boundary co-operation? If yes, what are they? What were the manpower and expenditure involved in the past three years, and how much financial and manpower resources are earmarked in the 2011-12 Estimates?

Asked by: Hon. HO Sau-lan, Cyd

Reply:

(a) & (b) Details of cross boundary projects/programmes in 2008-09 to 2011-12 are as follows:

| Project/<br>programme title  | Details,<br>objective and<br>whether it is<br>related to the<br>Framework<br>Agreement  | Expenditure<br>involved  | Name<br>of<br>Mainland<br>department/<br>organisation<br>involved | Progress<br>(% completed,<br>start date,<br>anticipated<br>completion<br>date)   | Have the details,<br>objective, amount<br>involved or impact on<br>the public, society,<br>culture and ecology<br>been released to the<br>public? If yes,<br>through which<br>channels and what<br>were the manpower<br>and expenditure<br>involved? If no, what<br>are the reasons?  |
|--|---|--|---|--|---|
| Ad hoc quota<br>trial scheme for<br>cross-boundary<br>private cars<br>between Hong<br>Kong and<br>Guangdong at<br>the Shenzhen<br>Bay Port | To develop<br>and<br>implement an<br>ad hoc quota<br>trial scheme<br>at the<br>Shenzhen Bay<br>Port to<br>broaden the<br>availability<br>and flexibility<br>of travel for<br>private cars<br>between<br>Hong Kong<br>and<br>Guangdong.<br><br>The scheme is<br>included in<br>the<br>Framework<br>Agreement | Expenditure<br>for<br>developing<br>computer<br>systems by<br>TD and<br>related<br>maintenance<br>and<br>administrative<br>costs, etc. are<br>listed below –<br><br>2009-10:<br>\$6.92M<br><br>2010-11:<br>\$6.68M<br><br>2011-12:<br>\$13.62M | Guangdong<br>Provincial<br>Government                             | The<br>development<br>and<br>enhancement of<br>computer<br>systems to<br>facilitate the<br>applications for<br>ad hoc quotas<br>are being<br>carried out, and<br>would be ready<br>when the<br>scheme is<br>implemented. | The basic<br>implementation<br>framework for ad hoc<br>quota was reported to<br>the Legislative<br>Council Panel on<br>Transport in January<br>2009.<br><br>Both the Hong Kong<br>and Guangdong<br>authorities are<br>studying the<br>implementation<br>details of the trial<br>scheme and will try<br>our best endeavour to<br>announce the results<br>within the current<br>year. |

|  |   |  |  |   |   |
|--|---|--|--|---|---|
| <p>Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL)</p> | <p>To provide a high-speed rail connection with major Mainland cities.</p> <p>The project is included in the Framework Agreement.</p>   | <p>The approved estimate for the construction of the project is \$66.8 billion.</p> <p>[Expenditure in 2009-10: \$245.7M; in 2010-11: \$8,609.5M; and in 2011-12: \$11,814.0M]</p> | <p>Ministry of Railways</p>  | <p>Commenced in January 2010; expected to be completed in 2015.</p>   | <p>The relevant information has been released through numerous channels, including public forums, meetings with residence, websites, publications, submissions to district councils and Legislative Councils, etc.</p>  |
| <p>Hong Kong-Shenzhen Western Express Rail Line (WEL)</p>                            | <p>To provide a multi-functional cross-boundary railway to facilitate the cooperation of the Hong Kong and Shenzhen airports and support the development of Qianhai and Northwest New Territory.</p> <p>The project is included in the Framework Agreement.</p> | <p>Project estimate is not available at this preliminary planning stage</p>  | <p>Railway Development Office of Shenzhen Municipal Government</p> | <p>At preliminary planning stage.</p> <p>We are going to review and update the Railway Development Strategy 2000 in Q2 2011. The review will investigate, amongst other railway proposals, the WEL, including its functionality, preliminary alignment options and patronage forecast, taking into consideration latest transport planning parameters, cross-boundary passenger demand and air-related passenger demand, land</p> | <p>When we have findings from the review and update of the Railway Development Strategy 2000, we will consult the public, inviting the community to express views on the development of both Hong Kong's rail network and cross-boundary rail network, including WEL.</p> |

|   |   |  |  |  |  |
|---|---|--|--|--|--|
|   |   |  |  | use and development, etc.                                    |  |
| Study on Regional Co-operation Plan on Infrastructure Construction                          | <p>To assess whether the planned infrastructure can timely and efficiently meet the overall demand of Hong Kong, Guangdong and Macao, by examining the existing infrastructure blueprints of the three places.</p> <p>The plan comprises various aspects including transport, energy, water supply and boundary control points etc.</p> <p>The plan is included in the Framework Agreement.</p> | <p>The cost of the Study is RMB 2.6 million.</p> <p>Each of the three places is responsible for one third of the amount.</p> | Development and Reform Commission of Guangdong Province and Infrastructure Development Office of the Government of the Macao Special Administrative Region (SAR) | Commenced in Jan 2010; expected to be completed in mid 2011. | The result will be released to the public.   |
| Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge (Public Works Project item Nos. 4QR & 3QR) | <p>To provide the much needed land transport link between HKSAR and the Western Pearl River Delta.</p> <p>The HZMB</p>  | <p>The approved estimate for the Main Bridge Project to be shared by HKSAR is \$9,280.0M</p> <p>[Expenditure in 2008-09:</p> | Development and Reform Commission of Guangdong Province and Infrastructure Development Office of the Government of the Macao SAR                                 | Commenced in Dec 2009; expected to be completed by end 2016  | Funding applications for Hong Kong's contribution to the preliminary design and site investigation; and detailed design and construction of the Main Bridge Project were submitted to LegCo in |

|   |   |   |   |  |   |
|---|---|---|---|--|---|
|   | <p>Main Bridge is a 29.6km dual 3-lane carriageway in the form of bridge-cum-tunnel structure. It runs from the artificial island off Gongbei of Zhuhai to the eastern artificial island for the tunnel section just west of the HKSAR boundary.</p> <p>The project is included in the Framework Agreement.</p> | <p>\$0; in 2009-10: \$99.3M; in 2010-11: \$951.3M; and in 2011-12: \$717.0M]</p>  |   |  | <p>January 2009 and May 2009 respectively.</p> <p>Currently, five existing professionals of the Highways Department are involved in the project. No additional expenses are involved.</p>                                       |
| <p>The Pearl River Delta (PRD) Air Traffic Management Planning and Implementation Working Group</p> | <p>A tripartite Working Group, comprising the civil aviation authorities of the Mainland, Hong Kong, and Macao, was established in 2004 to devise short-term and long-term measures to enhance the airspace design and increase air routes capacities in the PRD region. Its work is in line</p>                | <p>The work is undertaken by existing staff of the Civil Aviation Department (CAD) as part of their normal duties. No additional expenses are involved.</p> | <p>Civil Aviation Administration of China</p> | <p>So far 15 meetings have been held and enhancement measures are developed in phases based on the principles of joint airspace planning, use of common standards, and harmonised flight procedure design.</p> <p>Coordination with the relevant authorities is ongoing.</p> | <p>CAD has kept the aviation industry updated on the progress made through regular briefing sessions for the industry.</p> <p>The work is undertaken by CAD's existing staff and there are no additional expenses involved.</p> |

|  |  |  |  |  |  |
|--|--|--|--|--|--|
|  | <p>with the goal to seek proactively the national support for enlarging the airspace in the PRD, as set out in Chapter 2 of the Framework Agreement.</p> |  |  |  |  |
|--|--|--|--|--|--|

- (c) We shall continue to liaise closely with the Guangdong authorities, through the established platforms such as Mainland/Hong Kong Closer Economic Partnership Arrangement and the Hong Kong-Guangdong Cooperation Joint Conference, to enhance the efficiency of cross-boundary freight and passenger transport. In respect of civil aviation, we will continue to liaise closely with our Mainland counterparts, mainly the Civil Aviation Administration of China (CAAC), on issues of common interests. For example, CAD has been participating in various fora of the International Civil Aviation Organization (ICAO) as part of the Chinese delegation. We also discuss with CAAC further expansion of the existing air services arrangements from time to time. Such work is undertaken by our existing staff and no resources are specifically earmarked under Head 158 for these purposes.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 18 March 2011



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

**THB(T)118**

Question Serial No.

2769

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

Programme :

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

Director of Bureau : Secretary for Transport and Housing

Question :

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

- (a) Using the table below, please provide information on studies on public policy and strategic public policy for which funds had been allocated between 2008-09 and 2010-11:

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

- (b) Are there any projects for which funds have been reserved for conducting consultancy studies in 2011-12? If yes, please provide the following information:

| Name of consultant | Mode of award (open auction / tender / others (please specify)) | Title, content and objectives of project | Consultancy fee (\$) | Start Date | Progress of study (under planning/ in progress/ completed) | For the projects that are expected to be completed in 2010-11, is there any plan to make them public? If yes, through what channels? If no, why? |
|--------------------|---|--|----------------------|------------|--|--|
|--------------------|---|--|----------------------|------------|--|--|

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

Asked by : Hon. HO Sau-lan, Cyd

Reply :

- (a) Studies on public policy and strategic public policy for which funds had been allocated between 2008-09 and 2010-11

| Name of consultant              | Mode of award (open auction/ tender/ others (please specify)) | Project title, content and objectives   | Consultancy fee (\$) | Start Date | Progress of study (under planning/ in progress/ completed) | (i) Follow-ups taken by the Administration on the study reports and their progress (if any)<br><br>(ii) If completed, have they been made public? If yes, through what channels? If no, why?   |
|---------------------------------|---|---|----------------------|------------|--|--|
| Asia Consulting Group Limited   | Written quotations  | <p>Consultancy for the Review of Fare Adjustment Arrangement for Franchised Buses</p> <p><i>To advise on matters relating to the review of the fare adjustment arrangement for franchised buses.</i></p>  | 1.3 M                | Nov 2008   | Completed  | <p>(i) The Government has taken into account comments of the consultant in the review of the Fare Adjustment Arrangement for Franchised Buses.</p> <p>(ii) Key information of the consultancy report has been incorporated in the concerned paper submitted to the LegCo Panel on Transport in October 2009 and the concerned LegCo Brief issued on 8 December 2009.</p>                               |
| Wilbur Smith Associates Limited | Tender  | <p>Consultancy Services for Providing Expert Advice on Rationalising the Utilisation of Road Harbour Crossings (RHCs)</p> <p><i>To study the capacities for 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.</i></p> | 7.2 M                | Nov 2008   | Completed  | <p>After announcing the findings and recommendations of the consultancy study, the Government conducted a three-month public consultation starting last November and it has just been completed. We are carefully considering the feedback received during the public consultation period, and will consider the way forward taking into account the views from various quarters of the community.</p> |

|                                       |        |   |       |          |             |   |
|---------------------------------------|--------|---|-------|----------|-------------|---|
|                                       |        | <i>To identify feasible options to improve traffic distribution among the RHCs.</i>   |       |          |             |   |
| Ove Arup & Partners Hong Kong Limited | Tender | Traffic Study for Mid-Levels Area<br><br><i>To review the Mid-Levels Moratorium and to identify traffic improvement measures.</i>   | 1.3 M | Apr 2008 | Completed   | (i) The proposed follow-up traffic improvement measures are in progress.<br><br>(ii) Study summary was posted on the Transport Department's home page and the findings were presented to the Central and Western District Council.                      |
| AECOM Asia Company Limited            | Tender | Traffic Study for Pok Fu Lam Area<br><br><i>To review the Pok Fu Lam Moratorium and identify traffic improvement measures.</i>  | 0.8 M | Dec 2010 | In progress | N/A   |
| MVA Hong Kong Limited                 | Tender | Consultancy Study on Regulatory Arrangements for Cross-boundary Vehicles Upon the Commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB)   | 1.3 M | Mar 2008 | Completed   | (i) We have made reference to the findings when developing the future regulatory arrangements for cross-boundary vehicles for HZMB.<br><br>(ii) The major findings were reported to the Legislative Council (LegCo) Panel on Transport in January 2009. |
| AECOM Asia Co. Ltd                    | Tender | Consultancy Study on Potential Reprovisioning Sites for Oil Depots Affected by the Proposed Port Development at Southwest Tsing Yi<br><br><i>To identify potential reprovisioning sites for oil depots which may be affected by the proposed port development at Southwest Tsing Yi</i> | 3.1 M | Apr 2009 | In progress | (i) N/A<br>(ii) The study is expected to be completed by the end of this year and its findings would be announced afterwards.   |

|  |  |  |  |  |  |  |
|--|--|--|--|--|--|--|
|  |  | <i>and to conduct assessments on environmental impacts and traffic impacts, etc.</i> |  |  |  |  |
|--|--|--|--|--|--|--|

(b) Projects for which funds have been reserved for conducting consultancy studies in 2011-12

| Name of consultant              | Mode of award (open auction / tender / others (please specify)) | Title, content and objectives of project   | Consultancy fee (\$) | Start Date     | Progress of study (under planning/ in progress/ completed) | For the projects that are expected to be completed in 2010-11, is there any plan to make them public? If yes, through what channels? If no, why?  |
|---------------------------------|---|--|----------------------|----------------|--|---|
| Wilbur Smith Associates Limited | Tender  | Consultancy Services for Providing Expert Advice on Rationalising the Utilisation of Road Harbour Crossings (RHCs)<br><br><i>( same item in (a) above)</i>   | 0.8M                 | Nov 2008       | Completed  | After announcing the findings and recommendations of the consultancy study, the Government conducted a three-month public consultation starting last November and it has just been completed. We are carefully considering the feedback received during the public consultation period, and will consider the way forward taking into account the views from various quarters of the community. |
| Not available                   | Tender  | Consultancy Study on Review and Update of the Second Railway Development Study<br><i>To review and update the Second Railway Development Study for Hong Kong to meet the needs of domestic and cross-boundary railway transport up to the year 2031.</i> | subject to bidding   | aim at Q2 2011 | Under planning   | N/A   |

|               |        |  |                    |                            |                |     |
|---------------|--------|--|--------------------|----------------------------|----------------|-----|
| Not available | Tender | <p>Consultancy Study on Hong Kong's Position as an International Maritime Centre (IMC)</p> <p><i>To map out the future development strategy to strengthen Hong Kong's position as an IMC having regard to prevailing and anticipated challenges and opportunities</i></p>                | subject to bidding | aim at second half of 2011 | Under planning | N/A |
| Not available | Tender | <p>Consultancy Study on the Strategic Development Plan for Hong Kong Port 2030</p> <p><i>To review the relevant factors so as to update the port cargo forecasts and recommend on how to make more efficient use of the existing port facilities and the future development plan</i></p> | subject to bidding | Expected to be mid 2011    | Under planning | N/A |

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

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)119**

Question Serial No.

1806

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

During 2011-12, the Transport Branch will continue to assess the feasibility of options to rationalise the usage of the three road harbour crossings in the light of the recommendations of the consultancy study. Please set out the concrete details and financial commitment of each option under assessment. If the option concerned is the option of “toll increase at the Cross-Harbour Tunnel (CHT) and toll reduction at the Eastern Harbour Crossing (EHC)” announced by the Administration earlier, please advise in detail the new financial commitment to be borne by the Administration upon application for toll increase by the EHC.

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

Reply :

After announcing the findings and recommendations of the consultancy study on rationalising the utilisation of road harbour crossings, the Government conducted a three-month public consultation that has just completed. We are actively considering the options in taking the matter forward in the light of the feedback received from this Council, the community and relevant District Councils during the public consultation period. We will share with this Council the outcome of our consideration and assessment as soon as we are in a position to do so.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)120**

Question Serial No.

1807

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

During 2011-12, the Transport Branch will continue to oversee the further planning and public consultation, including the examination of project estimates, of the Shatin to Central Link. Please set out the concrete details and estimated expenditure of the enhancement proposals arising from public consultation, and the increase in the overall SCL project estimates resulting from such proposals (please take into account the factors of inflation and increased construction material cost as at the expected date of commencement of construction of the SCL project).

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

Reply :

In March 2008, we estimated that the total project cost of the Shatin to Central Link (SCL) was about \$38.17 billion in April 2007 prices. At that time, the SCL project was at a conceptual stage, with its design and site investigation not yet commenced. Therefore, the estimated cost was only a crude preliminary estimate.

Over the two years from 2007 to 2009, the estimated construction cost of the SCL increased by about 30% due to the upsurge in the cost of construction materials. In addition, we have incorporated some of the suggestions and requests raised by certain stakeholders during the public consultation period. The suggestions and requests concerned the design of and proposed facilities of the SCL were incorporated with reference to the actual situation or as necessary. The estimated cost for these engineering changes is about \$5 billion. Furthermore, in the course of the preliminary design, the MTR Corporation Limited (MTRCL) has to revise the design to cope with actual site conditions and technical requirements. The estimated cost for these changes is about \$7 billion. Based on the current assessment, the estimated cost for the entire SCL project will be over \$60 billion. We have to emphasise that it is the current estimate. Following the completion of the remaining detailed design work, and depending on the design change as a result of the views collected in the statutory consultation process, we may need to adjust the estimated cost for the entire SCL project later.

Details of the engineering changes made in response to requests of stakeholders which has led to an increase of the estimated cost of the works by about \$5 billion are given below –

(a) Addition of Hin Keng Station

At the strong request of the public, the Hin Keng Station will be added to the SCL to alleviate the congestion in the Tai Wai Station and facilitate access to railway services by local residents, thereby enhancing the transport and social linkage of the district. (estimated to increase cost by about \$1.2 billion)

(b) Further enhancement of the proposed Tsz Wan Shan pedestrian link

During the public consultation, we understand that there is strong demand from the residents of Tsz Wan Shan for additional pedestrian links within the district. Residential developments in Tsz Wan Shan are built on undulated terrain, and it is exhausting for pedestrians, particularly the mobility-handicapped or elderly, to traverse long steep gradients. The proposed pedestrian link aims to improve the traffic condition in the Tsz Wan Shan district, provide safe and barrier-free access linking up the Diamond Hill Station of the SCL with the neighbouring residential developments, and encourage the local community to make use of environmental-friendly railway services. (estimated to increase cost by about \$700 million)

(c) Relocation of the International Mail Centre (IMC) from Hung Hom to Kowloon Bay

As the tunnel of the SCL will pass through the site of the existing IMC, the existing mail centre had to be demolished and reprovisioned. Through public views collected during public consultation, we fully understand that the public expects that the services of the IMC will not be affected. Our plan is to demolish the existing IMC after completion of the reprovisioning works. (estimated to increase cost by about \$1.2 billion)

(d) Relocation of the Harbour Road Indoor Games Hall and Wan Chai Training Pool

As the Exhibition Station of the SCL will be located under the existing Harbour Road Indoor Games Hall and Wan Chai Training Pool, both facilities will have to be relocated to the car park area south of their present location. We fully understand that the public expects that the services of the indoor games hall and training pool at Wan Chai will not be affected. Therefore, we will carefully plan the reprovisioning works, including the reprovisioning timetable of the relevant facilities, to ensure that the present service will not be affected. (estimated to increase cost by about \$800 million)

(e) Reprovisioning and enhancement of Harcourt Garden

To expand the existing Admiralty Station into an integrated station, the MTRCL will need to make use of the Harcourt Garden as a works area. The Central and Western District Council has been consulted and we understand the public's concerns about the impact of the works as well as the public's expectation of the reprovisioning works.

The Harcourt Garden will be redesigned and the works will be carried out and completed in tandem with the expansion works of the Admiralty Station. Under the enhanced proposal, the space enjoyed by the public will be increased from the present area of around 5 000 m<sup>2</sup> to around 9 000 m<sup>2</sup>. Lifts linking up the station concourse, ground level and the garden will be



installed at the entrance to the garden to provide barrier-free access. The Harcourt Garden will be connected to the footbridges linking up the neighbouring commercial buildings to achieve pedestrian and vehicle segregation and provide comfortable and safe links for pedestrians to and from the station, Harcourt Garden and the neighbouring commercial buildings. (estimated to increase cost by about \$200 million)

(f) Additional disposal and import of fill materials due to changes of stockpiling areas and barging point

In the past extensive public consultation, we were aware of the public's concern about the excavated materials to be temporarily stored in the Kai Tak area and have therefore substantially reduced the storage area in the latest planning. As a result, one million cubic metres of excavated materials generated from the construction of the SCL tunnels and stations in Diamond Hill and Kowloon City could not be stored for the subsequent backfilling, leading to a considerable increase in transportation cost. As the proposal of setting up a barging point at Hoi Sham Park has been cancelled, the excavated materials generated in the vicinity will have to be transported to the barging point at Kai Tak, increasing the cost of transportation and handling of the excavated materials. (estimated to increase cost by about \$600 million)

(g) Reprovisioning of recreational facilities of the Police Force

As the SCL tunnel will pass through the Police recreational facilities next to the Causeway Bay Typhoon Shelter, the facilities will have to be entirely demolished to make way for the construction of this section of SCL tunnel and the ventilation facilities above the tunnel. Upon completion of the works, the area available for the reprovisioning of the facilities will be reduced, therefore, the facilities will adopt a multi-storey design to provide the same floor area as the original facilities, resulting in an increase of construction cost. (estimated to increase cost by about \$300 million)

The cost estimate of the SCL project is still subject to changes e.g. the detailed design is still ongoing and the statutory consultation period has just started and will last until early 2012. The SCL project involves a number of issues of public concern, such as the compensatory arrangement for using the Ma Chai Hang Playground for temporary works area, ventilation building and emergency exit, the proposed public transport interchange and coach parking area next to Wong Tai Sin Temple, the design of Diamond Hill stabling sidings, the design of pedestrian links in Kowloon City, the arrangements for temporary works area and construction facilities within the Kai Tak Development, other suggestions and requests from other local communities, etc. Upon expiry of the consultation period, we will carefully consider and study whether to amend the railway scheme in light of the views and suggestions collected from the public during that period. We will consider whether the SCL cost estimate requires further adjustment at that time.

We will control the construction cost properly, and will engage an independent engineering consultant to review the cost estimate of the SCL project. The audit is expected to be completed in early 2012.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)121**

Question Serial No.

1808

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

During 2011-12, the Transport Branch will continue to oversee the introduction of new measures by means of legislation, enforcement and education to enhance road safety, including measures to enhance safety of public light buses. Please set out the concrete details and estimated expenditure of the measures to enhance safety of public light buses. If such measures involve the installation of speed limiters and black boxes, what will be the financial commitment to be borne by the Administration?

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

Reply :

To enhance the safety of public light bus (PLB) operation, the Government plans to introduce in 2010-11 legislative session the following legislative proposals:

- (a) imposing a maximum speed limit of 80 kilometers per hour for PLBs;
- (b) mandating all PLBs to install speed limiters;
- (c) mandating electronic data recording device (commonly known as 'blackbox') as a basic equipment of newly registered PLBs;
- (d) requiring applicants of PLB driving licence to attend a mandatory pre-service training course; and
- (e) requiring the display of PLB driver identity plate inside the vehicle compartments while service is being provided.

The legislative proposal in (a) will not involve additional expenditures. The costs incurred for meeting the requirements in (b), (c) and (e) will be borne by the PLB vehicle owners, and (d) by applicants of PLB driving licence.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)122**

Question Serial No.

1809

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

It was mentioned in paragraph 6 under *Brief Description* that in 2010-11, the Transport Branch has completed the review on the outlying island ferry services with a view to enhancing the long-term financial viability of these services and maintaining fare stability. Please explain why the Administration has not included in the review report any initiative or financial commitment in respect of the ferry services between Kowloon and the Hong Kong Island. As the Star Ferry will cease operating the Hung Hom - Central and Hung Hom - Wan Chai routes from 1 April 2011, what are the initiatives or financial commitment to be taken or borne by the Administration in respect of the ferry services between Kowloon and the Hong Kong Island? If there is no such initiative or financial commitment, the reasons for that.

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

Reply :

The Government has completed a review on the outlying island ferry services in 2010-11 with a view to enhancing the long-term financial viability of these services and maintaining fare stability.

Taking into account that ferry services are the only means of transport for some of the outlying islands, we have to ensure that such essential transport services can be provided to the residents. As such, we carried out a review on the outlying island ferry services. In the course of the review, we bore in mind the need for prudent use of public funds. We took into account the need to support essential ferry services which otherwise would not be financially viable without financial support and the need to let those residents shoulder the appropriate responsibility for choosing to live on the outlying islands. Therefore, we decided to provide further helping measures to the six major outlying island ferry trunk routes within the three-year new licensing period in order to share some of the burden of fare increase to passengers.

It is the Government's established policy that public transport services should be operated by the private sector in accordance with commercial principles to ensure their cost-effectiveness and efficiency. The Government provides the necessary infrastructure, e.g. road links, ferry piers and bus termini to support the provision of the services. This policy should be equally applied to the provision of ferry services.

To enhance the long-term financial viability of ferry services (including the “Hung Hom - Central” and “Hung Hom - Wan Chai” services), the Government has been providing various measures to enable ferry operators to reduce operating costs and increase non-fare box revenue -

- (a) taking over pier maintenance responsibility;
- (b) waiving fuel duty;
- (c) reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme;
- (d) allowing ferry operators to sublet ferry pier areas for commercial concession to generate non-fare box revenue to cross-subsidise the ferry operation; and
- (e) streamlining the subletting approval procedures to help expedite generation of non-fare box revenue.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

**THB(T)123**

Question Serial No.

1810

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

During 2011-12, the Transport Branch will continue to work with the Airport Authority Hong Kong (AA) on implementation of the midfield expansion project and completion of the Hong Kong International Airport Master Plan 2030 Study, including consideration of whether to build a third runway. Please set out the concrete details of the Study, and the financial commitment to be borne by the Administration in building the third runway.

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

Reply :

The Airport Authority Hong Kong has commissioned the Hong Kong International Airport Master Plan 2030 Study which seeks to explore different development strategies and options for the airport in the next twenty years, including the feasibility of building a third runway, and conduct preliminary feasibility studies on these options. The AA expects the public consultation on the Hong Kong International Airport Master Plan 2030 to begin in the first half of 2011.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)124**

Question Serial No.

2469

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

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

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

Asked by : Hon. IP Wai-ming

Reply :

- (a) We have commissioned a preliminary feasibility study (PFS) to assess the technical feasibility and environmental acceptability on the development of Container Terminal 10 (CT10) at Southwest Tsing Yi. The PFS is expected to be completed by the end of this year.
- (b) The design of the dredging works is underway. Upon completion of design work, we will map out the implementation programme. The estimated cost for the design work is about \$11 million, with an estimated expenditure of about \$0.5 million in 2011-12.
- (c) Upon completion of the PFS, the study results, the then global and local economic situation, the performance of the port sector, and the views of stakeholders will be taken into account in deciding the need, timetable and the scale for CT10 development.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 18 March 2011

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

**THB(T)125**

Question Serial No.

2473

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

It was mentioned in paragraph 88 of the Budget Speech that “the Government is gradually making available long-term sites for the sector to develop a logistics cluster”. Apart from the sites in Tsing Yi, will other sites for related uses be made available in the coming year? If yes, what is the specific location and area of such sites?

Asked by : Hon. IP Wai-ming

Reply :

As set out in the Chief Executive's 2010-11 Policy Address, to support the logistics sector's switch to high-value goods and services, the Administration is gradually making available long-term sites in Kwai Tsing, which has good access to both the port and the airport, for the development of a logistics cluster. The first of such sites in Tsing Yi, which has an area of about 2.4 hectares, was successfully granted through open tender last December. We plan to release the second logistics site, also in Tsing Yi with an area of about 2.4 hectares, in the second half of 2011 provided that there is no substantial change of the market situation and the proposed development would not adversely affect the local traffic situation.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011



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

**THB(T)126**

Question Serial No.

2474

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding “for the sector to develop a logistics cluster” (as mentioned in paragraph 88 of the Budget Speech), does the Administration have any concrete plans or objectives for attracting more logistics service providers to the logistics cluster?

Asked by : Hon. IP Wai-ming

Reply :

The Administration will gradually make available permanent sites for logistics use in Kwai Tsing in order to facilitate the development of modern logistics facilities at locations close to the port and the airport, which can meet the needs of third party logistics service providers (3PLs) for efficient operation. We will specify in the land lease that the site can only be used for logistics and freight-forwarding related activities conducted by 3PLs. Separately, the Administration being the market facilitator and enabler, will continue to work with the industry to promote e-logistics, as well as to implement measures which could help enhance the operating efficiency of the sector, thereby further strengthening the competitive advantages of Hong Kong in handling high-value goods and providing high value-added logistics services. For instance, we plan to sponsor a feasibility study on cross border supply chain visibility with a view to enhancing the reliability and efficiency of freight movements via Hong Kong. The introduction of the Road Cargo System by the Customs and Excise Department in May last year also enabled seamless customs clearance at the boundary points for road cargoes. All in all, the Administration will endeavour to provide enabling infrastructure and regulatory support to maintain an operating environment that is attractive to the 3PLs.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)127**

Question Serial No.

2475

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

In view of the rapid development of railways in the Mainland, and railway logistics can enhance the logistics activities of the two places, making Hong Kong the regional logistics hub, will the Administration reconsider building the Port Rail Line to strengthen the rail connection of the logistics cluster? If not, what are the government measures and transport infrastructures to support the logistics cluster?

Asked by : Hon. IP Wai-ming

Reply :

Rail freight in the local market does not have advantages over other modes of freight transport in terms of flexibility, time or costs.

Rail freight service is constrained by the alignment of the railway network. Goods transported by rail invariably need to be further transported by road vehicles. This double handling of rail container cargo is not as flexible as the door-to-door service provided by trailers. The operational requirements in rail freight including the transfers at railway stations, switch of train locomotives, and customs clearance arrangements result in longer transport time and inflexibility in logistic planning. Furthermore, using rail freight service incur many other fees, such as the Twenty-foot Equivalent Unit rental, haulage, fees associated with using railway in the Mainland, etc. Transport costs by rail on the whole are higher than those which use other modes of transport such as road and waterborne. Given the above, the demand in rail freight has substantially declined since last decade.

Coupled with the high costs for developing the Port Rail Line and Port Rail Terminal, it is estimated that the continued decline of rail freight volume would not be able to support the construction and expenses of the rail line. We have therefore decided not to further pursue the project.

That said, we are jointly taking forward the Hong Kong-Zhuhai-Macao Bridge project with the government of Guangdong and Macao Special Administrative Region, which will directly connect Hong Kong to the western side of the Pearl River Delta (PRD). In completion of this mega project, the entire western PRD region will be within a three-hour commuting radius of Hong Kong. This will help enhance Hong Kong's status as an international centre for trade, shipping and logistics. In addition, the Airport Authority Hong Kong is implementing a midfield expansion project to increase the cargo

handling capacity of the airport which is expected to cope with air traffic demand up to 2020. Upon the scheduled completion of the new air cargo terminal in early 2013, the cargo handling capacity of the airport will be substantially increased by 50%. The Development Bureau is also leading the development of the Liantang/Heung Yuen Wai Boundary Control Point, to further enhance our connection to the eastern part of Guangdong, including Shantou, Shanwei, Chaozhou and the adjacent provinces such as Fujian and Jiangxi.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

**THB(T)128**

Question Serial No.

0205

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

The Bureau has indicated that it will work on the implementation details of the ad hoc quota trial scheme for cross-boundary private cars to be introduced at the Shenzhen Bay Port. Please advise on:

- (a) the preliminary proposal;
- (b) the estimated number of cross-boundary private cars that are eligible for the scheme;
- (c) the expected date of acceptance of applications; and
- (d) the estimated increase in traffic flow at the Shenzhen Bay Port.

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

The ad hoc quota trial scheme will build on the existing regular quota system for cross-boundary private cars. Each quota will allow the vehicle owner to have one round-trip within the quota validity period, which will be a short period, for example, a few days. Having regard to the temporary nature of ad hoc quotas, we aim to simplify the procedures required as far as possible so as to facilitate vehicle owners travelling across the boundary using their private cars while measures will be in place to avoid the system being abused. The level of quotas will be determined having regard to demand and the capacity of the control point and road networks and be subject to review, so as to ensure that the increase in traffic flow at the Shenzhen Bay Port will be gradual and incremental.

The scheme will be implemented in two phases, starting with the issue of ad hoc quotas to Hong Kong private cars first, to be followed by Guangdong private cars at a later stage upon satisfactory implementation of the scheme for the former. The exact implementation date of the trial scheme and implementations details are subject to discussion with the Guangdong side which is still underway.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)129**

Question Serial No.

2938

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

What is the progress of taking forward the planning of the Hong Kong-Shenzhen Western Express Line in collaboration with the Shenzhen authorities? What is the estimated expenditure, work plan and target in 2011-12 for this initiative?

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

The proposed Hong Kong-Shenzhen Western Express Line (WEL) is intended to be a multi-function cross-boundary railway. It will provide cross-boundary passengers with environmentally friendly and efficient railway services between Hong Kong and Shenzhen. It will also facilitate the development of the Northwest New Territories (NWNT) and Qianhai in Shenzhen. Through this railway project, we would also like to facilitate the cooperation between the two airports in Hong Kong and Shenzhen which may result in a win-win situation.

Preliminary studies on the WEL have confirmed its technical feasibility. It is important, however, for the design of the WEL to take into consideration of the development of Qianhai and NWNT. We expect more and more planning parameters for these areas will be available soon.

With the funding approval from the Finance Committee of the Legislative Council, the Highways Department will commission a consultancy study to review and update the Railway Development Strategy 2000. The review is expected to start in the second quarter of 2011. It will investigate, amongst other railway proposals, the functionality, preliminary alignment options and patronage forecast of the WEL, taking into consideration latest transport planning parameters, cross-boundary passenger demand and air-related passenger demand, land use and development, etc. When we have findings from the consultancy study, we will consult the public, inviting the community to express views on the development of WEL.

Reply Serial No.

**THB(T)129**

Question Serial No.

2938

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **FRANCIS HO**

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

Date \_\_\_\_\_ **18 March 2011**

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

**THB(T)130**

Question Serial No.

2937

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Will new air services agreements be signed in 2011-12 to expand Hong Kong's air services network?  
What are the work targets for further liberalisation of our air services regime with aviation partners?

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

To further expand Hong Kong's air services regime, we plan to negotiate new air services agreements with aviation partners such as Ecuador, Columbia and Angola in 2011-12. We will also seek to further liberalise the existing air services arrangements such as those with the Mainland, Japan, Indonesia, Belgium, India, France and Italy.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)131**

Question Serial No.

2939

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Please advise this Committee of the progress of the initiative to rationalise and optimise the efficient use of the airspace in the Pearl River Delta region in partnership with the civil aviation authorities of the Mainland and Macao, and to open up more air routes to and from the Mainland. What are the estimated expenditure, work plan and target in 2011-12 for this initiative?

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

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

Through the collaborative efforts of the authorities concerned, an additional handover point and a corresponding air route were established between the Guangzhou and Hong Kong Flight Information Regions in 2006 to cater for flights overflying Hong Kong and landing in Guangzhou. The initiative has enhanced the air route capacities for flights operating into the Mainland.

In addition, a set of shortened arrival routes for aircraft from the west and north of Hong Kong was introduced in October 2009. Since then, each flight arriving Hong Kong from the Mainland, Southeast Asia or Europe using the new routes has been able to reduce the flight journey by about 210 km or 14 minutes in flight time.

These enhancement measures bring benefits to the airline operators and the travelling public in terms of fuel consumption and travelling time.



Co-ordination with the relevant authorities has continued to improve the use of airspace in the PRD region. Through concerted efforts, we plan to add a new transfer point between Hong Kong and the Mainland in 2011 to further improve traffic flow. Similar efforts will continue to be taken to improve flight operations in the region.

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

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

**THB(T)132**

Question Serial No.

2940

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the promotion of e-logistics, what are the estimated expenditure, work plan and target in 2011-12?

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

With the advice of the Hong Kong Logistics Development Council (LOGSCOUNCIL), the Administration has been promoting e-logistics through different projects.

Sponsorship was provided to the Hong Kong Productivity Council (HKPC) to develop the On-board Trucker Information System (OBTIS), which is an information and communications technology platform aiming at enhancing efficiency in fleet management and connectivity between truckers and stakeholders along the supply chain. OBTIS is now in its second phase for the testing of the integrated functions of the system and its connection with external parties. OBTIS was installed free of charge on some 500 trucks participating in the second phase trial which is expected to complete by end 2011. In 2011-12, HKPC has earmarked about \$1.8 million to conduct company visits for the participating truckers and organise training seminars in order to promote better understanding of the OBTIS features and to identify areas for improvements. A scenario-based training video will also be produced for free distribution to the trucking sector to enhance the industry's awareness of the functions and benefits of OBTIS. Since OBTIS has been connected to the Road Cargo System (ROCARS) introduced by the Customs and Excise Department in May 2010 for the electronic clearance of road cargoes, HKPC will, in parallel, work on promoting the use of OBTIS to assist truckers in fulfilling the ROCARS requirements. Moreover, HKPC will continue to liaise with industry stakeholders on other measures to improve the use of OBTIS for meeting their operational needs.

To encourage wider use of information technology (IT) in the daily operations of small and medium-sized enterprises (SMEs) in the logistics sector, the Administration has earmarked \$80,000 in 2011-12 to sponsor the organisation of a seminar during the International ICT Expo to be held from 13 to 16 April 2011. At the seminar, the five SMEs which have participated in the "Sponsorship Programme to Support Small and Medium Logistics Service Providers in Information Technology Applications" organised by LOGSCOUNCIL will showcase the results of their IT applications in the

areas of warehouse management, cargo tracking or cross docking system, and share the benefits and experience gained.

In light of the increasing importance of supply chain visibility (SCV) in enhancing the operational efficiency of the cross-boundary movement of goods, the Administration plans to sponsor the “Feasibility Study for Cross Border Supply Chain Visibility across Guangdong, Hong Kong and Asia”. The study will look into the development of a technically feasible and commercially viable model for realising SCV and examine the benefits to be brought about. It is expected to commence in April 2011 for completion by October 2011.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

**THB(T)133**

Question Serial No.

2941

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the enhancement of collaboration with the Guangdong authorities over cross-boundary freight flow, please advise on the progress as well as the concrete work plan, target and resources involved for this year.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

On the basis of the good progress made in the relaxation of regulatory and licensing requirements on cross-boundary freight flow over the past years, we shall continue to liaise closely with the Guangdong authorities, through platforms such as Mainland/Hong Kong Closer Economic Partnership Arrangement (CEPA), the Hong Kong-Guangdong Cooperation Joint Conference and established customs cooperation mechanism, to enhance the freight flow and logistics efficiency between the two sides. The above work will be undertaken by our existing staff as part of their normal duties under Programme (3) and there is no separate breakdown on the resources involved. In parallel, we will continue to press ahead with the implementation of infrastructure projects to further enhance cross-boundary connectivity, such as the Hong Kong-Zhuhai-Macao Bridge and the new boundary crossing at Liantang/Heung Yuen Wai.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)134**

Question Serial No.

2942

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the progress of taking forward the pilot project on the On-Board Trucker Information System (OBTIS), what are the work targets and resources involved in this year for taking forward the pilot project and promoting wider understanding and appreciation of the OBTIS by the trucking sector?

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

With the support of the Hong Kong Logistics Development Council, the Government sponsored the Hong Kong Productivity Council (HKPC) to implement a pilot project to develop the On-board Trucker Information System (OBTIS). The first phase of the pilot project for the testing of the system's basic features was completed in June 2008. The project is now in its second phase for the testing of the integrated functions of the system and its connection with external parties. OBTIS was installed free of charge on some 500 trucks participating in the second phase trial which is expected to complete by end 2011. The two phases have incurred an expenditure of about \$3 million.

HKPC has earmarked about \$1.8 million in 2011-12 to conduct company visits for the participating truckers and organise training seminars in order to promote better understanding of the OBTIS features and to identify areas for improvements. A scenario-based training video will also be produced for free distribution to the trucking sector to enhance the industry's awareness of the functions and benefits of OBTIS. Since OBTIS has been connected to the Road Cargo System (ROCARS) introduced by the Customs and Excise Department in May 2010 for the electronic clearance of road cargoes, HKPC will, in parallel, work on promoting the use of OBTIS to assist truckers in fulfilling the ROCARS requirements. Moreover, HKPC will continue to liaise with industry stakeholders on other measures to improve the use of OBTIS for meeting their operational needs.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)135**

Question Serial No.

2943

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

It was mentioned under *Matters Requiring Special Attention in 2011-12* that the Transport Branch will oversee the preliminary feasibility study for Container Terminal 10 at Southwest Tsing Yi. Please advise this Committee on the progress of the study; when the study will be completed and its findings announced; and the resources involved.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

The preliminary feasibility study on the development of Container Terminal 10 at Southwest Tsing Yi is proceeding as planned. The study is expected to be completed by the end of this year and its findings would be announced afterwards. The actual expenditure involved so far is about \$12.6 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)136**

Question Serial No.

2944

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Under Programme (3), the provision for 2011-12 is \$9.0 million (22.7%) higher than the revised estimate for 2010-11, which is mainly due to the increased provision for operating expenses and non-recurrent items. Please provide a breakdown of the increased provision.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

Under Programme (3), the increase in provision for 2011-12 over the revised estimate for 2010-11 by 22.7% is mainly due to :

- (a) provisions for consultancies for Air and Sea Communications and Logistics Development (+\$5.0 million);
- (b) increased cashflow requirements for non-recurrent items, such as, promoting Hong Kong as the preferred international and regional transportation and logistics centre, etc. (+\$2.8 million); and
- (c) increased provisions for new posts and other operating expenses (+\$0.5 million).

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)137**

Question Serial No.

3541

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

To facilitate vehicular and passenger traffic at all land crossings, the Administration keeps the current quota arrangements for cross-boundary vehicles under review. What is the latest progress in this area and the work target for this year? Moreover, the Government is working with the relevant Guangdong authorities on the introduction of an ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port. When will the details of the scheme be mapped out and implemented?

Asked by : Hon. LAU Kin-kee, Miriam

Reply :

As an on-going initiative, the Administration together with the relevant Guangdong authorities will keep the current quota arrangements for cross-boundary vehicles under regular review taking into account relevant considerations such as demand, capacities of the control points as well as improvement works at the control points. The two sides will ensure that the number of quotas to be granted for each control point, special quotas for cross-boundary school buses as well as other arrangements for cross-boundary vehicles will be implemented smoothly and that necessary adjustments will be made to meet changing circumstances, as appropriate.

Regarding the introduction of the ad hoc quota trial scheme for cross-boundary private cars at the Shenzhen Bay Port, the Hong Kong and Guangdong authorities have agreed to roll out the trial scheme as soon as possible. Having regard to the temporary nature of ad hoc quotas, we aim to simplify the procedures required as far as possible so as to facilitate vehicle owners travelling across the boundary using their private cars while measures will be in place to avoid the system being abused. The exact implementation date of the trial scheme and implementations details are subject to discussion with the Guangdong side which is still underway.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011



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

**THB(T)138**

Question Serial No.

0169

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

It was mentioned in paragraph 84 of the Budget Speech that the Government of the HKSAR has commissioned a preliminary feasibility study on the development of Container Terminal 10 (CT10) at Southwest Tsing Yi and will assess the project's impact on the environment and on road and marine traffic. The study is expected to be completed by the end of this year. Please advise on the timetable for the development of CT10 and the resources involved.

Asked by : Hon. LEE Wai-king, Starry

Reply :

We have commissioned a preliminary feasibility study (PFS) on the development of Container Terminal 10 at Southwest Tsing Yi and the study is expected to be completed by the end of this year. The PFS will assess the technical feasibility, environmental acceptability as well as the resources involved in the development of CT10 and such assessments are still underway. Upon completion of the PFS, the study results, the then global and local economic situation, the performance of the port sector, and the views of stakeholders will be taken into account when deciding on the need, timetable and resources to be involved for developing CT10.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)139**

Question Serial No.

0170

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

It was mentioned in paragraph 87 of the Budget Speech that the Government of the HKSAR is studying the feasibility of constructing a third runway for the Hong Kong International Airport, and that the Airport Authority Hong Kong (AA) will launch a public consultation on the findings of its Hong Kong International Airport Master Plan 2030 Study (the Study) as soon as possible. Please advise on how the Bureau will co-operate with the AA and provide information on the specific plans, timetables and resources involved for the Study and consultation exercise.

Asked by : Hon. LEE Wai-king, Starry

Reply :

As mentioned in paragraph 87 of the Budget Speech, there is the need to study the feasibility of constructing a third runway. This is addressed in the Study which has been commissioned and funded by the AA, and no resources are earmarked for this purpose under Head 158. The Study seeks to explore different development strategies and options for the airport in the next twenty years and conduct preliminary feasibility studies on these options. These studies are substantially completed and the AA is drafting a study report. This will form the basis of the public consultation on the Hong Kong International Airport Master Plan 2030 to be conducted by the AA in the first half of 2011.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)140**

Question Serial No.

0665

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

Programme : (1) Director of Bureau's Office

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

Director of Bureau : Secretary for Transport and Housing

Question :

In 2011-12, what is the provision reserved for the emoluments of the Secretary, Under Secretary and Political Assistant respectively?

Asked by : Hon. LI Wah-ming, Fred

Reply :

The provisions for the salaries of the Secretary for Transport and Housing, the Under Secretary and the Political Assistant in 2011-12 are as follows :

|  | <u>2011-12</u><br>(\$ million) |
|--|--------------------------------|
| Secretary for Transport and Housing                        | 3.38                           |
| Under Secretary for Transport and Housing                  | 2.37                           |
| Political Assistant to Secretary for Transport and Housing | 1.86                           |

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)141**

Question Serial No.

0323

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

In paragraph 87 of the Budget Speech, the Financial Secretary stated that there is the need to study the feasibility of constructing a third runway so as to ensure that the Hong Kong International Airport can cope with air traffic growth. In regard to the public consultation to be conducted by the Airport Authority Hong Kong on the findings of its Hong Kong International Airport Master Plan 2030, will the Administration inform this Committee :

- (a) of the timetable and the details of the said consultation; and
- (b) whether the Government will conduct research on the engineering and environmental feasibility of constructing a new runway? If yes, of the details; if no, of the reason.

Asked by : Hon. SHEK Lai-him, Abraham

Reply :

The Airport Authority Hong Kong (AA) has commissioned the Hong Kong International Airport Master Plan 2030 Study which seeks to explore different development strategies and options for the airport in the next twenty years, including the feasibility of building a third runway, and conduct preliminary feasibility studies on these options. The AA expects the public consultation on the Hong Kong International Airport Master Plan 2030 to begin in the first half of 2011.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)142**

Question Serial No.

3231

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

Programme :

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the estimates of expenditure of the Information Technology Management Unit of the Transport Branch:

- (a) What is the estimated expenditure for 2011-12? What is the percentage change compared with the actual expenditure in 2010-11? What accounts for this percentage change in expenditure?
- (b) What specific initiatives are involved in the estimates of expenditure for 2011-12? Which of them are ongoing and new initiatives respectively? What are the number of staff, cost and implementation timetable of each initiative? Among the staff involved, how many of them are civil servants, non-civil service contract staff and staff of outsourced services respectively?
- (c) Have funds been reserved for promoting electronic civic participation and public sector information access? If yes, what are the specific details, including the titles and particulars of the initiatives, the manpower and cost involved, and the implementation timetable? If not, what are the reasons and will consideration be given to introducing the initiatives in the future?
- (d) What are the permanent establishment and the number of existing staff and vacancies of the information technology unit? Is manpower expected to increase in the coming year? If yes, how many additional posts will be created? What ranks will be involved? Will they be permanent posts? Will they be appointed on civil service terms? If there will be no increase in manpower, what are the reasons?
- (e) Has there been any comprehensive review of the effectiveness of the information technology unit? If yes, what are the results and the specific improvement measures involved? If not, what are the reasons and will a review be conducted in the future?

Asked by : Hon. TAM Wai-ho, Samson

Reply :

- (a) The estimated expenditure for the Information Technology Management Unit (ITMU) of the Transport Branch in 2011-12 is \$3.1 million, which is \$0.25 million (9%) higher than the actual expenditure in 2010-11. This is mainly due to increased provision for systems and equipment maintenance and enhancement.
- (b) The major on-going project in 2011-12 is listed below:

| Project                                     | No. of staff required in 2011-12 |                                  |                                      | Estimated expenditure in 2011-12 (\$M) |
|---|----------------------------------|----------------------------------|--------------------------------------|--|
|   | Civil service Staff              | Non-civil service contract staff | Staff of outsourced service provider |  |
| Support of IT Infrastructure and Facilities | 0.8                              | 0                                | 1.5                                  | 2.4                                    |

- (c) We have not earmarked provision for e-engagement and public sector information access and re-use in 2011-12 pending the outcome of the pilot scheme in these areas to be launched by the Office of the Government Chief Information Officer.
- (d) The permanent establishment, existing strength and vacancies of the ITMU are as follows:

| Grade              | Establishment | Strength | Vacancy |
|--------------------|---------------|----------|---------|
| Analyst/Programmer | 1             | 1        | 0       |

In 2011-12, one permanent post of Analyst/Programmer I will be created.

- (e) We review the effectiveness and efficiency of the ITMU from time to time. Following a review in mid 2010, an additional Analyst/Programmer I post will be created in 2011-12 to enhance IT support to the Transport Branch.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)143**

Question Serial No.

0587

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

In 2010-11, the Transport Branch organised visits to the Mainland and abroad to promote the awareness of the strengths of Hong Kong as an international maritime centre and a regional logistics hub. Please provide the following information in tabular form:

- the visits being planned (including the destinations, organisations and parties concerned);
- the budget for each visit; and
- the visits organised in the past three years (i.e. 2008-09 to 2010-11), and the expenditures, destinations and assessed effectiveness of these visits.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

(a) and (b)

The information requested is contained in the following table -

| <b>Planned visits</b>  | <b>Destinations under planning</b>                | <b>Possible organisations and parties concerned</b>  | <b>Estimated budget* (\$m)</b> |
|--|---|--|--------------------------------|
| Visit to South Korea jointly organised by the Hong Kong Maritime Industry Council (MIC) and the Hong Kong Port Development Council (PDC) | Seoul and Busan                                   | Port authorities, shipping companies, industry and trade associations, and relevant Government officials | 0.4                            |
| Hong Kong Logistics Development Council (LOGSCOUNCIL) Visit to the United States   | New York, Memphis, Los Angeles, and San Francisco | Port /airport authorities, logistics-related industry and trade  | 1.2                            |

\* This includes expenditures on items such as passage, accommodation and local transportation for the delegation, as well as hosting of promotional events like seminars/conferences and networking luncheons/dinners, etc.

| <b>Planned visits</b> | <b>Destinations under planning</b> | <b>Possible organisations and parties concerned</b> | <b>Estimated budget* (\$m)</b> |
|-----------------------|------------------------------------|---|--------------------------------|
|                       |                                    | associations, and relevant Government officials     |                                |

(c) Information on the visits organized for the period between 2008-09 and 2010-11 is contained in the following table -

| <b>Year</b> | <b>Visit Conducted</b>                               | <b>Destinations</b>   | <b>Expenditure incurred* (\$m)</b> |
|-------------|--|---|------------------------------------|
| 2010-11     | Two visits organised by the LOGSCOUNCIL, MIC and PDC | Beijing, Tianjin, Kuala Lumpur and Port Klang                         | 0.42                               |
| 2009-10     | Two visits organised by the LOGSCOUNCIL and MIC      | Belgium, Luxembourg, Amsterdam, the Hague, the Rotterdam and Shanghai | 1.36                               |
| 2008-09     | Two visits organised by the MIC and PDC              | Ho Chi Minh City, Ha Noi and Shanghai                                 | 0.4                                |

The above visits have allowed the delegations to promote to the relevant Mainland / overseas Government and industry counterparts the strengths of Hong Kong as an international maritime centre and a regional logistics hub, and to keep them abreast of the latest policy initiatives and market developments in Hong Kong. The visits also provided valuable opportunities to exchange views on issues of mutual concern, which help pave the way for closer cooperation amongst parties concerned.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 18 March 2011

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\* This includes expenditures on items such as passage, accommodation and local transportation for the delegation, as well as hosting of promotional events like seminars/conferences and networking luncheons/dinners, etc.



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

**THB(T)144**

Question Serial No.

0588

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

Programme : (1) Director of Bureau's Office

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

Director of Bureau : Secretary for Transport and Housing

Question :

For the Office of the Secretary for Transport and Housing, the provision for 2011–12 is \$1.9 million (+17.9%) higher than the revised estimate for 2010 –11. This is mainly due to the provision required for filling the position of Political Assistant. Please provide information on the following:

- (a) the expected date of assumption of office of the Political Assistant; and whether any suitable candidate has been identified; and
- (b) the salary of the Political Assistant; and the criteria adopted in determining the salary level.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

- (a) Regarding the filling of the outstanding positions of Political Assistants in the Government, the Government's consistent position is that, if there are suitable candidates, such positions will be filled. If necessary, this could be done in phases.
- (b) In 2011–12, the Transport and Housing Bureau has earmarked \$1.86 million for filling the position of Political Assistant in the Bureau. The level of remuneration for Political Assistants is pitched at a range equivalent to 35% to 55% of the remuneration for a Director of Bureau, which is broadly equivalent to the remuneration of a senior professional to D2 civil servant on agreement terms with all allowances encashed.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)145**

Question Serial No.

0589

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

The provision under this Programme for 2011–12 is \$48.6 million, representing an increase of 22.7% over the revised estimate for 2010–11. Please provide details of such increase.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

Under Programme (3), the increase in provision for 2011-12 over the revised estimate for 2010-11 by 22.7% is mainly due to :

- (a) provisions for consultancies for Air and Sea Communications and Logistics Development (+\$5.0 million);
- (b) increased cashflow requirements for non-recurrent items, such as, promoting Hong Kong as the preferred international and regional transportation and logistics centre, etc. (+\$2.8 million); and
- (c) increased provisions for new posts and other operating expenses (+\$0.5 million).

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)146**

Question Serial No.

2924

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

The Administration “oversaw the progress of investigation and detailed design on reclamation works of the Hong Kong Boundary Crossing Facilities (HKBCF) and the taking forward of design and build contracts on the Hong Kong Link Road.” Please advise this Committee on:

- (a) the progress of the reclamation works of the HKBCF; and
- (b) whether the cost of the works will be increased because of the soaring construction cost; if yes, the current estimates and the measures to control cost.

Asked by : Hon. WONG Kwok-hing

Reply :

- (a) The ground investigation and the detailed design of the HKBCF reclamation works were substantially completed in end 2010. The Highways Department (HyD) is currently proceeding with the tendering procedure of the reclamation works contract.
- (b) It is not appropriate to disclose the cost estimate for the HKBCF reclamation works prior to the completion of the tendering procedure. That said, the cost estimate for the reclamation works contract is considered adequate as it has been prepared with reference to the latest market rates. The HyD will closely monitor the works progress to strictly control expenses within budget.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)147**

Question Serial No.

2925

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding overseeing the commissioning of the review and update of the Railway Development Strategy 2000, please advise this Committee of:

- (a) the completion date of the update; and
- (b) the expenditure on commissioning the consultant.

Asked by : Hon. WONG Kwok-hing

Reply :

- (a) The Administration plans to commission the review and update of the Railway Development Strategy 2000 in the second quarter of 2011. The study is expected to take about 24 months to complete.
- (b) The estimated expenditure for engaging consultants to conduct the study is \$43 million.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)148**

Question Serial No.

2926

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

The Administration has indicated that it will continue to assess the feasibility of options to rationalise the usage of the three road harbour crossings in the light of the recommendations of the consultancy study. Please advise this Committee on:

- (a) when the assessment will be completed and its findings reported to the Legislative Council;
- (b) whether consideration will be given to enlarging the extent of toll reduction at the Eastern Harbour Crossing; and
- (c) whether return-trip concession will be offered to drivers using the Western Harbour Crossing (WHC) to alleviate traffic congestion at the Cross-Harbour Tunnel while increasing traffic flow at the WHC; if yes, the details; if no, the reasons for that.

Asked by : Hon. WONG Kwok-hing

Reply :

After announcing the findings and recommendations of the consultancy study on rationalising the utilisation of road harbour crossings, the Government conducted a three-month public consultation that has just completed. We are actively considering the options in taking the matter forward in the light of the feedback received from this Council, the community and relevant District Councils during the public consultation period. We will share with this Council the outcome of our consideration and assessment as soon as we are in a position to do so.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)149**

Question Serial No.

3834

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

It was mentioned in paragraph 84 of the Speech moving the Appropriation Bill that the Administration “will reinforce the maritime service cluster, strengthen manpower training, continue promotion activities both locally and abroad”. Please advise on the specific details of these three areas of work; and the expenditure and manpower required for each area of work in the coming year (2011-12).

Asked by : Hon. WONG Kwok-kin

Reply :

The Administration will continue to assist the industry to take advantage of opportunities arising from more vibrant shipping activities in Asia through measures to support manpower training and promotional activities. This would help strengthen the local maritime cluster and reinforce Hong Kong's role as an international maritime centre (IMC).

The Administration, together with the Hong Kong Maritime Industry Council (MIC), will continue to support manpower development for the maritime sector through incentive/scholarship schemes for personnel at technical and professional levels in 2011-12. Examples include the incentive schemes for deck and engineer cadets and ship repairers, and scholarship schemes for students in selected post-graduate programmes on maritime law and international shipping studies. The estimated expenditure for these schemes for 2011-12 is about \$8.5 million.

On the promotional front, MIC will undertake a promotional visit to South Korea, an economy with an active shipping sector and hence with demand for maritime services, in May 2011. The estimated expenditure for the visit is about \$400,000. The Administration and the industry will also continue with local publicity activities such as participating in the Education and Career Expo, reaching out to students through school talks, and enhancing the understanding of the community on the maritime sector and its career opportunities through the local media.

Internal manpower will be deployed to oversee the aforementioned work.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

**THB(T)150**

Question Serial No.

1414

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

Programme : (1) Director of Bureau's Office

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the Director of Bureau's Office, please advise on:

- (a) the work undertaken by the Under Secretary and the Political Assistant (such as the percentage and frequency of attending meetings and activities as well as other duties) in the past year (2010-11) and the respective expenditure involved;
- (b) whether there are any criteria to assess the performance of the Under Secretary and the Political Assistant; if yes, the details; if no, the reasons for that; and whether consideration will be given to establishing a set of transparent criteria; and
- (c) the number of media and community functions organised by the Bureau in the past year (2010-11) and the expenditure involved (please list out information by 18 districts).

Asked by : Hon. WONG Sing-chi

Reply :

- (a) In the past year, the Under Secretary for Transport and Housing (the Under Secretary) assisted the Secretary for Transport and Housing (STH) in undertaking political work; deputised for STH, as Acting Secretary, when the latter was away on duty visits or on leave; and assisted her to deal with work under different policy portfolios.

For the period from 1.4.2010 to 28.2.2011, the Under Secretary attended a total of 9 Legislative Council (LegCo) meetings and 39 LegCo panel, committee and subcommittee meetings. In addition, the Under Secretary also attended various activities, including public forums, seminars and consultation sessions, so as to enhance communication and liaison with LegCo members, stakeholders of relevant sectors and members of the community.

We do not have any statistics on the number of activities attended by the Under Secretary, and there is no separate breakdown of expenditure for the various duties performed by the Under Secretary.

As regards the Political Assistant, the position is yet to be filled.



- (b) The performance of the Under Secretary is assessed mainly on his effectiveness in promoting government policies and explaining government policies in the LegCo and to the media, community organisations and members of the public, and in assisting the Secretary in formulating and implementing policies.

The performance of the Under Secretary is appraised by STH and his appraisal report is individually reviewed by the Director of the Chief Executive's Office. His appraisal and review reports are then submitted to the Appointment Committee chaired by the Chief Executive for consideration.

- (c) In the past year, as part of its duties, the Director of the Bureau's Office planned, co-ordinated and implemented various media and community functions for STH and the Under Secretary, so as to assist them in reaching out to the media and the public at large, as well as explaining government policies to them. There is no statistics or separate breakdown of expenditure for these functions.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

**THB(T)151**

Question Serial No.

1415

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the Shatin to Central Link (SCL) project, please advise on:

- (a) as at this stage, whether the Government is in discussion with the MTR Corporation Limited (MTRCL) about the on-cost rate (16.5%); if yes, the details; if no, the reasons for that;
- (b) the justifications for the current rate of 16.5%, as the Government also believes that there is scope for downward adjustment and will adjust the on-cost rate when seeking funding approval from the Finance Committee for the remaining works of the SCL in 2012; and
- (c) the details and expenditure of the public consultation conducted for the SCL project in the past year (2010-11); please provide information on each activity separately.

Asked by : Hon. WONG Sing-chi

Reply :

- (a) To study the on-cost for the Shatin to Central Link (SCL) project, we will engage independent consultants to assist in auditing the cost estimate for the SCL project (including on-cost) proposed by the MTR Corporation Limited (MTRCL) in detail. The audit conducted by the independent consultant will only be completed in early 2012 in the final stage of the SCL design when the scope and details of works would be defined in greater detail. After the independent consultant has completed its audit report, we will discuss with the MTRCL to work out the final on-cost rate for the project.
- (b) The Government discussed with the MTRCL and Kowloon Canton Railway Corporation and agreed with the two corporations in 2003 that an on-cost rate of 16.5% would be adopted for entrustment of projects between Government and the corporations. We have adopted the on-cost rate of 16.5% for calculating the on-cost for the advance works of the SCL on a provisional basis. When the study by the independent consultant is completed in early 2012, we will discuss with the MTRCL to work out the final on-cost rate for the project. We will adjust the on-cost rate when we seek funding approval of the SCL railway works and non-railway works in 2012.
- (c) The consultation activities for the SCL project during the period from 1 April 2010 to 28 February 2011 (figures for meetings in March 2011 are not yet available) are as follows :

|                                      | Number of meetings |
|--------------------------------------|--------------------|
| Attending District Councils meetings | 14                 |
| Stakeholders meetings                | 46                 |
| Residents meetings                   | 14                 |
| Total                                | 74                 |

Government took the lead in the above consultation activities to listen to and collect public views on the SCL. Conducting public consultation is part of the normal duties of the staff responsible for the implementation of the SCL and hence there is no separate item for accounting the expenses on conducting public consultation.

Signature \_\_\_\_\_

Name in block letters FRANCIS HO

Post Title Permanent Secretary for  
Transport and Housing (Transport)

Date 17 March 2011

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

**THB(T)152**

Question Serial No.

1418

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

In paragraph 6 under *Brief Description*, the Administration has indicated that it has worked jointly with franchised bus companies on the deployment of environment-friendly buses along busy corridors and enhancement of bus service rationalisation, please advise on:

- (a) the progress of discussion in each of the past three years (i.e. 2008-09 to 2010-11) with the franchised bus companies on the above topics; and
- (b) whether any studies have been conducted in the past five years (i.e. 2006-07 to 2010-11) on the viability of and the expenditure involved on replacing all pre-Euro, Euro I and II franchised buses; if so, the details; if not, the reasons for that.

Asked by : Hon. WONG Sing-chi

Reply :

- (a) The Administration has been working with franchised bus companies to promote the deployment of more environment-friendly buses along busy corridors and enhance rationalisation of bus services. As at December 2010, all the franchised buses running along Yee Wo Street, 96% of the franchised buses along Hennessy Road, 94% along Nathan Road, 92% along Des Voeux Road Central, and 89% along Queensway were of Euro II or above emission standards. As regards bus rationalisation, in response to changes in the demand of passengers, between 2008 and 2010, the Transport Department cancelled 15 bus routes, truncated 8 routes and reduced the frequency of 119 routes.
- (b) The franchised bus companies are committed to using buses below 18 years old, and have been replacing their buses accordingly. About 35% (about 2 000 buses) of serving franchised buses, including all pre-Euro and Euro I buses and some Euro II buses will be replaced by 2015. The Administration will continue to monitor the progress of the bus replacement programmes of the franchised bus companies.

Separately, the Environmental Protection Department has studied the subject matter, and is working with the franchised bus companies to conduct a trial to retrofit Euro II and III buses with selective catalytic reduction devices to meet the nitrogen oxide emission standards of a Euro IV bus. Subject to satisfactory trial results, retrofitting Euro II and III buses with these devices will

be a more cost-effective option.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

**THB(T)153**

Question Serial No.

1419

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding road safety, please advise on:

- (a) the manpower and expenditure involved in combating driving offences in each of the past five years (i.e. 2006-07 to 2010-11) (please list out the information by year and offence); and
- (b) whether the Government has conducted any overseas duty visits in respect of the combat of drink or drug driving in the past three years (i.e. 2008-09 to 2010-11); if yes, the number of officers and expenditure involved.

Asked by : Hon. WONG Sing-chi

Reply :

- (a) Our work involved in combating inappropriate driving behaviour is on-going, and is carried out by the Transport Branch of the Transport and Housing Bureau, the Police and the Transport Department as part of our normal duties. There is no separate breakdown on the manpower and expenditure for the work concerned.
- (b) There were no overseas duty visits conducted in 2008-09 that were related to drink driving or drug driving. Two visits were made in 2009-10 and 2010-11 respectively which were conducted primarily or partly to study the overseas experience in tackling drug driving. As far as the Transport Branch is concerned, one officer participated in the 2009-10 duty visit and the cost involved was \$20,122. Two officers participated in the 2010-11 duty visit, which was partly related to drug driving, and the cost involved was \$16,019.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

**THB(T)154**

Question Serial No.

1420

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the health condition of professional drivers, will the Government please advise on:

- (a) the resources spent in this area in each of the past three years (i.e. 2008-09 to 2010-11) and whether effectiveness of the work has been reviewed; and
- (b) the progress of the work in this area in the past three years (i.e. 2008-09 to 2010-11); the future work plan and the expenditure and manpower involved?

Asked by : Hon. WONG Sing-chi

Reply :

(a) & (b)

To ensure driving safety, the Transport Department (TD) has been encouraging commercial vehicle drivers to receive regular health checks and enhancing alertness on their health conditions. In 2009-10, TD launched the Safe Driving and Health Campaign for Professional Drivers for the first time to promote road safety by enhancing safe driving and health awareness of commercial vehicle drivers. Similar campaign has also been launched in 2010-11. As a part of these campaigns, about 1 800 and 2 000 drivers received the free medical check in 2009-10 and 2010-11 respectively. In addition to free health check, the campaigns also provided a wide range of services for commercial vehicle drivers, which include health related seminars and workshops as well as health information and timely tips on driving safety disseminated through radio programme. The expenses of the campaigns in 2009-10 and 2010-11 were about \$1 million and \$3 million respectively.

TD will continue to enhance commercial vehicle drivers' alertness on their health conditions through publicity and education by such means as holding trade conferences, launching publicity campaigns and arranging free check-ups. The effectiveness of these efforts will be monitored and reviewed from time to time. An annual allocation of \$3 million has been reserved for such use from 2010-11 onwards. While no TD staff is working full-time on this matter, TD carries out these campaigns through internal redeployment.

Reply Serial No.

**THB(T)154**

Question Serial No.

1420

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_

FRANCIS HO

Post Title \_\_\_\_\_

Permanent Secretary for  
Transport and Housing (Transport)

Date \_\_\_\_\_

17 March 2011



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

**THB(T)155**

Question Serial No.

1421

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

In the past five years (i.e. 2006-07 to 2010-11), what initiatives have been taken by the Government to make the usage of the three road harbour crossings more balanced and what is the expenditure involved? Has the effectiveness of such initiatives been reviewed?

Asked by : Hon. WONG Sing-chi

Reply :

The Government has commissioned a consultancy study in November 2008 for a comprehensive analysis of all relevant factors that affect the distribution of traffic amongst the three road harbour crossings (RHCs) with an objective of identifying the optimum level of traffic for the three RHCs, and recommending feasible options that cover the necessary financial, organisational and legal mechanisms to achieve the optimum traffic result. Last November, the Government conducted a three-month public consultation on the findings and recommendations of the consultancy study, which has just been completed. We are considering carefully the feedback received during the public consultation period, and would consider the way forward taking into account the views from various quarters of the community.

The expenditure for the consultancy study in 2008-09, 2009-10 and 2010-11 was \$1,162,500, \$3,478,500 and \$2,573,400 respectively.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)156**

Question Serial No.

1422

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the safety of public light bus operation, please advise on:

- (a) the work plan, timetable, manpower and expenditure involved in enhancing the safety of public light bus operation; and
- (b) the initiatives taken by the Government in respect of the safety of public light bus operation in each of the past three years (i.e. 2008-09 to 2010-11), and the manpower and expenditure involved.

Asked by : Hon. WONG Sing-chi

Reply :

(a) & (b)

The Government has all along adopted a multi-pronged approach through legislation, enforcement, as well as publicity and education to enhance safety of public light bus (PLB) operation. As speed limiters can effectively prevent drivers from speeding and could reduce the incidence and severity of traffic accidents, the Transport Department (TD) has introduced new conditions to the vehicle licence and the Passenger Service Licence of PLBs with effect from 7 June 2010 to require installation of speed limiter setting at the maximum speed at 80 kilometers per hour on all PLBs. On the other hand, the Police will continue to take enforcement actions against inappropriate driving behaviour of PLB drivers. Plainclothes officers are deployed to monitor their operation from time to time. In addition, TD will continue their efforts on the training and education of PLB drivers in order to enhance their safety awareness, improve service quality and instil in them proper driving behaviour.

The Government's work involved in enhancing the safety of PLB operation is on-going, and is mainly carried out by the Transport and Housing Bureau, the Police and TD as part of their normal duties. There is no separate breakdown on the manpower and expenditure involved in the past three years for the work concerned.

To further enhance the safety of PLB operation, the Government plans to introduce in 2010-11 legislative session the following legislative proposals:

- (i) imposing a maximum speed limit of 80 kilometers per hour for PLBs;
- (ii) mandating all PLBs to install speed limiters;
- (iv) mandating electronic data recording device (commonly known as ‘blackbox’) as a basic equipment of newly registered PLBs;
- (v) requiring applicants of PLB driving licence to attend a mandatory pre-service training course; and
- (vi) requiring the display of PLB driver identity plate inside the vehicle compartments while service is being provided.

The legislative proposal in (i) will not involve additional expenditures. The costs incurred for meeting the requirements in (ii), (iii) and (v) will be borne by the PLB vehicle owners, and (iv) by applicants of PLB driving licence.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

Examination of Estimates of Expenditure 2011-12

Reply Serial No.

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

**THB(T)157**

Question Serial No.

1423

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the Hong Kong International Airport Master Plan 2030 Study mentioned under *Matters Requiring Special Attention in 2011-12*, please advise on the progress of the study; the expenditure and manpower involved; and the expected completion date.

Asked by : Hon. WONG Sing-chi

Reply :

The Hong Kong International Airport Master Plan 2030 Study (the Study) has been commissioned and funded by the Airport Authority Hong Kong (AA), and no resources are earmarked for this purpose under Head 158. The Study seeks to explore different development strategies and options for the airport in the next twenty years, including the feasibility of building a third runway, and conduct preliminary feasibility studies on these options. These studies are substantially completed and the AA is drafting a study report. The AA expects the public consultation on the Hong Kong International Airport Master Plan 2030 to begin in the first half of 2011.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)158**

Question Serial No.

1424

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

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

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

Director of Bureau : Secretary for Transport and Housing

Question :

Under *Matters Requiring Special Attention in 2011-12*, the Administration has indicated that it will oversee the preliminary feasibility study for Container Terminal 10 at Southwest Tsing Yi, and the dredging works for the Kwai Tsing Container Basin and its approach channels. Please advise on the respective progress, expenditure and manpower involved and expected completion date.

Asked by : Hon. WONG Sing-chi

Reply :

The preliminary feasibility study (PFS) on the development of Container Terminal 10 (CT10) at Southwest Tsing Yi is proceeding as planned and is expected to be completed by the end of this year. The PFS will assess the technical feasibility, environmental acceptability as well as the resources involved in the development of CT10 and such assessments are still underway. Upon the completion of the PFS, the study results, the then global and local economic situation, the performance of the port sector, and the views of stakeholders will be taken into account when deciding on the need, timetable and resources involved for developing CT10.

The design of the dredging works is underway. Upon completion of design work, we will map out the implementation programme. The estimated cost for the design work is about \$11 million, with an estimated expenditure of about \$0.5 million in 2011-12.

Internal manpower has been deployed to oversee the aforementioned projects.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)159**

Question Serial No.

1425

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

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the increased provision for creation of seven posts in 2011-12, please advise on the details, job content and term of those posts.

Asked by : Hon. WONG Sing-chi

Reply :

The information on the seven additional posts under Programme (2) is set out below –

| <b>No. and rank</b>  | <b>Term</b>                   | <b>Job content</b>  |
|--|-------------------------------|---|
| 1 Senior Executive Officer<br>2 Executive Officer II<br>2 Assistant Clerical Officer<br>1 Clerical Assistant | Time-limited<br>up to 2013-14 | To provide support to the Railway<br>Ordinance Unit                       |
| 1 Executive Officer I  | Permanent                     | To strengthen the administrative<br>support to the capital works projects |

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO

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

Date \_\_\_\_\_ 17 March 2011

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

**THB(T)160**

Question Serial No.

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

3903

Programme : (2) Land and Waterborne Transport

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

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding railway development, please advise on whether the Government has considered requiring the MTR Corporation Limited to provide baby-sitting or breastfeeding rooms in each MTR station; if yes, the work plan, timetable and estimated expenditure; if no, the reasons for that.

Asked by : Hon. WONG Sing-chi

Reply :

According to the Food and Health Bureau, to encourage the provision of babycare rooms in private commercial premises, the Government has issued a Practice Note on the Provision of Babycare Rooms in Commercial Buildings (the Practice Note) since February 2009. The MTR Corporation Limited responds favourably to the Practice Note and is active in setting up babycare rooms in its shopping arcades, such as Elements, Maritime Square, Paradise Mall, Telford Plaza, etc. where MTR stations are nearby.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ FRANCIS HO \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

Reply Serial No.

**THB(T)161**

Question Serial No.

1284

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the travel characteristics survey, one of the items requiring special attention in 2011-12, what is the aim of the survey? When will the survey commence? How will the survey be conducted? Will the survey results be disclosed to the public? Are there any extra resources and manpower involved in conducting the survey?

Asked by: Hon. CHAN Hak-kan

Reply:

The travel characteristics survey aims at collecting the latest travel characteristics data and information of Hong Kong residents and visitors. The information collected will be used to assist in the formulation of transport policies and the planning for land use and new transport infrastructures.

The survey will commence in September 2011. It will be carried out by a service contractor, and the information will be collected through household interviews. The price of the service contract will only be available when the contract is awarded in May 2011.

The findings of the survey, when ready, will be uploaded onto the Transport Department's website for free reference by the public.

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      18 March 2011



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

Reply Serial No.

**THB(T)162**

Question Serial No.

1285

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : As regards replacement of the area traffic control (ATC) system, please provide the below information:

- (a) What is the progress of replacing the ATC system in Sha Tin district? When will the works be completed? Upon completion of the works, how the traffic situation in the district including journey time, traffic delay and number of vehicle stops can be improved?
- (b) As regards expanding the ATC coverage to Tseung Kwan O, which major routes and streets will be involved? How much will the engineering works cost? When will the works commence?

Asked by : Hon. CHAN Hak-kan

Reply :

- (a) Replacement of the ATC system in Sha Tin district commenced in July 2010. Works are in progress and scheduled to complete in November 2011. Upon completion of the replacement, we estimate that traffic delay (stopping time) and number of vehicle stops will be reduced by about 11% and 16% respectively, and reduction in journey time will be about 2%.
- (b) The ATC system in Tseung Kwan O will cover 33 traffic signal junctions along the major roads in the district, viz. Po Lam Road North, Po Hong Road, Tong Chun Street, Tong Tak Street, Tong Ming Street, Wan Po Road and King Ling Road. The cost of engineering works is about \$4.7 million. Works commenced in October 2010.





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

Reply Serial No.

**THB(T)164**

Question Serial No.

1287

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Paragraphs 164 to 166 of the Budget Speech mentioned increasing the First Registration Tax for private cars. It was pointed out that the average speed on major trunk roads in the territory had dropped by over 5%. However, the Transport Department stated in Programme (3) that the average vehicular speeds in the urban area and the New Territories were about 22 km/h and 40 km/h respectively over the period from 2009 to 2011 (forecast). It seems that there has been no noticeable drop in speed. Please advise the reasons.

Asked by : Hon. CHAN Hak-kan

Reply :

According to results of our surveys, the average vehicular speeds in 2010 in the urban area and the New Territories were 22.2 km/h and 39.9 km/h respectively, compared to the average speeds of 23.4 km/h and 42.9 km/h respectively in 2009. Hence, the average vehicular speeds in the urban area and the New Territories recorded noticeable decline of around 5% and 7% respectively in 2010.

Signature \_\_\_\_\_

Name in block letters      **JOSEPH Y T LAI**

Post Title      **Commissioner for Transport**

Date      **17 March 2011**

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

Reply Serial No.

**THB(T)165**

Question Serial No.

1288

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

Programme : (4) Management of Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Under Matters Requiring Special Attention in 2011-12, it is mentioned that new management contracts for Lion Rock Tunnel, Shing Mun Tunnels and Tseung Kwan O Tunnel will be awarded. What are the details?

Asked by : Hon. CHAN Hak-kan

Reply :

The current contracts for the management, operation and maintenance of Lion Rock Tunnel, and of Shing Mun Tunnels and Tseung Kwan O Tunnel, will expire on 31 March 2012 and 31 May 2012 respectively. The Transport Department aims to invite tenders in late 2011 for the award of new contracts upon the expiry of the current ones.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **JOSEPH Y T LAI**

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

Date \_\_\_\_\_ 17 March 2011

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

Reply Serial No.

**THB(T)166**

Question Serial No.

1289

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

Programme : (4) Management of Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In respect of the management of the Tsing Sha Control Area, please provide the following information on the Tsing Sha Highway since its full opening:

- (a) average traffic flow (peak and non-peak hours) and the breakdown by different types of vehicles; and
- (b) changes in traffic flow at Shing Mun Tunnels, Lion Rock Tunnel and Tate's Cairn Tunnel.

Asked by : Hon. CHAN Hak-kan

Reply :

- (a) The average peak (0800 to 0900) and non-peak (0900 to 1600) hourly two-way traffic flows of the Tsing Sha Highway from its full opening on 20 December 2009 to 31 January 2011 are 2 208 vehicles and 1 584 vehicles respectively. The breakdown by different types of vehicles is tabulated below:

| Period   | Hourly Two-way Traffic Flow (No. of Vehicles) |  |   |       |
|----------|---|--|---|-------|
|          | Private Cars, Taxis and Motor Cycles          | Single Deck Buses, Light Buses and Goods Vehicles of 5.5 tonnes and less | Double Deck Buses and Goods Vehicles above 5.5 tonnes | Total |
| Peak     | 1 507   | 346  | 355   | 2 208 |
| Non-peak | 865   | 348  | 371   | 1 584 |



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

Reply Serial No.

**THB(T)167**

Question Serial No.

1920

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Transport Department estimated that there will be seven bus interchange schemes to be implemented in 2011. Please provide the following information, including the number of bus routes involved, arrangement of the interchange schemes, fare discounts, and number of passengers benefited.

Asked by : Hon. CHAN Hak-kan

Reply :

The details about the seven bus interchange schemes planned for implementation in 2011 are as follows –

| Item | <b><u>Bus Routes Involved</u></b>   | Fare Discounts |
|------|---|----------------|
| 1    | KMB <sup>1</sup> Routes 74A and 74X   | \$5.5 - \$8.8  |
| 2    | KMB <sup>1</sup> Routes 203 and 1/1A  | \$2.8 - \$3.7  |
| 3    | <b>Citybus<sup>2</sup> Routes 6 and 6X</b>  | \$4.6 - \$5.3  |
| 4    | Citybus <sup>2</sup> Routes 25C and A11   | \$4.0          |
| 5    | NWFB <sup>3</sup> Routes 94X and 4 / 7 / 71 / 91  | \$4.2 - \$4.4  |
| 6    | NWFB <sup>3</sup> Routes 796S and 792M/ 694   | \$3.7 - \$5.7  |
| 7    | NWFB <sup>3</sup> Route 682A and Cross-harbour Tunnel Routes 606 / 606A/ 606P / 682 / 682P/ 694 / 302 / 307 / 307P / 373 / 601 / 601P / 603 / 603S / 619 / 619P / 641 / 671 / 680 / 680A / 680P / 680X / 681 / 681P / 690 / 690P / 692 / 692P | \$5.0          |

<sup>1</sup> The Kowloon Motor Bus Company (1933) Limited (KMB).

<sup>2</sup> Citybus Limited (CTB).

<sup>3</sup> New World First Bus Services Limited (NWFB).





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

Reply Serial No.

**THB(T)168**

Question Serial No.

2194

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

Programme : (4) Management of Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In respect of the management of covered public transport interchanges, please provide the following information :

- (a) The Administration indicated in the above-said programme an additional provision to create two posts in 2011-12 for enhancing the management of government-owned covered public transport interchanges. What are the details?
- (b) Currently, how many covered public transport interchanges are under the management of the Transport Department? How many of these public transport interchanges are operated without passing routes of franchised buses and public light buses? Please show their figures and locations according to the 18 district boundaries.
- (c) What factors will the Administration consider in providing covered public transport interchanges?

Asked by : Hon. CHAN Hak-kan

Reply :

- (a) One Transport Officer II post and one Transport Controller II post will be created in 2011-12 to enhance the management of Government-owned covered public transport interchanges (PTIs).
- (b) The Transport Department assumes a co-ordinating role in the management of 59 Government-owned covered PTIs. All of these PTIs are served by terminating/passing bus routes or public light bus routes. Distribution of these PTIs by district is at Annex.
- (c) In planning for new covered public transport interchanges, consideration will be given to land availability, cost, utilisation of other public transport terminating facilities in the vicinity, planned development in the area, and the planned public transport services for the interchanges.

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)168**

Question Serial No.

2194

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)168**

Question Serial No.

2194

Annex

**Government-owned Covered Public Transport Interchanges (PTIs)  
(as at end February 2011)**

|    | <b>Region</b>     | <b>District</b>                 | <b>Name</b>                            |
|----|-------------------|---------------------------------|--|
| 1  | Hong Kong<br>(HK) | Central and<br>Western<br>(C&W) | Admiralty Station (East) Bus Terminus  |
| 2  | HK                | C&W                             | Central (Exchange Square) Bus Terminus |
| 3  | HK                | C&W                             | Central (Hong Kong Station) PTI        |
| 4  | HK                | C&W                             | The Peak Public Transport Terminus     |
| 5  | HK                | Eastern<br>(E)                  | Sai Wan Ho (Grand Promenade) PTI       |
| 6  | HK                | E                               | Siu Sai Wan (Island Resort) PTI        |
| 7  | HK                | E                               | Shau Kei Wan Station PTI               |
| 8  | HK                | E                               | Tin Hau Station PTI                    |
| 9  | HK                | Southern<br>(S)                 | South Horizons PTI                     |
| 10 | HK                | S                               | Cyberport PTI                          |
| 11 | HK                | S                               | Shum Wan Road PTT                      |
| 12 | Kowloon<br>(KLN)  | Kowloon City<br>(KC)            | Laguna Verde PTT                       |
| 13 | KLN               | KC                              | Whampoa Garden PTI                     |
| 14 | KLN               | KC                              | Kowloon Tong (Suffolk Road) PTI        |

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)168**

Question Serial No.

2194

Annex

|    | <b>Region</b>                    | <b>District</b>        | <b>Name</b>                                 |
|----|----------------------------------|------------------------|---|
| 15 | KLN                              | Kwun Tong<br>(KT)      | Kowloon Bay PTI                             |
| 16 | KLN                              | KT                     | Laguna City PTI                             |
| 17 | KLN                              | KT                     | Lam Tin Station PTI                         |
| 18 | KLN                              | KT                     | Ping Shek PTI                               |
| 19 | KLN                              | Sham Shui Po<br>(SSP)  | Cheung Sha Wan Plaza PTI                    |
| 20 | KLN                              | SSP                    | Kowloon Tong (Festival Walk) PTI            |
| 21 | KLN                              | SSP                    | Yen Chow Street PTI                         |
| 22 | KLN                              | SSP                    | Kau Wa Keng PTI                             |
| 23 | KLN                              | Wong Tai Sin           | Diamond Hill MTR Station PTI                |
| 24 | KLN                              | Yau Tsim Mong<br>(YTM) | Island Harbourview PTI                      |
| 25 | KLN                              | YTM                    | Kowloon Station PTI                         |
| 26 | KLN                              | YTM                    | Olympic Station PTI                         |
| 27 | KLN                              | YTM                    | Park Avenue PTI                             |
| 28 | KLN                              | YTM                    | Tsim Sha Tsui East Bus Terminus             |
| 29 | KLN                              | YTM                    | Tsim Sha Tsui East (Mody Road) Bus Terminus |
| 30 | KLN                              | YTM                    | Langham Place Public Light Bus Terminus     |
| 31 | New Territories<br>East<br>(NTE) | Sha Tin<br>(ST)        | Bayshore Towers PTI                         |

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)168**

Question Serial No.

2194

Annex

|    | <b>Region</b>                    | <b>District</b>  | <b>Name</b>                        |
|----|----------------------------------|------------------|------------------------------------|
| 32 | NTE                              | ST               | Ma On Shan Town Centre PTT         |
| 33 | NTE                              | ST               | Sha Tin Central Bus Terminus       |
| 34 | NTE                              | ST               | Tai Wai Station PTI                |
| 35 | NTE                              | ST               | Wu Kai Sha Station PTI             |
| 36 | NTE                              | Sai Kung<br>(SK) | Hang Hau Station PTI               |
| 37 | NTE                              | SK               | Po Lam PTI                         |
| 38 | NTE                              | SK               | Tiu Keng Leng Station PTI          |
| 39 | NTE                              | SK               | Tseung Kwan O Station PTI          |
| 40 | NTE                              | Tai Po           | Tai Po Market Station Bus Terminus |
| 41 | NTE                              | North<br>(N)     | Luen Wo Hui PTT                    |
| 42 | NTE                              | N                | Sheung Shui Bus Terminus           |
| 43 | New Territories<br>West<br>(NTW) | Tuen Mun<br>(TM) | Lung Mun Oasis Bus Terminus        |
| 44 | NTW                              | TM               | Sam Shing Bus Terminus             |
| 45 | NTW                              | TM               | Tuen Mun Central Bus Station       |
| 46 | NTW                              | TM               | Tuen Mun Pier Head Bus Terminus    |
| 47 | NTW                              | TM               | Tuen Mun Station PTI               |
| 48 | NTW                              | TM               | Bayview Garden Bus Terminus        |

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)168**

Question Serial No.

2194

Annex

|    | <b>Region</b> | <b>District</b>     | <b>Name</b>                           |
|----|---------------|---------------------|---------------------------------------|
| 49 | NTW           | Tsuen Wan<br>(TW)   | Discovery Park PTI                    |
| 50 | NTW           | TW                  | Nina Tower Bus Terminus               |
| 51 | NTW           | TW                  | Sai Lau Kok PTI                       |
| 52 | NTW           | TW                  | Tsuen Wan Station PTI                 |
| 53 | NTW           | TW                  | Tsuen Wan West Station PTI            |
| 54 | NTW           | TW                  | Vision City Public Light Bus Terminus |
| 55 | NTW           | Yuen Long<br>(YL)   | Tin Shui Wai Town Centre PTI          |
| 56 | NTW           | YL                  | Yuen Long Station (North) PTI         |
| 57 | NTW           | Island              | Tung Chung Station Bus Terminus       |
| 58 | NTW           | Kwai Tsing<br>(KwT) | Kwai Fong Station Bus Terminus        |
| 59 | NTW           | KwT                 | Kwai Hing Station Bus Terminus        |

Examination of Estimates of Expenditure 2011-2012

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

Reply Serial No.

**THB(T)169**

Question Serial No.

2481

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please advise on the latest development of the Trunk Road T4 project in Sha Tin, including details of consultation, outcome of the environmental impact assessment, latest traffic flow forecast and anticipated date of commencing construction.

Asked by: Hon. CHAN Hak-kan

Reply:

The Civil Engineering and Development Department has been consulting the Traffic and Transport Committee of the Sha Tin District Council throughout the project development since 2005. The latest consultation meeting was held in March 2009. The environmental impact assessment (EIA) of the project has been completed and the EIA Report was approved by the Director of Environmental Protection. Our recent traffic review shows that Road T4 is needed in the longer term and we will continue to monitor the traffic situation.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **JOSEPH Y T LAI** \_\_\_\_\_

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

Date \_\_\_\_\_ **17 March 2011** \_\_\_\_\_



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

Reply Serial No.

**THB(T)170**

Question Serial No.

3552

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

Programme : (4) Management of Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Under Matters Requiring Special Attention in 2011-12, it is mentioned that new management contracts will be awarded for Lion Rock Tunnel, Shing Mun Tunnels and Tseung Kwan O Tunnel through tendering. What are the details? Would there be any impact on the tolls after the new contracts have been awarded?

Asked by : Hon. CHAN Hak-kan

Reply :

The current contracts for the management, operation and maintenance (MOM) of Lion Rock Tunnel, and of Shing Mun Tunnels and Tseung Kwan O Tunnel, will expire on 31 March 2012 and 31 May 2012 respectively. The Transport Department aims to invite tenders in late 2011 for the award of new contracts upon the expiry of the current ones. The fee for the MOM contracts is only one of the operating costs of the tunnels. The toll levels of Government toll-tunnels are regularly reviewed, taking into account various factors such as the costs, traffic situation, and public affordability and acceptability, etc.

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      18 March 2011

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

Reply Serial No.

**THB(T)171**

Question Serial No.

3061

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : What helping measures has the Government provided to ferry services to encourage bidding in the tender exercises, and what is the expenditure involved?

Asked by : Hon. CHAN Tanya

Reply:

The Government has adopted the following measures to encourage bidding in the current tender exercises for inner harbour ferry services and the six major trunk outlying island ferry services. These measures include –

- (a) adjusting the service level to enhance operational efficiency;
- (b) grouping ferry services in different packages to facilitate efficient use of resources, and flexibility in submitting tender bids; and
- (c) providing helping measures to reduce operating costs of the ferry operators including:
  - (i) taking over pier maintenance responsibilities;
  - (ii) waiving fuel duty; and
  - (iii) reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme.

The expenditure involved in taking over pier maintenance responsibilities is absorbed in the existing provisions of the relevant works departments while there is no expenditure involved in waiving fuel duty. The expenditure involved in reimbursing pier rentals and exempting vessel licence fees for ferry services will depend on the actual revenue foregone by the ferry operators under the Elderly Concessionary Fares Scheme.

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)171**

Question Serial No.

3061

As a further step to encourage bidding for the six major outlying island ferry services, the Government will also provide the following special helping measures –

- (a) waiving annual vessel survey fee and private mooring fee;
- (b) reimbursing water, cleansing and electricity charges for piers subject to caps prescribed by the Government;
- (c) reimbursing the balance of revenue foregone due to provision of elderly fare concessions (after netting off the amount of reimbursement of pier rentals and vessel licence fee exemption) under the Elderly Concessionary Fares Scheme subject to a cap prescribed by the Government; and
- (d) when there is a justified case for fare increase, reimbursing the actual vessel maintenance cost incurred by the operators with a view to reducing the rate of fare increase by half (after netting off the rate of general inflation since the last fare increase).

The estimated expenditure to be involved for the above special helping measures to the six major outlying island ferry services in 2011-12 is about \$31.08 million.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011



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

Reply Serial No.

**THB(T)173**

Question Serial No.

3063

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : What measures and actions will the Government take in the planning and introduction of green minibus (GMB) services? What is the expenditure involved?

Asked by : Hon. CHAN Tanya

Reply :

The Transport Department takes into account a number of factors in planning and introducing new green minibus (GMB) services, including:

- (a) the existing and forecast transport demand and travel pattern;
- (b) the availability of existing and planned public transport services;
- (c) the provision of new transport infrastructure facilities in the areas concerned;
- (d) the financial viability of the proposed GMB route; and
- (e) the requests and suggestions from the public.

The District Councils concerned and the relevant public transport trades including the public light bus trade will be consulted during the route planning stage. New GMB routes will be gazetted to invite applications for operation of the new routes. The work involved is absorbed by the existing resources of the Department.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI

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

Date \_\_\_\_\_ 17 March 2011

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

Reply Serial No.

**THB(T)174**

Question Serial No.

3064

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : What measures and action will the Government take to deal with bus rationalisation? What is the expenditure involved?

Asked by : Hon. CHAN Tanya

Reply :

In response to changes in passenger demand and to improve bus operational efficiency and optimise resource utilisation, franchised bus routes with low utilisation will be rationalised from time to time. Rationalisation measures may include adjustment of bus routeing, service frequency and timetable, truncation of routes and amalgamation or cancellation of routes. In general, the Transport Department (TD) will work with the franchised bus operators on the rationalisation proposals and put forward the proposals to relevant District Councils for consultation in the context of the annual bus route development programme before implementation. As the work involved is undertaken by staff of TD as an integral part of their normal duties, there is no breakdown on the expenditure involved.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_

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

Reply Serial No.

**THB(T)175**

Question Serial No.

3065

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Will the Administration implement any measures to improve Connaught Road West? Does the width of the footpath outside the Liaison Office of the Central People's Government meet the international standards? What is the cost involved? If not, why?

Asked by : Hon. CHAN Tanya

Reply :

The width of the footpath outside the Liaison Office of the Central People's Government in Connaught Road West is three metres which is adequate to cater for the pedestrian flow observed thereat. The above provision is in accordance with the Transport Planning and Design Manual which is adopted by the Transport Department for road infrastructures in the whole territory. At this stage, the Administration does not see any traffic need for modifying the width of the footpath.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_

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

Reply Serial No.

**THB(T)176**

Question Serial No.

3066

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

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

- Question :
1. Please advise the expenses incurred by the Transport Department (TD) in conducting surveys and taking enforcement action against the unauthorised operation of residents' service.
  2. In view of the fact that some bus operators operate residents' services prior to obtaining necessary approval, would TD deploy more resources to conduct surveys on such services provided by housing estates?

Asked by : Hon. CHAN Tanya

Reply :

1. In 2010-11, about \$2.7 million was incurred by the Transport Department to conduct surveys and take enforcement actions against various types of illegal non-franchised bus (NFB) services, including unauthorised residents' service.
2. A major area of work of the Transport Tribunal is to hear appeals lodged by NFB operators against the sanctions imposed by the Commissioner for Transport on operators found to have engaged in unauthorized NFB services. To strengthen the support provided to the Tribunal, a Senior Transport Officer post will be created by the Department as from 1 April 2011. The need to strengthen the resources of the Department in taking enforcement action against unauthorized NFB activities will be reviewed as necessary.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_



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

Reply Serial No.

**THB(T)177**

Question Serial No.

1104

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

- Question :
- (a) Has the “Traffic and Transport Consultancy Study on Cycling Networks and Parking Facilities in Existing New Towns in Hong Kong” (the Study) commenced? What is the cost for the Study? What is the completion time frame stated in the tender document? How is the Study progressing at present?
  - (b) Will the department consult the public and stakeholders during the Study and after completion of the Study? If so, please advise on the anticipated timing of consultation. Has the consultation been carried out, or has it been completed? Who are the stakeholders to be consulted?
  - (c) Will the department release the findings of the Study? When will the department implement the Study’s recommendations?

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

- (a) The Consultancy Study was awarded in May 2010 at a cost of \$0.7 million for completion in February 2011. With the inclusion of additional works, the Study is now aimed for completion in the latter half of 2011.
- (b)&(c) When the findings of the Study are available, we intend to consult the local cycling associations, relevant interest groups, Legislative Council Panel, District Councils, the Road Safety Council as well as other interested parties on the basis of the Study’s findings and take appropriate follow up actions having regard to the outcome of the consultation.

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)177**

Question Serial No.

1104

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)178**

Question Serial No.

1105

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Matters Requiring Special Attention in 2011-12 mentioned “continue to formulate legislative proposals to further enhance the safety of public light bus operation”. Please advise on the relevant details, current progress and the estimated timing for introducing the legislative proposals.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

To enhance the safety of public light bus (PLB) operation, the Government aims to introduce in the 2010-11 legislative session the following legislative amendment proposals:

- (a) imposing a maximum speed limit of 80 kilometers per hour for PLBs;
- (b) mandating all PLBs to install speed limiters;
- (c) mandating electronic data recording device (commonly known as ‘blackbox’) as a basic equipment of newly registered PLBs;
- (d) requiring applicants of PLB driving licence to attend a mandatory pre-service training course; and
- (e) requiring the display of PLB driver identity plate inside the vehicle compartments while service is being provided.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)179**

Question Serial No.

1106

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please provide the location, progress, target completion date and related expenditure of the pedestrian schemes which are being implemented or will be implemented in this financial year in various districts.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

The details of the pedestrian schemes for which works are in progress are tabulated below-

| <b>District</b> | <b>Location</b>  | <b>Target Completion Date</b> | <b>Project Estimate (\$ million)</b> | <b>Estimated Expenditure in 2011-12 (\$ million)</b> |
|-----------------|--|-------------------------------|--------------------------------------|--|
| Wan Chai        | East Point Road and Great George Street (between East Point Road and Paterson Street)      | Mid 2011                      | 2.3                                  | 0.9  |
| Yau Tsim Mong   | Ning Po Street, Saigon Street and Pak Hoi Street (between Nathan Road and Shanghai Street) | Mid 2011                      | 2.3                                  | 0.4  |
|                 | Parkes Street (between Jordan Road and Saigon Street)                                      | End 2011                      | 1.8                                  | 1.0  |
|                 | Woosung Street (between Jordan Road and Kansu Street)                                      | End 2012                      | 3.4                                  | 1.1  |
| Sham Shui Po    | Kweilin Street (between Yu Chau Street and Un Chau Street)                                 | End 2011                      | 1.5                                  | 1.0  |

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)179**

Question Serial No.

1106

The details of pedestrian schemes for which works are scheduled to commence in 2011-12 are tabulated below-

| <b>District</b> | <b>Location</b>   | <b>Target Completion Date</b> | <b>Project Estimate (\$ million)</b> | <b>Estimated Expenditure in 2011-12 (\$ million)</b> |
|-----------------|---|-------------------------------|--------------------------------------|--|
| Yau Tsim Mong   | Prat Avenue (between Hart Avenue and Chatham Road South)            | End 2011                      | 0.7                                  | 0.7  |
|                 | Sai Yeung Choi Street South (between Nelson Street and Soy Street)  | End 2012                      | 2.4                                  | 0.6  |
|                 | Soy Street (between Sai Yeung Choi Street South and Fa Yuen Street) | End 2012                      | 1.0                                  | 0.4  |

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)180**

Question Serial No.

1107

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the technical feasibility studies for the higher priority hillside escalator link and elevator proposals, please state the study progress, expected completion date, and expenditure for the studies conducted for various locations.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

Based on the established ranking system, 20 hillside escalator link and elevator system proposals were ranked. The Highways Department (HyD) is studying the technical feasibility for the top ten ranked proposals (listed below) in stages starting from mid 2010, targeting for completion in 24 to 48 months. The studies taken forward by HyD so far are conducted by HyD's in-house staff and do not involve additional expenditure.

| Rank | <u>Proposal</u>  | <u>Progress of Technical Feasibility Studies</u> |
|------|--|--|
| 1    | Pedestrian Link at Tsz Wan Shan  | Completed  |
| 2    | Pedestrian Link at Braemar Hill  | Commenced in end 2010 / early 2011               |
| 3    | Lift and Pedestrian Walkway System between Tsing Yi Road West and Tsing Yu Street                                    |  |
| 4    | Escalator System at Ladder Street ( <i>The alternative alignment along Pound Lane is adopted for the proposal.</i> ) |  |
| 8    | Pedestrian Link at Chuk Yuen North Estate  |  |
| 9    | Lift and Pedestrian Walkway System at Waterloo Hill  |  |

Examination of Estimates of Expenditure 2011-12

**CONTROLLING OFFICER'S REPLY TO  
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| Rank | <u>Proposal</u>   | <u>Progress of Technical Feasibility Studies</u> |
|------|---|--|
| 5    | Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road | To commence in 2012                              |
| 6    | Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street   |  |
| 7    | Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road          |  |
| 10   | Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road    |  |

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)181**

Question Serial No.

1108

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Administration has mentioned that “the Transport Department (TD) will analyse the data, trends and causes of traffic accidents for devising corresponding measures, including exploring the need for further expanding the Red Light Camera (RLC) and Speed Enforcement Camera (SEC) systems.” (referring to the written replies to LegCo Question No. 13 and 16 at its meeting held on 9 June 2010).

(a) Have the above studies been completed?

(b) Will there be any resources reserved for the further expansion of RLC & SEC systems in this financial year? If affirmative, please give details.

Asked by : Hon. CHENG Kar-foo, Andrew

Reply :

(a)&(b) As part of the on-going work, TD analyses from time to time the data, trends and causes of traffic accidents to facilitate the Department in devising appropriate traffic control and safety measures. Insofar as the installation of SEC and RLC are concerned for 2011-12, TD has reserved a sum of \$14.86 million to install another 20 SEC housings in the territory. For RLC system, TD has earmarked \$1.4 million for the testing of advanced technologies to streamline the operation, so as to pave the way for possible further expansion in future.

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      18 March 2011



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

Reply Serial No.

**THB(T)182**

Question Serial No.

1333

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In respect of measures to help the development of ferry and franchised bus services, please provide the following information –

- (a) the details of the helping measures given by the Administration to the inner harbour ferry services from 2006-07 to 2010-11, and the expenditure involved in each year;
- (b) the details of the helping measures given to the outlying island ferry services from 2006-07 to 2010-11, and the expenditure involved in each year;
- (c) whether a comprehensive review on the existing ferry policy will be conducted and, if yes, the timetable; and
- (d) the helping measures currently given to the franchised bus services, the details of the measures in the past five years and the expenditure involved.

Asked by : Hon. CHEUNG Hok-ming

Reply :

To enhance the long-term financial viability of ferry services (including both the inner harbour and outlying island ferry services), the Government has been providing various measures to enable ferry operators to reduce operating costs and increase non-fare box revenue -

- (i) taking over pier maintenance responsibility;
- (ii) waiving fuel duty;
- (iii) reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme;

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Reply Serial No.

**THB(T)182**

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1333

- (iv) allowing ferry operators to sublet ferry pier areas for commercial concession to generate non-fare box revenue to cross-subsidise the ferry operation; and
- (v) streamlining the subletting approval procedures to help expedite generation of non-fare box revenue.

The financial implications of the above measures are as follows -

- (i) The expenditure involved in taking over pier maintenance responsibilities is absorbed by the existing provisions of the relevant works departments (i.e. the Civil Engineering and Development Department, the Architectural Services Department, and the Electrical and Mechanical Services Department).
- (ii) There is no expenditure involved in waiving fuel duty.
- (iii) The expenditure involved in reimbursing pier rentals under the Elderly Concessionary Fares Scheme for financial years 2006-07 to 2010-11 is as follows -

| Financial year           | 2006-07        | 2007-08        | 2008-09        | 2009-10        | 2010-11 (Up to End February 2011) <sup>1</sup> |
|--------------------------|----------------|----------------|----------------|----------------|--|
| Reimbursing pier rentals | \$3.69 million | \$3.88 million | \$3.74 million | \$3.55 million | \$1.55 million                                 |

The revenue foregone in exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme for financial years 2006-07 to 2010-11 is as follows -

| Financial year                | 2006-07        | 2007-08        | 2008-09        | 2009-10        | 2010-11 (Up to End February 2011) <sup>1</sup> |
|-------------------------------|----------------|----------------|----------------|----------------|--|
| Exempting vessel licence fees | \$0.22 million | \$0.22 million | \$0.22 million | \$0.22 million | \$0.10 million                                 |

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

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1333

The Government has also been providing the following special helping measures to four outlying island ferry services (viz. Central – Mui Wo, Central – Peng Chau, Central – Yung Shue Wan and Central – Sok Kwu Wan routes) for the licensing period from July 2008 to June 2011 –

- (i) waiving annual vessel survey fee and private mooring fee;
- (ii) reimbursing water, cleansing and electricity charges for piers subject to caps prescribed by the Government;
- (iii) reimbursing the balance of revenue foregone due to provision of elderly fare concessions (after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the Elderly Concessionary Fares Scheme) subject to a cap prescribed by the Government; and
- (iv) a one-off scheme for two years to provide free ferry tickets to encourage schools, non-government organizations, community and district groups to organize visits to these outlying islands.

The financial implications involved in the provision of the above helping measures to the four outlying island ferry services is as follows –

- (i) The revenue foregone in waiving annual vessel survey fee and private mooring fee.

| Financial year   | 2008-09        | 2009-10        | 2010-11<br>(Up to End<br>February<br>2011) <sup>1</sup> |
|--|----------------|----------------|---|
| Waiving annual vessel survey fee and private mooring fee | \$0.16 million | \$0.31 million | \$0.29 million  |

Note 1: The revenue foregone for “Waiving annual vessel survey fee and private mooring fee” reflects the position as at end February 2011.

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- (ii) The expenditure involved in reimbursing water, cleansing and electricity charges for piers subject to caps prescribed by the Government.

| Financial year   | 2008-09        | 2009-10        | 2010-11        |
|--|----------------|----------------|----------------|
| Reimbursing water, cleansing and electricity charges for piers | \$1.13 million | \$2.01 million | \$2.16 million |

- (iii) The expenditure involved in 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 Elderly Concessionary Fares Scheme) subject to a cap prescribed by the Government is as follows -

| Financial year   | 2008-09        | 2009-10        | 2010-11        |
|--|----------------|----------------|----------------|
| Reimbursing the balance of revenue foregone due to provision of elderly fare concessions | \$1.40 million | \$2.73 million | \$2.62 million |

- (iv) The expenditure involved in a one-off scheme for two years to provide free ferry tickets to encourage schools, non-government organizations, community and district groups to organize visits to these outlying islands is as follows -

| Financial year                                 | 2008-09        | 2009-10        | 2010-11 |
|--|----------------|----------------|---------|
| One-off scheme of providing free ferry tickets | \$1.07 million | \$0.35 million | -       |

**CONTROLLING OFFICER'S REPLY TO  
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The Government has completed a review on the outlying island ferry services in 2010-11 with a view to enhancing the long-term financial viability of these services and maintaining fare stability. Taking into account that ferry services are the only means of transport for some of the outlying islands, we have to ensure that such essential transport services can be provided to the residents. As such, we carried out a review on the outlying island ferry services. In the course of the review, we bore in mind the need for prudent use of public funds. We took into account the need to support essential ferry services which otherwise would not be financially viable without financial support and the need to let those residents shoulder the appropriate responsibility for choosing to live on the outlying islands. Therefore, we decided to provide further helping measures to the six major outlying island services within the three-year new licensing period in order to share some of the burden of fare increase to passengers.

The Government has no plan to conduct another review on ferry services for the time being.

In respect of the franchised bus services, the Government has been providing bus termini / public transport interchanges to the franchised bus operators free of charge to facilitate their operation of franchised bus services.

The Government also waives fuel tax and first registration tax of franchised buses.

In addition, the Government reimburses the franchised bus operators for the annual licence fees of franchised buses and government rent of bus depots, parking sites and regulator's offices. The vehicle licence fee waived and government rent reimbursed to the franchised bus operators in the past five years are as follows –

| Year                                    | 2006  | 2007  | 2008  | 2009  | 2010 (Up to September 2010) |
|---|-------|-------|-------|-------|-----------------------------|
| Licence Fee Waived (\$ million)         | 25.8  | 25.5  | 25.0  | 24.9  | 18.8                        |
| Government Rent Reimbursed (\$ million) | 192.5 | 195.5 | 189.6 | 186.5 | 149.9                       |



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

Reply Serial No.

**THB(T)183**

Question Serial No.

1334

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please list out the fare increase applications received by the Transport Department from the public transport operators in the past three years (i.e. 2008 to 2010) and the result of the applications:

2008 - 2010

| Public transport operator/ Transport trade and routes | Average rate of increase applied | Effective date | Result |
|---|----------------------------------|----------------|--------|
|   |                                  |                |        |

Asked by : Hon. CHEUNG Hok-ming

Reply :

The fare increase applications received by the Transport Department from the major public transport operators/ transport trades in the past three years (i.e. 2008 to 2010) and the results are as follows:

2010

| Public transport operator/ Transport trade and routes | Average rate of increase applied     | Result (Average rate of increase approved) | Effective date |
|---|--------------------------------------|--|----------------|
| The Kowloon Motor Bus Company (1933) Limited          | +8.6%<br>(Applied in July 2010)      | Under consideration                        | -              |
| Long Win Bus Company Limited                          | +7.4%<br>(Applied in July 2010)      | Under consideration                        | -              |
| Urban taxi trade                                      | +5.2%<br>(Applied in September 2010) | Under consideration                        | -              |

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| Public transport operator/<br>Transport trade and routes  | Average rate of increase applied            | Result<br>(Average rate of<br>increase approved)  | Effective<br>date                                 |
|---|---|---|---|
| New Territories (NT) taxi<br>trade  | +8.1%<br>(Applied in September 2010)        | Under consideration   | -   |
| Lantau taxi trade   | +4.1%<br>(Applied in September 2010)        | Under consideration   | -   |
| Hong Kong Tramways,<br>Limited  | +23.0%<br>(Applied in August 2010)          | Under consideration   | -   |
| A total of 159 green minibus<br>(GMB) routes involving 25<br>routes on Hong Kong Island;<br>49 routes in Kowloon; and 85<br>routes in the New Territories | Ranging from<br>+4.6% to +26.9%             | 33 routes approved<br>(ranging from +4.1%<br>to +12.0%); 12 routes<br>rejected; 18 routes<br>withdrawn;<br>96 routes under<br>consideration | Between<br>15 October<br>2010 and 6<br>March 2011 |
| The "Star" Ferry Company,<br>Limited: <sup>Note 1</sup><br>Tsim Sha Tsui – Central;<br>Tsim Sha Tsui – Wan Chai   | +23%<br>(Applied in February 2008)          | Approved<br>(+13.3%)<br>(Phase Two)<br><br>(+8.5%)<br>(Phase One)   | 1 January 2010<br><br>29 March 2009               |
| The "Star" Ferry Company,<br>Limited:<br>Hung Hom – Central<br>Hung Hom – Wan Chai  | +5.0%<br>(Applied in November 2008)         | Approved<br>(+5.0%)   | 1 January 2010                                    |
| Park Island Transport<br>Company Limited: <sup>Note 2</sup><br>Ma Wan – Central<br>(Non-registered user)<br>Ma Wan – Tsuen Wan<br>(Non-registered user)   | +10%<br><br>+25%<br>(Applied in April 2009) | Approved<br><br>(+10%)<br><br>(+25%)  | 10 January<br>2010                                |



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| Public transport operator/<br>Transport trade and routes  | Average rate of increase applied               | Result<br><br>(Average rate of<br>increase approved) | Effective<br>date |
|---|--|--|-------------------|
| Park Island Transport<br>Company Limited: <sup>Note 2</sup><br>Ma Wan – Central<br>(Registered user)<br>Ma Wan - Tsuen Wan<br>(Registered user) | +7.3%<br><br>+16.2%<br>(Applied in March 2010) | Approved<br><br>(+7.3%)<br><br>(+16.2%)              | 25 July 2010      |

2009

| Public transport operator/<br>Transport trade and routes   | Average rate of increase applied  | Result<br><br>(Average rate of<br>increase approved)   | Effective<br>date                               |
|--|---|--|---|
| NT taxi trade  | +9.5%<br>(Applied in August 2008)   | Approved<br>(+5.0%)  | 16 January<br>2009                              |
| A total of 31 GMB routes<br>involving 5 routes on Hong<br>Kong Island; 9 routes in<br>Kowloon; and 17 routes in<br>the New Territories | Ranging from<br>+8.6% to +25.0%   | 16 routes approved<br>(ranging from +3.2%<br>to +9.4%); 10 routes<br>rejected; 2 routes<br>withdrawn;<br>3 routes under<br>consideration | Between<br>21 June 2009<br>and 1 August<br>2010 |
| Peng Chau Kai To Limited:<br>Discovery Bay - Mui Wo  | +50%(Original proposal)<br>(Applied in September 2008)<br>+32% (Revised proposal)<br>(Applied in November 2008) | Approved<br>(+32%)   | 25 January<br>2009                              |
| Discovery Bay<br>Transportation Services<br>Limited:<br>Central - Discovery Bay  | +29%<br>(Applied in November 2008)  | Approved<br>(+15%)   | 1 May 2009                                      |

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2008

| Public transport operator/<br>Transport trade and routes   | Average rate of increase applied                               | Result<br>(Average rate of<br>increase approved)  | Effective<br>date                                 |
|--|--|---|---|
| The Kowloon Motor Bus<br>Company (1933) Limited  | +9.0%<br>(Applied in September 2007)                           | Approved<br>(+4.5%)   | 8 June 2008                                       |
| Long Win Bus Company<br>Limited  | +5.9%<br>(Applied in September 2007)                           | Approved<br>(+4.5%)   | 8 June 2008                                       |
| New World First Bus<br>Services Limited  | +5.8%<br>(Applied in December 2007)                            | Approved<br>(+5.0%)   | 8 June 2008                                       |
| Citybus Limited (Franchise<br>One)   | +5.8%<br>(Applied in December 2007)                            | Approved<br>(+2.0%)   | 8 June 2008                                       |
| Citybus Limited (Franchise<br>Two)   | +5.8%<br>(Applied in December 2007)                            | Not approved<br>(-)   | -   |
| New Lantao Bus Company<br>(1973) Limited   | +7.2%<br>(Applied in November 2006)                            | Approved<br>(+7.2%)   | 8 June 2008                                       |
| Urban taxi trade   | +2.7%<br>(Applied in November 2007)                            | Approved<br>(+2.7%)   | 28 February<br>2008                               |
|  | +4.6% and +6.7%<br>(Two applications;<br>Applied in June 2008) | Approved<br>(+5.5%)   | 30 November<br>2008                               |
| NT taxi trade  | +4.5%<br>(Applied in November 2007)                            | Approved<br>(+ 4.5%)  | 28 February<br>2008                               |
| Lantau taxi trade  | +9.2%<br>(Applied in May 2008)                                 | Approved<br>(+7.7%)   | 30 November<br>2008                               |
| A total of 244 GMB routes<br>involving 58 routes on Hong<br>Kong Island; 55 routes in<br>Kowloon; and 131 routes in<br>the New Territories | Ranging from<br>+3.2% to +75.0%                                | 147 routes approved<br>(ranging from +2.9%<br>to +17.0%); 60 routes<br>rejected; 37 routes<br>withdrawn | Between<br>20 July 2008<br>and 23 January<br>2011 |

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

Reply Serial No.

**THB(T)183**

Question Serial No.

1334

| Public transport operator/<br>Transport trade and routes  | Average rate of increase applied                        | Result<br>(Average rate of<br>increase approved) | Effective<br>date    |
|---|---|--|----------------------|
| Chuen Kee Ferry Limited:<br>Aberdeen - Sok Kwu Wan via<br>Mo Tat  | +15%<br>(Applied in July 2007)                          | Approved<br>(+15%)                               | 3 February<br>2008   |
| Park Island Transport<br>Company Limited: Note 2<br>Ma Wan – Central<br>(Non-registered user)<br>Ma Wan - Tsuen Wan<br>(Registered user)<br>Ma Wan - Tsuen Wan<br>(Non-registered user) | +25%<br><br>+24%<br><br>+60%<br>(Applied in April 2008) | Approved<br>(+25%)<br><br>(+24%)<br><br>(+60%)   | 16 November<br>2008  |
| Fortune Ferry Company<br>Limited:<br>Tuen Mun - Tung Chung -<br>Sha Lo Wan - Tai O  | +22%<br>(Applied in July 2008)                          | Approved<br>(+22%)                               | 16 September<br>2008 |

Note 1: The fare increase application was approved to be implemented in two phases, with phase one implemented on 29 March 2009 and phase two implemented on 1 January 2010.

Note 2: Registered users are passengers living or working in Ma Wan and have made registration with Park Island Transport Company Limited. Non-Registered users are passengers who have not registered.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2011

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

Reply Serial No.

**THB(T)184**

Question Serial No.

1335

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please provide information on bus interchange schemes currently provided by public transport operators in Hong Kong:

| Public transport operator | No. of bus routes involved in bus interchange schemes solely provided by the operator | No. of bus routes involved in bus interchange schemes jointly provided with other public transport operators | No. of bus routes involved in new bus interchange schemes under application or assessment |
|---------------------------|---|--|---|
|                           |   |  |   |
|                           |   |  |   |

Asked by : Hon. CHEUNG Hok-ming

Reply :

As at end 2010, the number of bus routes involved in bus interchange schemes were as follows:

| Public transport operator                    | No. of bus routes involved in bus interchange schemes solely provided by the operator | No. of bus routes involved in bus interchange schemes jointly provided with other public transport operators | No. of bus routes involved in new bus interchange schemes under application or assessment |
|--|---|--|---|
| The Kowloon Motor Bus Company (1933) Limited | 196   | 64   | 5   |
| New World First Bus Services Limited         | 17  | 55   | 36  |
| Citybus Limited                              | 31  | 62   | 4   |
| Long Win Bus Company Limited                 | 0   | 12   | 0   |

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)184**

Question Serial No.

1335

| Public transport operator  | No. of bus routes involved in bus interchange schemes solely provided by the operator | No. of bus routes involved in bus interchange schemes jointly provided with other public transport operators | No. of bus routes involved in new bus interchange schemes under application or assessment |
|--|---|--|---|
| New Lantao Bus Company (1973) Limited                              | 0   | 2  | 0   |
| MTR Corporation Limited (Feeder bus routes for Light Rail Transit) | 13  | 0  | 0   |

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)185**

Question Serial No.

1336

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

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please provide the following information concerning the operation of cross-boundary vehicles -

Number of Closed Road Permit applications received from cross-boundary vehicles and number of permits issued (including renewal) in the past five years

|                       | 2010 | 2009 | 2008 | 2007 | 2006 |
|-----------------------|------|------|------|------|------|
| No. of applications   |      |      |      |      |      |
| No. of permits issued |      |      |      |      |      |

Number of applications received from cross-boundary buses for providing school bus service and number of approvals granted in the past five school years

|                     | 2010 | 2009 | 2008 | 2007 | 2006 |
|---------------------|------|------|------|------|------|
| No. of applications |      |      |      |      |      |
| No. of approval     |      |      |      |      |      |

Asked by : Hon. CHEUNG Hok-ming

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)185**

Question Serial No.

1336

Reply :

Number of Closed Road Permit applications received from cross-boundary vehicles and number of permits issued (including renewal) in the past five years are –

|   | 2010   | 2009   | 2008   | 2007   | 2006 <sup>Note 1</sup> |
|---|--------|--------|--------|--------|------------------------|
| No. of applications                     | 46 800 | 44 700 | 44 200 | 40 000 | –                      |
| No. of permits issued <sup>Note 2</sup> | 48 300 | 46 900 | 45 600 | 41 900 | 38 300                 |

Note 1: The current computer system keeping Closed Road Permit records was introduced in late 2006. Prior to that, manual records were maintained only on permits issued but records on applications received were incomplete.

Note 2: The number of permits issued was greater than the number of applications received mainly because one application might apply for more than one permit when the vehicles had to cross more than one control point.

Number of applications received from cross-boundary buses for providing school bus services and number of approvals granted in the past five school years are –

|                                       | 2010/11 | 2009/10 | 2008/09 | 2007/08 <sup>Note 3</sup> | 2006/07 <sup>Note 3</sup> |
|---------------------------------------|---------|---------|---------|---------------------------|---------------------------|
| No. of applications <sup>Note 4</sup> | 103     | 93      | 66      | –                         | –                         |
| No. of approvals <sup>Note 4</sup>    | 103     | 93      | 49      | –                         | –                         |





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

Reply Serial No.

**THB(T)186**

Question Serial No.

1339

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

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Besides conducting daily spot checks on franchised buses, does the Transport Department carry out daily spot checks on Public Light Buses (PLB)? If yes, please provide the number of daily spot checks and the manpower involved?

Asked by : Hon. CHEUNG Hok-ming

Reply :

Unlike franchised bus operation, most of the PLB operators have only a small fleet to provide their services. Daily spot checks on these vehicles would cause operational difficulty and affect the level of service to the public. As an alternative arrangement to monitor the vehicle performance of the PLBs, the Transport Department will issue order to call-up inspections on PLBs which are suspected to have violated regulations in relation to construction and maintenance. In 2010, 395 orders were issued.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

Reply Serial No.

**THB(T)187**

Question Serial No.

1341

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the development of Intelligent Transport Systems (ITS), please provide the following information:-

- (a) What are the latest progress and technology in developing ITS?
- (b) What is the associated development cost in the past three financial years (i.e. 2008-09 to 2010-11)?
- (c) What is the future plan for further developing ITS in Hong Kong?
- (d) What is the progress of the study on congestion charging system?

Asked by : Hon. CHEUNG Hok-ming

Reply :

- (a) Regarding the latest development of Intelligent Transport Systems (ITS), the Transport Department (TD) launched the Public Transport Enquiry Service and Driving Route Search Service in 2009 and 2010 respectively. The systems provide public transport and driving route information and search services on the internet for free access by the public. Since November 2010, suppliers of value added services in the private sector and other interested parties can also procure road network data (including up-to-date information on traffic directions, turning movements at road junctions and stopping restrictions, etc) for the development of commercial ITS applications. In respect of display of real time traffic information on the road, the expansion of the Journey Time Indication System to Kowloon and Hong Kong Island East was completed in May 2010. Moreover, five speed map panels are being installed along strategic routes in the New Territories for completion in 2012.

Currently, more than 90% of the signalised junctions in Hong Kong are controlled by Area Traffic Control Systems. Expansion of the system to Tseung Kwan O is scheduled to complete in 2011.

With the expansion project completed in 2010, there are now 155 Red Light Cameras in the territory. An expansion project for the Speed Enforcement Camera system to bring the total number of camera housings to 120 is being carried out for completion in 2011.

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)187**

Question Serial No.

1341

- (b) The total capital cost involved for ITS development carried out by TD in the past three financial years is about \$468 million.
- (c) TD is developing a Traffic and Incident Management System (TIMS) to enhance the efficiency and effectiveness in managing traffic and transport incidents and in disseminating traffic and transport information to the public. Funding approval was obtained from the Finance Committee of the LegCo in November 2010. The project is scheduled for completion in mid 2015.
- (d) TD commissioned a "Congestion Charging Transport Model Feasibility Study" in 2006. The study was completed in June 2009.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)188**

Question Serial No.

1342

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the driving route search service (DRSS), please advise:

- (a) What is the usage of the service?
- (b) What is the associated development cost for the service?
- (c) Will the Administration further enhance the service in future for use of the motorists and passengers?

Asked by : Hon. CHEUNG Hok-ming

Reply :

- (a) DRSS is a free internet based service. As at 28 February 2011, there has been on average around 700 visitors and 7 000 page views per day.
- (b) The development cost of DRSS is \$3.75 million.
- (c) The Transport Department will launch a mobile version of DRSS in mid 2011 to facilitate the public on the move. Users may access the service via common mobile phones.

Signature \_\_\_\_\_

Name in block letters      **JOSEPH Y T LAI** \_\_\_\_\_

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

Date      **17 March 2011** \_\_\_\_\_

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

Reply Serial No.

**THB(T)189**

Question Serial No.

1343

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding matters requiring special attention in 2011-12, what is the latest progress of the proposed footbridge / subway in Causeway Bay and Mong Kok?

Asked by : Hon. CHEUNG Hok-ming

Reply :

The preliminary studies for improvements to pedestrian links in Mong Kok and Causeway Bay by consultants commissioned by the Transport Department have been completed. The following is the latest progress of the two proposals:

Mong Kok

- A footbridge system along Argyle Street between Tong Mi Road and Sai Yee Street is proposed for phased implementation. The Highways Department (HyD) will start to examine the technical feasibility of the proposal in 2011. Thereafter, we will plan the way forward.

Causeway Bay

- A subway system connecting Victoria Park to the vicinity of Happy Valley is proposed for phased implementation. The HyD is now taking forward the feasibility study on the proposal to identify the feasible alignment for further planning of the way forward.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_

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

Reply Serial No.

**THB(T)190**

Question Serial No.

1344

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please list out the programme and the costs by item for provision of hillside escalator link and elevator systems in all districts in Hong Kong.

Asked by : Hon. CHEUNG Hok-ming

Reply :

Based on the established ranking system, 20 proposed hillside escalator link and elevator systems were ranked. The Highways Department (HyD) is studying the technical feasibility of the top ten ranked proposals (listed below) in stages starting from mid 2010, targeting for completion in 24 to 48 months. The studies taken forward by HyD so far are conducted by HyD in-house staff and do not involve additional expenditure. We will have a better picture of the construction costs and implementation programme of these projects after the completion of the respective studies.

| Rank | Proposal   |
|------|--|
| 1    | Pedestrian Link at Tsz Wan Shan  |
| 2    | Pedestrian Link at Braemar Hill  |
| 3    | Lift and Pedestrian Walkway System between Tsing Yi Road West and Tsing Yu Street                                    |
| 4    | Escalator System at Ladder Street ( <i>The alternative alignment along Pound Lane is adopted for the proposal.</i> ) |

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)190**

Question Serial No.

1344

| Rank | Proposal  |
|------|---|
| 5    | Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road |
| 6    | Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street   |
| 7    | Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road          |
| 8    | Pedestrian Link at Chuk Yuen North Estate   |
| 9    | Lift and Pedestrian Walkway System at Waterloo Hill                               |
| 10   | Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road    |

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011





Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)192**

Question Serial No.

1500

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Administration will develop a Traffic and Incident Management System in 2011-12. Please provide the details of the System and the expenditure involved.

Asked by : Hon. CHEUNG Hok-ming

Reply :

The Transport Department is undertaking a project to develop a Traffic and Incident Management System (TIMS) to enhance the efficiency and effectiveness in managing traffic and transport incidents, and in disseminating traffic and transport information to the public. TIMS has several functions including automatic incident detection, consolidation of traffic and transport contingency plans, provision of traffic information to stakeholders, dissemination of traffic and transport information to the public, and coordination of existing and future traffic control and surveillance systems. The Finance Committee of the Legislative Council approved a commitment of \$100 million in November 2010 for the development of the TIMS. The project is scheduled for completion in mid 2015.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_

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

Reply Serial No.

**THB(T)193**

Question Serial No.

1501

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : How many traffic signals are there in Hong Kong (including the conventional and light emitting diode (LED) traffic signals)? When will all the conventional traffic signals in Hong Kong be replaced with LED traffic signals?

Asked by : Hon. CHEUNG Hok-ming

Reply :

There are about 75 000 traffic signals in Hong Kong. We aim to replace all the conventional traffic signals with LED traffic signals by the third quarter of 2012.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_

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

Reply Serial No.

**THB(T)194**

Question Serial No.

1502

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Since the Administration implemented in 2010 the licensing requirement that all public light buses (PLBs) be equipped with a speed limiter, how many PLBs have been equipped with a speed limiter? How many PLBs have not yet been equipped with a speed limiter?

Asked by : Hon. CHEUNG Hok-ming

Reply :

The Transport Department introduced new licensing conditions to the vehicle licence and the Passenger Service Licence of public light buses (PLBs) with effect from 7 June 2010 to require all PLBs to be equipped with a speed limiter within three months from the effective date of the first issue or first renewal of the vehicle licence of a PLB. As at end February 2011, the number of PLBs with and without speed limiters are 3 166 and 1 184 respectively.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **JOSEPH Y T LAI** \_\_\_\_\_

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

Date \_\_\_\_\_ 17 March 2011 \_\_\_\_\_

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

Reply Serial No.

**THB(T)195**

Question Serial No.

1512

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : There were many railway incidents in recent years. What were the measures implemented, manpower deployment and expenses incurred for the inspection of the railways in Hong Kong in the past three years?

Asked by : Hon. CHEUNG Yu-yan, Tommy

Reply:

The Transport Department (TD) is responsible for monitoring the level of railway services and working with other relevant parties to handle the passengers affected by railway service disruptions. The Electrical and Mechanical Services Department (EMSD) is responsible for monitoring the safety of the railway system, including the design, construction, operation and maintenance of the system and would conduct investigations into railway incidents.

MTR Corporation Limited (MTRCL) is required to comply with the service standards stipulated by the Government. TD oversees whether MTRCL meets the requirements of the service standards by examining the returns submitted by MTRCL on its services performance, monitoring railway services and investigating the complaints received about railway services. In case of railway incidents, TD will follow up with MTRCL and request an incident report. It will conduct investigations and monitor the progress made by MTRCL in implementing improvement measures.

EMSD monitors the safety of the railway systems and ensures that MTRCL complies with all safety requirements in the design, construction, operation and maintenance of the railway systems. MTRCL has to maintain a safety management system and a maintenance management system which are in line with international standards. For railway safety incidents, EMSD examines investigation reports and monitors whether the incidents have become a trend as well as ensures that MTRCL implements improvement measures as appropriate.

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

Reply Serial No.

**THB(T)195**

Question Serial No.

1512

The Railway Service Monitoring Team of TD comprises one Chief Transport Officer, two Senior Transport Officers and two Transport Officer I/II. It is headed by one Assistant Commissioner for Transport and one Principal Transport Officer whose duties include those related to franchised / non-franchised buses, environmental schemes related to transport and railway matters. The staff costs for the five staff in the Team, in terms of notional annual mid-point salary, were \$3.437 million, \$3.300 million and \$3.328 million in 2008-09, 2009-10 and 2010-11 respectively.

In addition, the Emergency Transport Coordination Centre (ETCC) operates on a 24-hour basis. It is responsible for liaising with relevant government departments and public transport operators for arrangements of alternative public transport services and information dissemination to the public after the occurrence of emergency transport and traffic incidents. The handling of railway incidents is part of ETCC's duties, and there is no breakdown on the resources which ETCC uses specifically for this purpose.

The Railways Branch of EMSD is headed by one Assistant Director with four Senior Engineers and four Engineers assisting him in monitoring railway safety. The staff costs, in terms of notional annual mid-point salary, were \$7.920 million, \$7.577 million and \$7.690 million in 2008-09, 2009-10 and 2010-11 respectively.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)196**

Question Serial No.

0327

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Would the Administration list out the percentages of environment-friendly buses of the respective bus fleet for each franchised bus company in Hong Kong? Please advise if there is any plan to assist the franchised bus companies to gradually phase out old model buses? If yes, what are the details?

Asked by : Hon. HO Chung-tai, Raymond

Reply :

As at 31 December 2010, about 98% of all franchised buses (about 5 700) have environment-friendly engines that meet European emission standards (known as “Euro engines”). The percentages of these buses in the respective fleet of individual franchised bus companies are given below:

| Kowloon Motor Bus Company (1933) Limited | Citybus Limited | New World First Bus Services Limited | Long Win Bus Company Limited | New Lantao Bus Company (1973) Limited |
|--|-----------------|--------------------------------------|------------------------------|---------------------------------------|
| 97%                                      | 98%             | 98%                                  | 100%                         | 100%                                  |

The franchised bus companies are committed to using buses below 18 years old, and have been replacing their buses accordingly. This arrangement has taken account of the maintenance, operational and financial capability of the bus operators and their obligations to provide a proper and efficient service to the public. TD will continue to require the franchised bus companies to adopt the latest commercially available and proven environmental protection technology in acquiring new buses.

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)196**

Question Serial No.

0327

In addition, to assist franchised bus operators to test out and switch to greener buses, the Administration is seeking funds to procure six hybrid buses for use by the franchised bus companies along busy corridors to test the operational efficiency and performance of these buses under Hong Kong conditions.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)197**

Question Serial No.

0328

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the Administration's work in monitoring the installation of speed limiters on public light buses, please list out the number of cases in the past two years in which the operation of the speed limiter was found tampered by the vehicle owner or the driver.

Asked by : Hon. HO Chung-tai, Raymond

Reply :

The licensing requirement that all public light buses be equipped with a speed limiter was implemented from 7 June 2010. The Administration has not identified any cases of tampering of speed limiters already installed on public light buses.

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      17 March 2011



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

Reply Serial No.

**THB(T)198**

Question Serial No.

0399

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In recent years, did the Transport Department (TD) carry out any studies in expanding the application of intelligent transport systems (ITS) in Hong Kong? If yes, what was the expenditure in the past two financial years (i.e. 2009-10 and 2010-11) and the estimated expenditure in 2011-12? Please provide the scope of the relevant studies.

Asked by : Hon. HO Chung-tai, Raymond

Reply :

To further study the expansion of the application of ITS in Hong Kong, TD completed a consultancy in 2010 on the feasibility of deploying advanced technologies in incident management. In addition, TD is carrying out a trial project to study and evaluate the performance of various detection technologies for collection of real-time traffic information in Hong Kong. The project is scheduled for completion in 2012. For the above studies, the expenditure in 2009-10 was about \$0.6 million and the estimated expenditures in 2010-11 and 2011-12 are about \$3.0 million and \$3.7 million respectively.

Signature \_\_\_\_\_

Name in block letters      **JOSEPH Y T LAI**

Post Title      Commissioner for Transport

Date      17 March 2011

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)199**

Question Serial No.

2470

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Under Programme (1) Planning and Development, the provision of \$274.3 million for 2011-12 is significantly higher than the revised estimate of \$224.7 million for 2010-11 by 22.1%. Please provide the reasons of such increase.

Asked by : Hon. IP Wai-ming

Reply :

Under Programme (1), the increase in provision for 2011-12 over the revised estimate for 2010-11 is mainly due to:

- (i) the full-year effect of filling of vacancies in 2010-11 (+\$1.6 million);
- (ii) creation of 12 posts in 2011-12 (+\$4.5 million);
- (iii) provision for helping measures to assist the operation of six major outlying island ferry trunk routes (+\$31.1 million); and
- (iv) an increase in provision for the Comprehensive Transport Study Model Enhancement (+\$9.0 million).

Signature \_\_\_\_\_

Name in block letters      **JOSEPH Y T LAI**  
\_\_\_\_\_

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

Date      **17 March 2011**  
\_\_\_\_\_

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

Reply Serial No.

**THB(T)200**

Question Serial No.

0380

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the carrying out of territory-wide travel characteristics survey and goods vehicle trip characteristics survey in 2011, please advise the resources and manpower involved and the anticipated date of completion. Were there any similar surveys in the past? If so, please advise the details and results.

Asked by: Hon. KAM Nai-wai

Reply:

The travel characteristics survey and goods vehicle trip characteristics survey are scheduled to be conducted from September 2011, and results are expected to be available in early 2013. These two surveys will be carried out by service contractors. The price of the service contracts will only be available when the contracts are awarded in May 2011. No additional manpower is required by the Transport Department for the work.

Household travel characteristics surveys and goods vehicle trip characteristics surveys are conducted at ten-year intervals to collect information on the travel characteristics of people and goods vehicle movements in the territory. The information collected is used to assist in the formulation of transport policies and planning for land use and new transport infrastructures.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_



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

Reply Serial No.

**THB(T)202**

Question Serial No.

0382

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

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please give an account of the progress, expenditure and manpower relating to the review and updating of vehicle regulations and safety standards in the past three years (i.e. 2008-09 to 2010-11). What is the future work plan, related expenditure and manpower requirement?

Asked by : Hon. KAM Nai-wai

Reply :

In the past three years, regulations have been enacted for new installation and performance requirements for vehicle speedometers, speed display device for public light buses (PLB), and improvement of seats and head restraints on school service vehicles. Guidelines and procedures have been developed for approving electric vehicles and liquefied petroleum gas vehicles, and reversing aids.

In 2011-12, the Administration plans to introduce regulations on the installation of speed limiter and black box on PLBs; as well as regulations on technical standards on vehicles. One full-time Engineer, assisted by other staff of the Transport Department, is responsible for the above work. The annual staff costs, in terms of notional annual mid-point salary, are about \$0.8 million.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ **JOSEPH Y T LAI** \_\_\_\_\_

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

Date \_\_\_\_\_ **18 March 2011** \_\_\_\_\_

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

Reply Serial No.

**THB(T)203**

Question Serial No.

0385

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the conducting of technical feasibility studies (TFSs) for the higher ranking hillside escalator link and escalator system proposals in cooperation with the Highways Department, please provide the following information :

- (a) the progress, expenditure and manpower involved in each of the past three years (i.e. 2008-09 to 2010-11);
- (b) the future work plan, expenditure and manpower to be involved; and
- (c) the proportion of the related expenditure and manpower in the overall expenditure of the Transport Department.

Asked by : Hon. KAM Nai-wai

Reply :

(a) & (b)

The Highways Department (HyD) is studying the technical feasibility of the proposals ranked top ten in the established ranking system for the provision of hillside escalator links and elevator systems in stages starting from mid 2010, targeting for completion in 24 to 48 months. The manpower input for undertaking a study varies with the complexity of the proposal. On average, HyD has to deploy two man-months in each study. As the studies are conducted by in-house staff, no additional expenditure is involved.

(c)

The Transport Department (TD) is mainly involved in the preparatory work before the commencement of the studies. On average, 0.5 man-month in-house staff is deployed for each study and no additional expenditure is involved. The manpower deployed by TD for conducting the studies is insignificant when compared with the Department's overall manpower.

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)203**

Question Serial No.

0385

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)204**

Question Serial No.

1621

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Has there been any study in the past five years (i.e. 2006-07 to 2010-11) on the introduction of wheelchair accessible taxis to Hong Kong? If yes, what is the work progress, details, expenditure and manpower involved each year? If not, what are the reasons?

Asked by : Hon. KAM Nai-wai

Reply :

The Transport Department (TD) has been in liaison with the taxi trade and the vehicle suppliers, assisting the former to identify suitable vehicle models for use as wheelchair accessible taxis and helping the latter to better understand the relevant standards and approval procedures for introduction of new vehicle types.

These efforts contributed to two new wheelchair accessible hybrid vehicles successfully registered as taxis in 2007, and a petrol-powered wheelchair accessible vehicle model introduced for use as taxis in Hong Kong in 2011.

No additional expenditure and manpower are involved in carrying out these activities by TD.

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      18 March 2011



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

Reply Serial No.

**THB(T)205**

Question Serial No.

1622

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

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the 2011-12 estimate, the provision under each programme is higher than that in the past two years. Please provide an analysis of such increase under each programme and specify the relevant staffing changes.

Asked by : Hon. KAM Nai-wai

Reply :

The increase in provision for 2011-12 over the revised estimate for 2010-11 under each programme is mainly due to the following:

| Programme                                      | Main reasons   |
|--|--|
| (1)<br>Planning and<br>Development             | (i) full-year effect of filling of vacancies in 2010-11 (+\$1.6 million);<br>(ii) creation of 12 posts in 2011-12 (+\$4.5 million);<br>(iii) provision for helping measures to assist the operation of six major outlying island ferry trunk routes (+\$31.1 million); and<br>(iv) an increase in provision for the Comprehensive Transport Study Model Enhancement (+\$9.0 million).  |
| (2)<br>Licensing of<br>Vehicles and<br>Drivers | (i) full-year effect of filling of vacancies in 2010-11 (+\$2.1 million);<br>(ii) net increase of five posts in 2011-12 (+\$1.9 million);<br>(iii) additional provision for operation and maintenance of e-applications of the transport and motoring cluster under GovHK, the one-stop shop for on-line government information and services (+\$1.0 million); and<br>(iv) an increase in capital expenditure for the installation and replacement of equipment in vehicle examination centres (+\$3.0 million). |

**CONTROLLING OFFICER'S REPLY TO  
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Reply Serial No.

**THB(T)205**

Question Serial No.

1622

| Programme  | Main reasons  |
|--|---|
| (3)<br>District<br>Traffic and<br>Transport<br>Services          | (i) full-year effect of filling of vacancies in 2010-11 (+\$1.8 million);<br>(ii) creation of four posts in 2011-12 (+\$0.7 million);<br>(iii) additional provision for operation and maintenance of the closed circuit television systems in urban area and their vicinities (+\$3.3 million);<br>(iv) additional provision for operation and maintenance of journey time indication system in Kowloon (+\$2.8 million); and<br>(v) provision for the refurbishment and modification of ventilation ductwork in public transport interchange (+\$1.5 million). |
| (4)<br>Management<br>of Transport<br>Services                    | (i) creation of two posts in 2011-12 (+\$0.5 million);<br>(ii) provision for enhancing the management of government-owned covered public transport interchanges (+\$33 million); and<br>(iii) an increase in cash flow requirement for the replacement of 33 specialised vehicles in government tunnels (+\$39.6 million).  |
| (5)<br>Transport<br>Services for<br>Persons with<br>Disabilities | (i) the increased capital expenditure on procurement of rehabuses (+\$10.9 million); and<br>(ii) additional provision for operating the new rehabuses acquired in 2010-11 and 2011-12 (+\$1.5 million).   |

It is expected that there will be a net increase of 23 posts, including one directorate post and 22 non-directorate posts in 2011-12.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2011

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

Reply Serial No.

**THB(T)206**

Question Serial No.

1941

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : What was the expenditure and manpower involved, and the work progress during the past three years, and the future plan and associated expenditure and manpower for encouraging the franchised bus companies to deploy environment-friendly buses to operate along busy corridors?

Asked by : Hon. KAM Nai-wai

Reply :

The Administration has been working with franchised bus companies to use more environment-friendly buses to operate along busy corridors. Over the past three years, the percentage of environment-friendly buses running along busy corridors has increased from 87% in end 2007 to 92% in end 2010. We will continue to review with the bus companies in the context of their Forward Planning Programme the procurement and deployment of environment-friendly buses along busy corridors. As the work involved is undertaken by the staff of the Transport Department as an integral part of their normal duties, no additional resources are involved for this purpose.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)207**

Question Serial No.

1944

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the introduction of barrier-free transport, please advise on:

- (a) the work progress, manpower and expenditure involved, by the Government in the past five years and the results, and whether any review has been conducted in this respect; and
- (b) the future work plan, and the manpower and expenditure involved.

Asked by : Hon. KAM Nai-wai

Reply :

- (a) The Transport Department (TD) has been working closely with the public transport operators to study, review and introduce enhanced facilities for people with disabilities to facilitate their access to public transport services.

Over the past five years, the MTR Corporation Limited (MTRCL) has been continuously retrofitting lifts and stair lifts at its stations. Currently, all stations (except Racecourse Station of East Rail Line) of the MTRCL provide barrier-free access. The franchised bus companies are gradually replacing their old buses with low-floor buses, and have installed bus stop announcement systems and other facilities to support people with disabilities. In the past five years, the number of wheelchair accessible buses has increased to about 3 200 (accounting for 56% of the entire franchised bus fleet), and the number of buses equipped with bus stop announcement systems has increased to nearly 4 300 (accounting for 74% of the entire franchised bus fleet).

The work involved is absorbed by the existing resources of the Department.

- (b) TD will continue to work closely with the public transport operators to further enhance the accessibility of their services by people with disabilities. The work involved will be absorbed by the existing resources of the Department.



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

Reply Serial No.

**THB(T)208**

Question Serial No.

1945

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the introduction of wheelchair accessible taxis and other modes of transport, please advise on:

- (a) the work progress and the expenditure and manpower involved each year for the introduction of wheelchair accessible taxis and other modes of transport in the past five years;
- (b) the time generally required by the Transport Department to process an application for the introduction of wheelchair accessible taxi, and the expenditure and manpower involved; and
- (c) the future work plan together with the expenditure and manpower involved.

Asked by : Hon. KAM Nai-wai

Reply :

- (a) The Transport Department (TD) has been in liaison with the taxi trade and the vehicle suppliers, assisting the former to identify suitable vehicle models for use as wheelchair accessible taxis and helping the latter to better understand the relevant standards and approval procedures for introduction of new vehicle types. Two new wheelchair accessible hybrid vehicles were successfully registered as taxis in 2007, and a petrol-powered wheelchair accessible vehicle model has been introduced for use as taxis in Hong Kong in 2011.
- (b) TD has also been working closely with the public transport operators to facilitate wheelchair users to access their public transport services. Over the past five years, the MTR Corporation Limited (MTRCL) has been continuously retrofitting lifts and stair lifts at its stations. Currently, all stations (except Racecourse Station of East Rail Line) of the MTRCL provide barrier-free access. The franchised bus companies are gradually replacing their old buses with low-floor buses, and have installed bus stop announcement systems and other facilities to support people with disabilities. In the

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

Reply Serial No.

**THB(T)208**

Question Serial No.

1945

past five years, the number of wheelchair accessible buses has increased to about 3 200 (accounting for 56% of the entire franchised bus fleet), and the number of buses equipped with bus stop announcement systems has increased to nearly 4 300 (accounting for 74% of the entire franchised bus fleet). The work involved is absorbed by the existing resources of the Department.

- (c) Applications for the introduction of wheelchair accessible taxis are processed in accordance with the provisions of the Road Traffic Ordinance, Cap. 374 and its subsidiary legislation, in the same way as other motor vehicles. If all required documents are in order and the vehicle passes the vehicle examination, the approval process will normally take about six to eight weeks. The work involved is absorbed by the existing resources of the Department.
- (d) TD will continue to work closely with the public transport operators to further enhance the accessibility of their services by people with disabilities. The work involved will be absorbed by the existing resources of the Department.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011





Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)210**

Question Serial No.

0130

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

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The number of Driving Offence Points (DOP) summonses issued by the Transport Department was 4 842 and 2 660 in 2009 and 2010 respectively. The estimated figure for 2011 is 2 700. Please advise:

- a. What types of traffic offences are anticipated for the 2 700 new DOP summonses estimated to be issued in 2011?
- b. The number of new DOP summonses to be issued in 2011 is estimated to be decreased by 40% as compared with the figure in 2009. What are the reasons?
- c. What is the related expenditure?

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- a. The distribution of the traffic offences involved in the summonses issued in the past two years is as follows:

| Type of traffic offences               | 2009 | 2010 |
|--|------|------|
| Careless driving                       | 11%  | 11%  |
| Crossing double white lines            | 8%   | 8%   |
| Speeding                               | 55%  | 59%  |
| Failing to comply with traffic signals | 25%  | 21%  |
| Others                                 | 1%   | 1%   |
| Total                                  | 100% | 100% |

We estimate that the distribution of the traffic offences in 2011 will follow more or less the same broad pattern as those in the past two years.

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

Reply Serial No.

**THB(T)210**

Question Serial No.

0130

- b. The number of DOP summonses issued in 2010 was 2 660, less than that issued in 2009, is mainly because of the reduction in the number of drivers incurring 15 or more DOPs resulting from the following :
- (i) the implementation of the obligatory attendance of driving improvement courses since February 2009 has enhanced the awareness of road safety and fostered better driving behaviour among drivers;
  - (ii) by attending the recognised driving improvement course, drivers could get deduction of three DOPs (subject to compliance with relevant conditions); and
  - (iii) the enactment of the Road Traffic (Driving-offence Points) (Amendment) Bill 2009 on 29 May 2009 with the “Deemed-served” provision has addressed the circumvention problem in serving the DOP summonses which has helped foster better driving behaviour among drivers.

We estimate that the number of new summonses to be issued in 2011 will be roughly the same as that in 2010.

- c. The annual staff costs for handling DOP summonses are about \$1.4 million.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)211**

Question Serial No.

0131

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

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : In relation to the daily spot checks on franchised buses in service, the estimated number for 2011 is 14 buses per working day, same as that in the past two years. Please provide the following information :

- (a) The inspection items of the spot check. Whether the bus engine, window glasses and black smoke emission are included?
- (b) Why does the Transport Department (TD) not increase the number of daily spot checks to enhance road safety, to avoid bus smoke and oil leakage incidents on road?
- (c) If the number of spot check has to be increased by one per day, what is the additional cost?

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- (a) The inspection items include braking system, suspension system, steering system, lighting system, body structure, seats, window glasses, emergency exit and tyres. Emission test will be conducted. The engine and fuel systems will also be checked for any oil or fuel leakage.
- (b) The inspection results of franchised buses in the past few years show that the maintenance quality of the franchised buses is maintained at a satisfactory level. Therefore, TD has no plan at present to increase the number of daily spot checks of in-service franchised buses but will continue to monitor the situation and review the arrangement from time to time.
- (c) We do not have an estimate on the additional cost involved in increasing one spot check per day.

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

Reply Serial No.

**THB(T)211**

Question Serial No.

0131

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)212**

Question Serial No.

0132

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

Programme : (2) Licensing of Vehicles and Drivers

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Transport Department (TD) estimates that there will be a total of 1 591 000 vehicle licence transactions in 2011, which is same as that in 2010. Please advise :

- (a) why TD's estimated total number of vehicle licence transactions in 2011 would remain unchanged despite the Budget Speech proposes to increase the First Registration Tax for private cars; and
- (b) the estimated number of private cars and environment-friendly private cars in the estimated total number of newly first-registered vehicles.

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- (a) The total number of vehicle licence transactions (1 591 000 in 2010 and 2011 estimate) include all types of vehicle-related transactions, such as issue/renewal of vehicle licences and permits, transfer of vehicle ownership, assigning and retention of registration marks, change of vehicle particulars, first registration, de-registration and re-registration of vehicles, issue of certificate of vehicle particulars, issue of duplicate vehicle licences and registration documents.  
In 2010, the number of first registered private cars is around 41 000, which is about 2.6% of the total number of vehicle licence transactions. In view of its relatively small percentage, the effect of the changes in the number of first registration of private cars (due to the proposed increase of the First Registration Tax) on the total number of vehicle licence transactions should not be significant. Therefore, for planning purpose, we estimate that the total number of vehicle licence transactions in 2011 will be the same as that in 2010.
- (b) In 2010, the total number of first registration of vehicles is around 53 000, including around 41 000 private cars. Among these newly registered private cars, about 6 600 are environment-friendly private cars, i.e. environment-friendly petrol private cars  
or

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)212**

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0132

electric private cars. We estimate that the proportion of first registered environment-friendly private cars will remain at similar level in 2011.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)213**

Question Serial No.

0133

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Transport Department has forecasted that the average vehicular speeds are 22 km/h and 40 km/h in the urban area and the New Territories respectively in 2011. These speeds are the same as the figures in 2010 and lower than the figures in 2009. Please advise:

- a) Why have the average vehicular speeds been dropping?
- b) Other than increasing the First Registration Tax for private cars, are there any other measures that could increase average vehicular speed?
- c) Have measures such as rationalising bus routes and bus stops, deploying area traffic control systems and improving road conditions been considered or taken to improve the average vehicular speeds? Would these measures involve any additional expenditure?
- d) Has the economic loss due to traffic congestion been assessed?

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- (a) The decrease in average vehicular speeds on strategic roads is mainly caused by the continuous growth in the vehicle fleet, in particular the growth in private cars. Despite all the road improvement works to ease traffic congestion, the average vehicular speeds on strategic roads across the territory have decreased by over 5% in 2010.
- (b) Apart from managing the growth of the vehicle fleet, the Government has adopted a multi-pronged approach to maintain traffic mobility in Hong Kong. The approach includes better integration of transport and land use planning, expanding the road and railway network, improving public transport services and facilities with railway as backbone, and making better use of information technology. Traffic management measures such as designation of stopping restrictions, public transport priority measures, street re-routing and traffic control are devised from time to time to ensure the efficient and safe use of road space.





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

Reply Serial No.

**THB(T)214**

Question Serial No.

0134

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The Transport Department mentioned that they would continue the territory-wide replacement of conventional traffic signals with light emitting diode (LED) traffic signals in 2011-12. Please advise:

- (a) How many traffic signals are there in Hong Kong, and what are the respective percentages of conventional traffic signals and LED traffic signals?
- (b) What is the cost difference between a conventional traffic signal and a LED traffic signal?
- (c) When will all the conventional traffic signals in Hong Kong be replaced with LED traffic signals, and what will be the total expenditure?

Asked by : Hon. LAM Kin-fung, Jeffrey

Reply :

- (a) There are about 75 000 traffic signals in Hong Kong, 60% of which are LED traffic signals.
- (b) LED traffic signals cost about two times of that of conventional traffic signals. A typical set of three-lantern (red, amber and green) conventional traffic signals costs about \$1,600, while the same set of LED traffic signals costs \$1,100 to \$1,800 more. Although the costs are higher, LED signals are more energy efficient as it can save about two-third of electricity consumption, and have a lifetime of about ten years, which is about nine years longer than that of conventional traffic signals' lamp bulbs.
- (c) We plan to replace all the remaining conventional traffic signals with LED signals before the third quarter of 2012. The estimated total expenditure for replacing all conventional traffic signals by LED signals is around \$80 million.

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)214**

Question Serial No.

0134

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)215**

Question Serial No.

2945

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : The provision for 2011-12 under Programme (1) Planning and Development is \$49.6 million (22.1%) higher than the revised estimate for 2010-11. The reasons include creation of 12 posts in 2011-12 and additional provision for helping measures to assist the operation of six major outlying island ferry trunk routes. Please inform this Committee of the duties and salary expenditure of the 12 posts.

Asked by : Hon. LAU Kin-ye, Miriam

Reply :

The general duties and annual staff costs, in terms of notional annual mid-point salary, of the 12 posts to be created under Programme (1) are as follows –

| <b>Rank</b>   | <b>No. of Post</b> | <b>Annual Staff Cost</b> | <b>Duties</b>   |
|---|--------------------|--------------------------|---|
| Principal Transport Officer (PTO) <sup>(Note 1)</sup> | 1                  | \$1,265,400              | To strengthen support for dealing with increasingly complex issues relating to ferry, taxi and transport services for people with disabilities. |
| Chief Transport Officer <sup>(Note 2)</sup>           | 1                  | \$996,720                | To take forward the work on bus franchise renewal.  |
| Senior Transport Officer <sup>(Note 2)</sup>          | 1                  | \$730,680                |   |

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)215**

Question Serial No.

2945

| <b>Rank</b>   | <b>No. of Post</b> | <b>Annual Staff Cost</b> | <b>Duties</b>   |
|---|--------------------|--------------------------|---|
| Transport Officer I<br>(Note 2)                     | 1                  | \$532,800                | To provide support for Government's initiative to retrofit selective catalytic reduction devices on Euro II and Euro III franchised buses.  |
| Motor Vehicle Examiner II (Note 2)                  | 1                  | \$486,180                |   |
| Transport Officer II                                | 1                  | \$336,780                | To handle press complaints, assist in preparing electronic newspaper clippings, and upload the Transport Department Notices onto the Department's homepage.   |
|   | 1                  | \$336,780                | To assist in undertaking existing and new tasks relating to ferry policies and operation.   |
| Systems Manager (Note 2)                            | 1                  | \$730,680                | To support the Traffic and Incident Management System, safeguard information security and manage the development of the fourth generation of the Vehicles and Drivers Licensing Integrated Data System.       |
| Electronics Engineer/Assistant Electronics Engineer | 1                  | \$550,050                | To provide the necessary electronics engineering input and technical support for the planning, design, implementation and commissioning of the traffic control and surveillance systems for various projects. |

Note 1 The creation of the PTO post is subject to the approval of the Establishment Subcommittee/Finance Committee.

Note 2 These posts are time-limited for taking forward specific initiatives as appropriate.

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)215**

Question Serial No.

2945

| <b>Rank</b>                | <b>No. of Post</b> | <b>Annual Staff Cost</b> | <b>Duties</b>   |
|----------------------------|--------------------|--------------------------|---|
| Assistant Clerical Officer | 1                  | \$190,500                | To provide general clerical support for the Information and Public Relations Unit.  |
|                            | 1                  | \$190,500                | To handle the recruitment and appointment matters of civil servants and non-civil service contract staff; as well as to assist in assessment panels and promotion exercises of departmental grades. |
|                            | 1                  | \$190,500                | To assist in general office administration of the Ferry and Paratransit Division (FPD), as well as to provide clerical and logistic support for the Taxi Team in FPD.                               |
| <b>Total :</b>             | <b>12</b>          | <b>\$6,537,570</b>       |   |

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)216**

Question Serial No.

2946

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Among the items requiring special attention in 2011-12, the Transport Department will conduct the territory-wide travel characteristics survey and goods vehicle trip characteristics survey. Please advise the details of the surveys, the anticipated dates of completion and announcement of results, and the relevant expenditures.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

The travel characteristics survey and goods vehicle trip characteristics survey aim at collecting information on the latest travel characteristics of people and goods vehicle movements respectively in the territory. The information collected will be used to assist in the formulation of transport policies and planning for land use and new transport infrastructures.

The surveys are scheduled to be conducted from September 2011, and results are expected to be available in early 2013. The price of the service contracts for the surveys will only be available when the contracts are awarded in May 2011.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)217**

Question Serial No.

3542

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

Programme : (4) Management of Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : For Programme (4), the provision for 2011-12 is \$78.7 million (28.5%) higher than the revised estimate for 2010-11, one of the reasons being the additional provision for the creation of two posts in 2011-12 to enhance the management of government-owned covered public transport interchanges. In this connection, please advise this Committee on the duties and estimated expenditure of these two posts and how the management of public transport interchanges will be enhanced.

Asked by : Hon. LAU Kin-yee, Miriam

Reply :

To enhance the management of 59 government-owned covered public transport interchanges (PTIs), the Transport Department will outsource the management and cleansing of these PTIs to a contractor in 2011-12. In this connection, one Transport Officer II post and one Transport Controller II post will be created in 2011-12 to monitor the performance of the contractor who will be responsible for regular patrol and inspection of the condition and facilities therein, and cleansing of these PTIs etc. With the assistance of the contractor, the management and cleanliness of the government-owned covered PTIs, including clearance operations for illegally parked bicycles, could be carried out more effectively and efficiently. The estimated expenditure for the management contract and these two posts in 2011-12 is \$33 million and \$0.5 million respectively.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_

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

Reply Serial No.

**THB(T)218**

Question Serial No.

0220

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

- Question :
- (a) What is the progress of installing the Red Light Camera (RLC) System and Speed Enforcement Camera (SEC) System in 2010-11?
  - (b) At present, how many traffic accident black spots (TABS) are there in the territory?
  - (c) How many road junctions/locations will be installed with the RLC and SEC systems in 2011-12? Where are the locations in detail? How many of these locations are TABS?

Asked by : Hon. LAU Kong-wah

Reply :

- (a) In 2010-11, RLC systems were installed at 75 sites, 100 SEC housings were installed and 20 new digital speed camera units were procured.
- (b) As at the fourth quarter of 2010, there are 81 TABS in the territory.
- (c) In 2011-12, we will install another 20 SEC housings at different sites in various districts of Hong Kong, which include Eastern, Wanchai, Islands, Yuen Long, North, Tai Po, Sha Tin, Tuen Mun and Sai Kung. While the SEC sites are not TABS, they are spots where speeding problems have been observed. For RLC system, we shall continue to keep in view traffic accidents and red light jumping records to review the needs and suitable sites for further expansion.

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      18 March 2011



Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)219**

Question Serial No.

3232

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding the estimates of expenditure of Information Technology Management Unit (ITMU) in the department:

- (a) What is the estimated expenditure in 2011-12? What is the rate of change as compared with the actual expenditure in 2010-11? What is(are) the reason(s) for the above rate of change in expenditure?
- (b) What specific projects are included in the Estimates of Expenditure 2011-12? Which of them are on-going projects and new projects respectively? What are the number of staff, the costs and the implementation timetable for each project? Of the staff involved for each project, how many of them are civil servants, non-civil service contract staff and staff of outsourced service providers?
- (c) Has the Administration earmarked any provision for the promotion of e-engagement as well as opening up of public information? If so, what are the specific contents (including project names, details, manpower and costs involved, and implementation timetable)? If not, what is(are) the reason(s) and will the Administration consider carrying out such measures in the future?
- (d) What are the permanent establishment, existing number of staff and vacancies in ITMU? Will there be any increase in manpower in the coming year? If so, what is the estimated number of additional posts and the ranks involved? Are these posts permanent? Will candidates for these posts be appointed on civil service terms of appointment? If not, what is(are) the reason(s) for that?
- (e) Has the effectiveness of ITMUs been reviewed comprehensively? If so, what are the results of the review and the specific improvement measures involved? If not, what is(are) the reason(s) and will such review be carried out in the future?

Asked by : Hon. TAM Wai-ho, Samson

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)219**

Question Serial No.

3232

Reply :

- (a) In the Transport Department (TD), both the Information Technology Section (ITS) and the Transport Information System Section (TISS) provide departmental IT support, performing the equivalent role of an ITMU. The estimated expenditure for these two sections in 2011-12 is \$42.253 million which is 10.0% less than the actual expenditure in 2010-11. The main reason for the decrease is the ad-hoc replacements of network and computer equipment in 2010-11.
- (b) The on-going tasks of the ITS and TISS in 2011-12 are as below:

| On-going task  | No. of staff required<br>in 2011-12 |   |  | Estimated<br>expenditure<br>in 2011-12<br>(\$million) |
|--|-------------------------------------|---|--|---|
|  | Civil<br>service<br>Staff           | Non-civil<br>service<br>contract<br>staff | Staff of<br>outsourc<br>ed service<br>provider |   |
| Support of departmental<br>IT operation  | 5.4                                 | 1   | 22   | 20.766  |
| Development,<br>Maintenance and<br>Enhancement of<br>Transport Information<br>System (TIS) | 9                                   | 0   | 4  | 19.688  |
| IT Security Risk<br>Assessment and Audit<br>for TD   | 0.2                                 | 0   | 1  | 0.513   |
| Departmental Portal<br>Upgrade   | 0.2                                 | 0   | 1  | 0.930   |
| Upgrade of Software<br>Asset Management and<br>Software/ Patch<br>Management System        | 0.2                                 | 0   | 1  | 0.356   |
| <b>Total</b>   |                                     |   |  | <b>42.253</b>   |

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)219**

Question Serial No.

3232

In addition, we are looking at the possibility of further enhancing the IT infrastructure of the Department in 2011-12.

- (c) TD has been using its website and providing email addresses for engaging the public. In addition, we launched the Public Transport Enquiry Service and Driving Route Search Service in 2009 and 2010 respectively to provide public transport services and driving route information on the Internet for access by the public. We have opened up road network data (including up-to-date information on traffic directions, turning movements at road junctions and stopping restrictions, etc) for sale to the public, to facilitate development of commercial value-added applications. We provide closed circuit television (CCTV) traffic images and other real time traffic information in our website and to the media. Real time cross harbour journey times are displayed on the road through the Journey Time Indication System. We will continue to review the opportunity for further enhancement initiatives in due course.
- (d) The permanent establishment, existing strength and vacancy of the ITS and TISS as at 1 March 2011 are shown below:

| <b>Grade</b>                          | <b>Establishment</b> | <b>Strength</b> | <b>Vacancy</b> |
|---------------------------------------|----------------------|-----------------|----------------|
| Senior Engineer                       | 2                    | 2               | 0              |
| Engineer                              | 5                    | 5               | 0              |
| Principal Technical Officer (Traffic) | 1                    | 1               | 0              |
| Senior Technical Officer (Traffic)    | 3                    | 3               | 0              |
| Technical Officer (Traffic)           | 1                    | 1               | 0              |
| Technical Officer (Civil)             | 2                    | 1               | 1 <sup>#</sup> |
| Assistant Clerical Officer            | 1                    | 1               | 0              |
| Total                                 | 15                   | 14              | 1              |

<sup>#</sup> We shall fill the vacant permanent post of Technical Officer (Civil) in April 2011.





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

Reply Serial No.

**THB(T)221**

Question Serial No.

0597

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : As mentioned under Indicators of Programme (3), the Transport Department plans to introduce five new green minibus (GMB) routes in 2011. Please provide details of the new routes, reasons for their introduction, and their estimated fares.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

The Transport Department plans to introduce five new green minibus (GMB) routes in 2011. One of the routes was introduced on 14 February 2011 plying between Lohas Park Station Public Transport Interchange and Tseung Kwan O Industrial Estate (Chun Cheong Street) at a fare of \$4.5 to provide GMB service to passengers travelling to and from Tseung Kwan O Industrial Estate.

The remaining four GMB routes planned to be introduced in 2011 are:

| Origin and Destination  | Reason for Introduction  | Estimated Fare |
|---|--|----------------|
| Tai Kok Tsui (Cherry Street) to Mong Kok East Station (Circular)      | To serve Tai Kok Tsui residents to and from Kwong Wah Hospital and MTR Mong Kok East Station | \$4.2          |
| San Po Kong (The Latitude) to Festival Walk Public Transport Terminus | To cater for new residential development in San Po Kong                                      | \$6.1          |
| San Po Kong (The Latitude) to Kwun Tong (Circular)                    | To cater for new residential development in San Po Kong                                      | \$8.2          |
| Sai Ying Pun to Caine Road via Hollywood Road (Circular)              | To meet local passenger demand   | \$6.1          |

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)221**

Question Serial No.

0597

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 17 March 2011

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

Reply Serial No.

**THB(T)222**

Question Serial No.

0598

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Among the items requiring special attention in 2011-12, the Transport Department will conduct the territory-wide travel characteristics survey and goods vehicle trip characteristics survey. Please advise the details, methodology and period of the surveys, the anticipated dates of completion and relevant expenditures.

Asked by : Hon. TONG Ka-wah, Ronny

Reply:

The travel characteristics survey and goods vehicle trip characteristics survey aim at collecting information on the latest travel characteristics of people and goods vehicle movements respectively in the territory. The information collected will be used to assist in the formulation of transport policies and planning for land use and new transport infrastructures.

The surveys are scheduled to be conducted from September 2011, and results are expected to be available in early 2013. The surveys will be carried out by service contractors, and the information will be collected through household interviews and site surveys. The price of the service contracts will only be available when the contracts are awarded in May 2011.

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      18 March 2011



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

Reply Serial No.

**THB(T)223**

Question Serial No.

0599

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

Programme : (3) District Traffic and Transport Services

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Under the Programme on District Traffic and Transport Services, the Transport Department will continue to work with franchised bus operators to implement bus route rationalisation measures, please provide details about:

- (a) the number of bus routes rationalised in 2010-11 and its details;
- (b) the bus routes to be rationalised in 2011-12;
- (c) the guidelines for assessing bus route rationalisation proposals; and
- (d) apart from the bus route rationalisation proposals, is there any plan to introduce bus routes from the New Territories to Hong Kong Island? If yes, please provide details.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

- (a) A total of 84 bus routes were rationalised in 2010, including cancellation of four bus routes, truncation of three routes, as well as frequency reduction, re-routeing and conversion from double deck to single deck buses for the low utilisation bus routes.
- (b) The Transport Department (TD) plans to implement 37 rationalisation proposals involving 40 bus routes in 2011, including cancellation of four bus routes, truncation of two routes, and amalgamation of two routes into one route. The other proposals concern frequency reduction, re-routeing and conversion from double deck to single deck buses for the low utilisation bus routes.
- (c) TD has a set of guidelines for bus route rationalisation (see Annex). In formulating rationalisation proposals, TD would give due consideration to ensure that the interests of passengers would be taken care of and to minimise impact on passengers as far as possible. Special considerations will be given to railway feeder routes, socially essential routes (i.e. those serving remote areas or where the majority of the passengers are elderly people), routes without reasonable alternatives, and routes with peak headways at 15 minutes or more.

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)223**

Question Serial No.

0599

- (d) At present, there is no plan to introduce new bus route from the New Territories to Hong Kong Island.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

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

Reply Serial No.

**THB(T)223**

Question Serial No.

0599

Annex

**Guidelines on Service Improvement and  
Reduction in Bus Route Development Programmes**

**Service Improvement**

**(I) Frequency Improvement**

If the occupancy rate of any bus route reaches 100% during any half-hour of the peak period and 85% during that one hour, or reaches 60% during the busiest one hour of the off-peak period, the Transport Department (TD) will consider the deployment of more vehicles to enhance the service level. In increasing the vehicle allocation, priority will be given to redeploying vehicles saved from other rationalisation items.

**(II) New Bus Service**

If the frequency improvement alone is not sufficient to meet demand and no practical alternatives are available, we will give consideration to the provision of new bus service, with priority to serve areas that are beyond the catchment area of existing railways or railway feeders. In approving any new bus service, we will also consider the impact of such new service on the traffic condition on major roads, and will as far as possible refrain from providing long haul bus routes or routes that operate via busy districts such as Mong Kok, Tsim Sha Tsui, Central, Wan Chai, Causeway Bay etc.

**Service Reduction**

In pursuance of our policy objective of providing a safe, efficient and reliable transport system in a sustainable environment, franchised bus routes with low utilisation would be rationalised from time to time to enhance bus operation efficiency while meeting passenger demand and matching local operating environment, reducing traffic congestion and roadside emission. These guidelines set out the situations whereby rationalisation measures such as adjustment to service frequency and timetable, route cancellation / amalgamation, route truncation, etc. would be pursued.

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

Reply Serial No.

**THB(T)223**

Question Serial No.

0599

Annex

**(III) Reduction of Bus Trips along Busy Corridors**

In view of concentration of activities in the urban areas leading to serious environmental and traffic concerns, TD is committed to reducing the number of bus trips along busy corridors and bus stoppings through various measures of service cancellation / reduction and route rationalisation. If it is inevitable for new routes or enhanced bus services to operate via these busy corridors, the bus operators will have to reduce the same number of trips plying through the same corridor from other routes in order not to aggravate the traffic and environmental conditions in these busy corridors.

**(IV) Frequency Reduction**

If the average occupancy rate of an individual route is below 85% during the peakiest half-hour of the peak period, or below 30% during the off-peak period, TD will consider reducing bus deployment for the route.

Railway feeder routes, socially essential routes (such as bus routes serving remote areas or where the majority of the passengers are elderlies) with no alternatives available, and routes with peak headways at 15 minutes or more will be considered on individual merits.

**(V) Route Cancellation / Amalgamation**

If the utilisation of a low-frequency route does not improve (i.e. a bus route with average occupancy rate lower than 50%, despite its headways having already been reduced to 15 minutes and 30 minutes during peak hours and off-peak hours respectively), TD will consider proposing cancellation of the route or amalgamation of the route with other route(s) in consultation with the bus operators.

**(VI) Route Truncation**

To optimise the use of resources, TD will review with relevant bus operators the feasibility of truncating routes, in particular those where majority of the passengers will have alighted en route. In formulating truncation proposals, TD will consider whether the number of affected passengers is excessive (i.e. the occupancy rate of not more than 20% to 30% at the proposed truncated section during the peakiest hour); whether enough roadside space is available to accommodate the affected passengers for interchange; and whether terminal space for the changed route is available.

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

Reply Serial No.

**THB(T)223**

Question Serial No.

0599

Annex

**Factors to be Considered in Bus Service Rationalisation**

In formulating rationalisation proposals, in particular those where drastic measures are to be adopted, TD would give due consideration to ensure that the interests of passengers would be taken care of and to minimise impact on them as far as possible. Factors that will be taken into account include:

- (a) nature of the services proposed to be cancelled: For services the utilisation rates of which have been consistently low but are socially essential (i.e. those serving remote areas or where majority of the passengers are elderly) and without reasonable alternatives, TD would consider other means to improve the service performance, such as through the use of vehicles with smaller carrying capacities, provision of alternatives such as introduction of replacement green minibus services, etc;
- (b) availability of reasonable alternatives: In proposing service cancellation, measures have to be taken to ensure that reasonable alternatives for the affected passengers are provided as far as possible. Factors such as the availability of spare capacity of alternative services in taking up the diverted passengers, the number and convenience of interchanges involved, the total journey time (including interchange and on-vehicle time) as compared with the existing services, etc, would be assessed carefully to ensure the reasonableness of the alternative services;
- (c) fare of the best available alternative service: The total journey fare as compared with the fare of the existing service would be assessed. Positive consideration to route cancellation will be given if the total journey fare is not higher than that of the service being considered for cancellation. The relevant bus operators would also be requested to consider the provision of fare concessions, such as interchange discounts, section fares, special discounts to elderly, and other incentives wherever appropriate and feasible, to provide attraction to the affected passengers to facilitate the implementation of the rationalisation proposals;
- (d) transport operational considerations: The proposed service rationalisation should not cause undue hardship to passengers or operational problems. Factors such as the number of passengers requiring interchanges, the availability of space for interchange activities, etc. would be carefully assessed. The deployment of the saved vehicles to improve services within the same district would also be spelt out where appropriate;

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)223**

Question Serial No.

0599

Annex

- (e) impact of the proposed service rationalisation on bus captains: Factors to be considered include the number of bus captains that would be affected by the proposed service rationalisation, and whether the excess bus captains could be absorbed through natural wastage or other means without causing any major staff issues; and
- (f) environmental benefits arising from the service rationalisation: Environmental benefits such as the reduction in emission, reduction of bus trips in busy corridors, etc. would be spelt out in the consultation documents for the public to take note of.

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

Reply Serial No.

**THB(T)224**

Question Serial No.

0600

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Under Programme (1) Planning and Development, the actual expenditure for 2009-10 and the original estimate for 2010-11 are in the region of \$223 million to \$229 million. The provision of \$274.3 million for 2011-12 is significantly higher than the revised estimate for 2010-11 by 22%. Please provide the reasons and details of such increase.

Asked by : Hon. TONG Ka-wah, Ronny

Reply :

Under Programme (1), the increase in provision for 2011-12 over the revised estimate for 2010-11 is mainly due to:

- (i) the full-year effect of filling of vacancies in 2010-11 (+\$1.6 million);
- (ii) creation of 12 posts in 2011-12 (+\$4.5 million);
- (iii) provision for helping measures to assist the operation of six major outlying island ferry trunk routes (+\$31.1 million); and
- (iv) an increase in provision for the Comprehensive Transport Study Model Enhancement (+\$9.0 million).

Signature \_\_\_\_\_

Name in block letters      JOSEPH Y T LAI

Post Title      Commissioner for Transport

Date      17 March 2011

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

Reply Serial No.

**THB(T)225**

Question Serial No.

2927

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

Programme : (1) Planning and Development

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding overseeing the installation of speed limiters on public light buses (PLBs), will the Administration advise this Committee of:

- (a) how many PLBs have been installed with a speed limiter at present and their percentage in the overall PLB fleet in the territory;
- (b) the Administration's estimated time when all PLBs will be installed with a speed limiter; and
- (c) any measures to help the trade to install speed limiters.

Asked by : Hon. WONG Kwok-hing

Reply :

- (a) The Transport Department (TD) introduced new licensing conditions to the vehicle licence and the Passenger Service Licence of public light buses (PLBs) with effect from 7 June 2010 to require all PLBs to be equipped with a speed limiter within three months from the effective date of the first issue or first renewal of the vehicle licence of a PLB. As at end February 2011, the number of PLBs with speed limiters are 3 166, representing about 73% of all PLBs.
- (b) It is anticipated that by September 2011, all PLBs will be installed with a speed limiter.
- (c) To facilitate the trade to install speed limiters, TD had provided relevant information on the approved models of speed limiters, speed limiter suppliers and authorised installation operators for reference of the PLB trade.



Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)225**

Question Serial No.

2927

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)226**

Question Serial No.

3171

Head : 186 – Transport Department

Subhead (No. & title) :

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please provide the following information on the employment of non-civil service contract (NCSC) staff to provide services:

|   | 2011-12 | 2010-11 | 2009-10 | 2008-09 |
|---|---------|---------|---------|---------|
| a. Number of NCSC staff   | ( )     | ( )     | ( )     | ( )     |
| b. Details of NCSC positions  |         |         |         |         |
| <b>c. Total expenditure on the salaries of NCSC staff</b>   | ( )     | ( )     | ( )     | ( )     |
| <b>d. Monthly wages of NCSC staff</b>   |         |         |         |         |
| • \$30,001 or above   | ( )     | ( )     | ( )     | ( )     |
| • \$16,001 to \$30,000  | ( )     | ( )     | ( )     | ( )     |
| • \$8,001 to \$16,000   | ( )     | ( )     | ( )     | ( )     |
| • \$6,501 to \$8,000  | ( )     | ( )     | ( )     | ( )     |
| • \$5,001 to \$6,500  | ( )     | ( )     | ( )     | ( )     |
| • \$5,000 or below  | ( )     | ( )     | ( )     | ( )     |
| • No. of NCSC staff with monthly wages less than \$5,824  | ( )     | ( )     | ( )     | ( )     |
| • No. of NCSC staff with monthly wages between \$5,824 and \$6,500  | ( )     | ( )     | ( )     | ( )     |
| e. Year of service of NCSC staff  |         |         |         |         |
| • Five years or above   | ( )     | ( )     | ( )     | ( )     |
| • Three to five years   | ( )     | ( )     | ( )     | ( )     |
| • One to three years  | ( )     | ( )     | ( )     | ( )     |
| • Less than one year  | ( )     | ( )     | ( )     | ( )     |
| f. No. of NCSC staff appointed as civil servants  | ( )     | ( )     | ( )     | ( )     |
| g. No. of NCSC staff who had chances for appointment as civil servants on permanent terms through open recruitment but have failed to do so | ( )     | ( )     | ( )     | ( )     |
| h. Percentage of NCSC staff out of the total no. of staff of the Department (%)   | ( )     | ( )     | ( )     | ( )     |
| i. Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the department (%)                        | ( )     | ( )     | ( )     | ( )     |
| j. No. of NCSC staff with paid meal break   | ( )     | ( )     | ( )     | ( )     |
| k. No. of NCSC staff without paid meal break  | ( )     | ( )     | ( )     | ( )     |
| l. No. of NCSC staff under five-day work week   | ( )     | ( )     | ( )     | ( )     |
| m. No. of NCSC staff under six-day work week  | ( )     | ( )     | ( )     | ( )     |

**Figures in ( ) denote year-on-year changes**

Asked by : Hon. WONG Kwok-hing

Examination of Estimates of Expenditure 2011-12  
**CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION**

Reply Serial No.

**THB(T)226**

Question Serial No.

3171

Reply :

|   | 2011-12 <sup>Note 1</sup>  | 2010-11 <sup>Note 2</sup>  | 2009-10  | 2008-09  |
|---|----------------------------|--|--|--|
| a. Number of NCSC staff   | -                          | <b>186 (-4.1%)</b>   | <b>194 (+7.2%)</b>   | <b>181 (-7.7%)</b>   |
| b. Details of NCSC positions  | -                          |  |  |  |
| • transport operations, traffic engineering,  | -                          | <b>41 (-10.9%)</b>   | <b>46 (-4.2%)</b>  | <b>48 (-26.2%)</b>   |
| • executive and administrative support duties   | -                          | <b>8 (-20%)</b>  | <b>10 (no change)</b>  | <b>10 (-16.7%)</b>   |
| • general clerical support and other duties   | -                          | <b>137 (-0.7%)</b>   | <b>138 (+12.2%)</b>  | <b>123 (+3.4%)</b>   |
| c. Total expenditure (in million) on the salaries of NCSC staff   | -                          | <b>\$24.8 (-32.6%)</b>   | <b>\$36.8 (+9.9%)</b>  | <b>\$33.5 (-10.2%)</b>   |
| d. Monthly wages of NCSC staff  | -                          |  |  |  |
| • <b>\$30,001 or above</b>  | -                          | <b>14 (-12.5%)</b>   | <b>16 (-15.8%)</b>   | <b>19 (-29.6%)</b>   |
| • <b>\$16,001 to \$30,000</b>   | -                          | <b>27 (-18.2%)</b>   | <b>33 (+37.5%)</b>   | <b>24 (+242.9%)</b>  |
| • <b>\$8,001 to \$16,000</b>  | -                          | <b>132 (-3.6%)</b>   | <b>137 (+5.4%)</b>   | <b>130 (-15.6%)</b>  |
| • <b>\$6,501 to \$8,000</b>   | -                          | <b>12 (+71.4%)</b>   | <b>7 (no change)</b>   | <b>7 (no change)</b>   |
| • <b>\$5,001 to \$6,500</b>   | -                          | <b>1 (no change)</b><br>Part-time staff <sup>Note 3</sup> ,<br>hourly rate: \$53 | <b>1 (no change)</b><br>Part-time staff <sup>Note 3</sup> ,<br>hourly rate: \$53 | <b>1 (+100%)</b><br>Part-time staff <sup>Note 3</sup> ,<br>hourly rate: \$53     |
| • <b>\$5,000 or below</b>   | -                          | <b>0 (no change)</b>   | <b>0 (no change)</b>   | <b>0 (-100%)</b>   |
| • <b>No. of NCSC staff with monthly wages less than \$5,824</b>   | -                          | <b>1 (no change)</b><br>Part-time staff <sup>Note 3</sup> ,<br>hourly rate: \$53 | <b>1 (no change)</b><br>Part-time staff <sup>Note 3</sup> ,<br>hourly rate: \$53 | <b>1 (no change)</b><br>Part-time staff <sup>Note 3</sup> ,<br>hourly rate: \$53 |
| • <b>No. of NCSC staff with monthly wages between \$5,824 and \$6,500</b>   | -                          | <b>0 (no change)</b>   | <b>0 (no change)</b>   | <b>0 (no change)</b>   |
| e. Year of service of NCSC staff in TD  |                            |  |  |  |
| • Five years or above   | -                          | <b>39 (+2.6%)</b>  | <b>38 (+15.2%)</b>   | <b>33 (-19.5%)</b>   |
| • Three to five years   | -                          | <b>29 (-9.4%)</b>  | <b>32 (-3%)</b>  | <b>33 (+73.7%)</b>   |
| • One to three years  | -                          | <b>90 (+28.6%)</b>   | <b>70 (+6.1%)</b>  | <b>66 (-27.5%)</b>   |
| • Less than one year  | -                          | <b>28 (-48.1%)</b>   | <b>54 (+10.2%)</b>   | <b>49 (+8.9%)</b>  |
| f. No. of NCSC staff appointed as civil servants  | -                          | <b>9 (-67.9%)</b>  | <b>28 (+300%)</b>  | <b>7 (no change)</b>   |
| g. No. of NCSC staff who had chances for appointment as civil servants on permanent terms through open recruitment but have failed to do so | Information not available. |  |  |  |
| h. Percentage of NCSC staff out of the total no. of staff of the Department (%)   | -                          | <b>12.7% (-0.6%)</b>   | <b>13.3 % (+0.6%)</b>  | <b>12.7 % (-1%)</b>  |
| i. Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the department (%)                        | -                          | <b>5.6% (-0.6%)</b>  | <b>6.2% (+0.5%)</b>  | <b>5.7% (-0.98%)</b>   |
| j. No. of NCSC staff with paid meal break   | -                          | <b>174 (-7.0%)</b>   | <b>187 (+7.5%)</b>   | <b>174 (-5.4%)</b>   |

Examination of Estimates of Expenditure 2011-12

**CONTROLLING OFFICER'S REPLY TO  
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3171

|   | <b>2011-12</b> <sup>Note 1</sup> | <b>2010-11</b> <sup>Note 2</sup> | <b>2009-10</b>       | <b>2008-09</b>     |
|---|----------------------------------|----------------------------------|----------------------|--------------------|
| k. No. of NCSC staff without paid meal break  | -                                | <b>12</b> (+71.4%)               | <b>7</b> (no change) | <b>7</b> (-41.7%)  |
| l. No. of NCSC staff under five-day work week | -                                | <b>186</b> (-4.1%)               | <b>194</b> (+7.2%)   | <b>181</b> (-7.6%) |
| m. No. of NCSC staff under six-day work week  | -                                | 0 (no change)                    | 0 (no change)        | 0 (no change)      |

( ) percentage of year-on-year changes

Note 1 The figures for 2011-12 are not available.

Note 2 The figures for 2010-11 refer to position as at 31 December 2010.

Note 3 The part-time staff meet the conditions of continuous contract as defined by the Employment Ordinance.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)227**

Question Serial No.

3172

Head : 186 – Transport Department

Subhead (No. & title) :

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Please provide the following information for procurement of services from employment agencies (EAs)

|   | 2011-12 | 2010-11 | 2009-10 | 2008-09 |
|---|---------|---------|---------|---------|
| a. Number of contracts with the EAs   | ( )     | ( )     | ( )     | ( )     |
| b. Contract sum for each EA   |         |         |         |         |
| c. Total expenditure on the commission for each EA  | ( )     | ( )     | ( )     | ( )     |
| d. Term of service for each EA  |         |         |         |         |
| e. Number of workers supplied by EA contract  |         |         |         |         |
| f. Details of positions of the workers supplied by EA contract  |         |         |         |         |
| g. Monthly wages of agency workers supplied   |         |         |         |         |
| • \$30,001 or above   | ( )     | ( )     | ( )     | ( )     |
| • \$16,001 to \$30,000  | ( )     | ( )     | ( )     | ( )     |
| • \$8,001 to \$16,000   | ( )     | ( )     | ( )     | ( )     |
| • \$6,501 to \$8,000  | ( )     | ( )     | ( )     | ( )     |
| • \$5,001 to \$6,500  | ( )     | ( )     | ( )     | ( )     |
| • \$5,000 or below  | ( )     | ( )     | ( )     | ( )     |
| • No. of agency workers with monthly wages less than \$5,824  | ( )     | ( )     | ( )     | ( )     |
| • No. of agency workers with monthly wages between \$5,824 and \$6,500  | ( )     | ( )     | ( )     | ( )     |
| h. Year of service of agency workers  |         |         |         |         |
| • Five years or above   | ( )     | ( )     | ( )     | ( )     |
| • Three to five years   | ( )     | ( )     | ( )     | ( )     |
| • One to three years  | ( )     | ( )     | ( )     | ( )     |
| • Less than one year  | ( )     | ( )     | ( )     | ( )     |
| i. Percentage of agency workers out of the total number of staff of the Department (%)  | ( )     | ( )     | ( )     | ( )     |
| j. Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the department (%) | ( )     | ( )     | ( )     | ( )     |
| k. No. of agency workers with paid meal break   | ( )     | ( )     | ( )     | ( )     |
| l. No. of agency workers without paid meal break  | ( )     | ( )     | ( )     | ( )     |
| m. No. of agency workers under five-day work week   | ( )     | ( )     | ( )     | ( )     |
| n. No. of agency workers under six-day work week  | ( )     | ( )     | ( )     | ( )     |

( ) percentage of year-on-year changes

Asked by : Hon. WONG Kwok-hing

Examination of Estimates of Expenditure 2011-12

CONTROLLING OFFICER'S REPLY TO  
INITIAL WRITTEN QUESTION

Reply Serial No.

**THB(T)227**

Question Serial No.

3172

Reply :

|  | Type of contract    | 2011-12 <sup>Note 1</sup>   | 2010-11 <sup>Note 2</sup>   | 2009-10   | 2008-09   |
|--|---------------------|---|---|---|---|
| a. Number of contracts with the EAs                                  | Others              | -   | 12 (+140%)  | 5 (no change)   | 5 (+25%)  |
|  | T-contract<br>Note3 | -   | 1 (no change)   | 1 (no change)   | 1 (no change)   |
| b. Contract sum for each EA (in million) for the whole contract term | Others<br>Total:    | -   | \$5 (+35.1%)  | \$3.7 (-7.5%)   | \$4 (+37.9%)  |
|  | Range:              | -   | \$0.04 to \$1.2   | \$0.24 to \$1.2   | \$0.3 to \$1.3  |
|  | T-contract          | -   | \$21.5 (-0.5%)  | \$21.6 (+9.6%)  | \$19.7 (+0.5%)  |
| c. Total expenditure on the commission for each EA                   |                     | In procuring employment agency service, Bureaux/Departments (B/Ds) must comply with the relevant Stores and Procurement Regulations, Financial Circulars and guidelines issued by the Civil Service Bureau. These regulations and guidelines do not require B/Ds to specify the amount or the rate of commission payable to employment agencies. As such, the Transport Department (TD) does not have comprehensive information on this matter. |   |   |   |
| d. Term of service for each EA                                       | Others              | -   | 9 months to 1 year  |   |   |
|  | T-contract          | -   | 6 months to 1 year for individual workers supplied through T-contract   |   |   |
| e. Number of workers supplied by EA contract                         | Others<br>Total:    | -   | 53 (+29.3%)   | 41 (+24.2%)   | 33 (+17.9%)   |
|  | Range:              | -   | 1 to 14   | 1 to 16   | 1 to 15   |
|  | T-contract          | -   | 59 (+28.3%)   | 46 (+7.0%)  | 43 (no change)  |
| f. Details of positions of the workers supplied by EA contract       | Others              | -   | to provide temporary executive support, general support, assistance in project management and record services | to provide temporary executive support, general support, assistance in project management and record services | to provide temporary executive support, general support, assistance in project management and record services |
|  | T-contract          | -   | to provide temporary IT support services  | to provide temporary IT support services  | to provide temporary IT support services  |

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|   | Type of contract | 2011-12 <sup>Note 1</sup>  | 2010-11 <sup>Note 2</sup> |                          | 2009-10 and 2008-09  |
|---|------------------|--|---------------------------|--------------------------|--|
| <b>g. Monthly wages of agency workers supplied</b>  |                  | -  | Others                    | T-contract               | Prior to April 2010, the contracts which TD entered into with EA did not require the EA to specify wages of agency workers, except that for non-skilled workers <sup>Note 5</sup> , the EA was required to offer monthly wages which are no less than the average monthly wages for the relevant industry/occupation as published in the latest Census and Statistics Department's Quarterly Report for Wage and Payroll Statistics at the time when tenders are invited. Hence, the information requested for 2008-09 and 2009-10 is unavailable. |
|   |                  |  | <i>Note 4</i>             |                          |  |
| • \$30,001 or above   |                  |  | <b>0</b>                  | -                        |  |
| • \$16,001 to \$30,000  |                  |  | <b>0</b>                  | -                        |  |
| • \$8,001 to \$16,000   |                  |  | <b>22</b>                 | -                        |  |
| • \$6,501 to \$8,000  |                  |  | <b>31</b>                 | -                        |  |
| • \$5,001 to \$6,500  |                  |  | <b>0</b>                  | -                        |  |
| • \$5,000 or below  |                  |  | <b>0</b>                  | -                        |  |
| • No. of agency workers with monthly wages less than \$5,824  |                  |  | <b>0</b>                  | -                        |  |
| • No. of agency workers with monthly wages between \$5,824 and \$6,500  |                  |  | <b>0</b>                  | -                        |  |
| h. Year of service of agency workers  | Others           | TD does not keep information on the years of service of agency workers.                  |                           |                          |  |
|   | T-contract       |  |                           |                          |  |
| • Five years or above   |                  |  |                           |                          |  |
| • Three to five years   |                  |  |                           |                          |  |
| • One to three years  |                  |  |                           |                          |  |
| • Less than one year  |                  |  |                           |                          |  |
| i. Percentage of agency workers out of the total number of staff of the Department <sup>Note 6</sup> (%)                          | Others           | -  | <b>3.63%</b><br>(+0.82%)  | <b>2.81%</b> (+0.49%)    | <b>2.32%</b> (+1.36%)  |
|   | T-contract       | -  | <b>4.04%</b><br>(+0.89%)  | <b>3.15%</b> (+0.13%)    | <b>3.02%</b> (+1.02%)  |
| j. Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the department (%) | Others           | -  | <b>0.93%</b><br>(+0.3%)   | <b>0.63%</b><br>(-0.05%) | <b>0.68%</b><br>(+0.16%)   |
|   | T-contract       | -  | <b>4.0%</b><br>(+0.35%)   | <b>3.65%</b><br>(+0.3%)  | <b>3.35%</b><br>(-0.16%)   |
| k. No. of agency workers with paid meal break   | Others           | TD does not keep information on whether the agency workers have paid lunch break or not. |                           |                          |  |
|   | T-contract       |  |                           |                          |  |
| l. No. of agency workers without paid meal break  | Others           |  |                           |                          |  |
|   | T-contract       |  |                           |                          |  |
| m. No. of agency workers under five-day work week   | Others           | -  | <b>53</b> (+29.3%)        | <b>41</b> (+24.2%)       | <b>33</b> (+17.9%)   |
|   | T-contract       | -  | <b>59</b> (+28.3%)        | <b>46</b> (+7.0%)        | <b>43</b> (no change)  |
| n. No. of agency workers under six-day work week  | Others           | -  | <b>0</b> (no change)      | <b>0</b> (no change)     | <b>0</b> (no change)   |
|   | T-contract       | -  | <b>0</b> (no change)      | <b>0</b> (no change)     | <b>0</b> (no change)   |

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INITIAL WRITTEN QUESTION**

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3172

- Note 1 The figures for 2011-12 are not available.
- Note 2 The figures for 2010-11 refer to position as at 1 March 2011.
- Note 3 T-contract refers to term contract centrally administered by the Office of the Government Chief Information Officer.
- Note 4 Starting from April 2010, with the exception of the T-contract, TD has required all bidders of agency service to state what wages they will pay to their employees to be assigned to work in TD should their bids be successful.
- Note 5 As a measure to protect non-skilled workers, the Administration promulgated a mandatory require on wage rates for government service contracts in May 2004. Under this requirement, service pro are required to offer monthly wages to non-skilled workers which are no less than the average m wages for the relevant industry/occupation as published in the latest Census and Statistics Depart Quarterly Report for Wage and Payroll Statistics at the time when tenders are invited. This requir applies to service contracts in respect of supply of non-skilled agency workers.
- Note 6 The percentage of agency workers as compared with total staff in the Department is arrived a reference to a specific date (i.e. 1 March 2011 for 2010-11 and end of financial year for the other fin years).

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ JOSEPH Y T LAI \_\_\_\_\_

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

Date \_\_\_\_\_ 18 March 2011 \_\_\_\_\_



Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)228**

Question Serial No.

3173

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

Programme :

Controlling Officer : Commissioner for Transport

Director of Bureau : Secretary for Transport and Housing

Question : Regarding staff employed under the outsourcing service contracts, please provide information as follows:

|  | 2011-12 | 2010-11 | 2009-10 | 2008-09 |
|--|---------|---------|---------|---------|
| Number of outsourcing service contracts  | ( )     | ( )     | ( )     | ( )     |
| Total contract value of these contracts  | ( )     | ( )     | ( )     | ( )     |
| Contract duration of each contract   | ( )     | ( )     | ( )     | ( )     |
| Number of staff employed under these contracts   | ( )     | ( )     | ( )     | ( )     |
| Ranks of staff employed under these contracts (e.g. customer service, property management, security guarding, cleansing and telecommunication technology etc.) | ( )     | ( )     | ( )     | ( )     |
| Monthly salaries of staff employed under these contracts   |         |         |         |         |
| - \$30,001 or above  | ( )     | ( )     | ( )     | ( )     |
| - \$16,001 to \$30,000   | ( )     | ( )     | ( )     | ( )     |
| - \$8,001 to \$16,000  | ( )     | ( )     | ( )     | ( )     |
| - \$6,501 to \$8,000   | ( )     | ( )     | ( )     | ( )     |
| - \$5,001 to \$6,500   | ( )     | ( )     | ( )     | ( )     |
| - \$5,000 or below   | ( )     | ( )     | ( )     | ( )     |
| - Number of staff with monthly salary below \$5,824  | ( )     | ( )     | ( )     | ( )     |
| - Number of staff with monthly salary between \$5,824 and \$6,500  | ( )     | ( )     | ( )     | ( )     |

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|  | 2011-12 | 2010-11 | 2009-10 | 2008-09 |
|--|---------|---------|---------|---------|
| Year of service of staff employed under these contracts  |         |         |         |         |
| - Five years or above  | ( )     | ( )     | ( )     | ( )     |
| - Three to five years  | ( )     | ( )     | ( )     | ( )     |
| - One to three years   | ( )     | ( )     | ( )     | ( )     |
| - Less than one year   | ( )     | ( )     | ( )     | ( )     |
| Percentage of total number of staff employed under these contracts out of the total number of departmental staff (%) | ( )     | ( )     | ( )     | ( )     |
| Percentage of total contract value of these contracts out of the total departmental personal emolument (%)           | ( )     | ( )     | ( )     | ( )     |
| No. of staff with paid meal break  | ( )     | ( )     | ( )     | ( )     |
| No. of staff without paid meal break   | ( )     | ( )     | ( )     | ( )     |
| No. of staff under five-day work week  | ( )     | ( )     | ( )     | ( )     |
| No. of staff under six-day work week   | ( )     | ( )     | ( )     | ( )     |

( ) year-on-year change

Asked by : Hon. WONG Kwok-hing

Reply :

Almost all of the outsourcing services (in terms of contract value) currently used by the Transport Department (TD) relate to the management, operation and maintenance of transport infrastructure and services such as government tunnels, bridges, parking meters, carparks etc. Details about the actual/forecast positions of these contracts as at the financial year end (i.e. 31 March) of 2008-09, 2009-10, 2010-11 and 2011-12 are provided below:

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|  | 2011-12   | 2010-11   | 2009-10   | 2008-09   |
|--|---|---|---|---|
| (1) Number of outsourcing service contracts  | 14 (-)<br>[forecast]  | 14 (-)  | 14 (-)  | 14 (-)  |
| (2) Total contract value of these contracts (\$ billion) (Note 1)  | Not available at this stage due to re-tendering of some existing contracts                  | 3.8 (+2.7%)<br>(Note 2)   | 3.7 (-)   | 3.7 (+2.8%)<br>(Note 3)   |
| (3) Contract duration of each contract   | Not available at this stage due to re-tendering of some existing contracts                  | Ranging from three to six years   | Ranging from three to seven years   | Ranging from three to seven years   |
| (4) Number of staff employed under these contracts (Note 4)  | Not available at this stage due to re-tendering of some existing contracts                  | 2 353<br>(+1.6%)  | 2 315<br>(+7.9%)<br>(Note 5)  | 2 146<br>(+0.3%)  |
| (5) Ranks of staff employed under these contracts  | Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks | Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks   | Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks   | Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks   |
| (6) Monthly salaries of staff employed under these contracts<br>- \$30,001 or above<br>- \$16,001 to \$30,000<br>- \$8,001 to \$16,000<br>- \$6,501 to \$8,000<br>- \$5,001 to \$6,500<br>- \$5,000 or below<br>- Below \$5,824<br>- Between \$5,824 and \$6,500 | Not available at this stage due to re-tendering of some existing contracts                  | - Professional and managerial ranks (around \$40,000 or above)<br>- Supervisory ranks (ranging from around \$10,000 to \$50,000)<br>- Technical, clerical and non-skilled ranks (ranging from around \$6,000 to \$20,000) | - Professional and managerial ranks (around \$40,000 or above)<br>- Supervisory ranks (ranging from around \$10,000 to \$50,000)<br>- Technical, clerical and non-skilled ranks (ranging from around \$6,000 to \$20,000) | - Professional and managerial ranks (around \$40,000 or above)<br>- Supervisory ranks (ranging from around \$10,000 to \$50,000)<br>- Technical, clerical and non-skilled ranks (ranging from around \$6,000 to \$20,000) |

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|   | 2011-12  | 2010-11  | 2009-10  | 2008-09  |
|---|--|--|--|--|
| (7) Year of service of staff employed under these contracts<br>- Five years or above<br>- Three to five years<br>- One to three years<br>- Less than one year | No such requirement specified in these contracts                           | No such requirement specified in these contracts | No such requirement specified in these contracts | No such requirement specified in these contracts |
| (8) Percentage of total number of staff employed under these contracts out of the total number of departmental staff (%)<br>(Note 6)                          | Not available at this stage due to re-tendering of some existing contracts | 183%<br>(-)                                      | 183%<br>(+5.8%)<br>(Note 5)                      | 173%<br>(-0.6%)                                  |
| (9) Percentage of total contract value of these contracts out of the total departmental personal emoluments (%) (Note 7)                                      | Not available at this stage due to re-tendering of some existing contracts | 683%<br>(+3.3%)<br>(Note 2)                      | 661%<br>(-)                                      | 661%<br>(-4.3%)<br>(Note 8)                      |
| (10) - No. of staff with paid meal break<br>- No. of staff without paid meal break  | No such requirement specified in these contracts                           | No such requirement specified in these contracts | No such requirement specified in these contracts | No such requirement specified in these contracts |
| (11) - No. of staff under five-day work week<br>- No. of staff under six-day work week  | No such requirement specified in these contracts                           | No such requirement specified in these contracts | No such requirement specified in these contracts | No such requirement specified in these contracts |

( ) year-on-year change

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Note

- (1) Total contract value represents the agreed price for the whole period of the contract.
- (2) The year-on-year change in 2010-11 is mainly due to the revised contractual terms arising from the re-tendering and award of a new contract for Cross Harbour Tunnel.
- (3) The year-on-year change in 2008-09 is mainly due to the revised contractual terms arising from the re-tendering and award of new contracts for Aberdeen Tunnel and New Kowloon Bay Vehicle Examination Centre.
- (4) Number of staff employed under these contracts denotes the minimum number of staff required by these contracts.
- (5) The year-on-year change in 2009-10 is mainly due to the additional staffing requirements arising from the commissioning of Stage II and III of the Tsing Sha Control Area on 20 December 2009.
- (6) Total number of departmental staff refers to "Number of posts" under "Changes in the size of the establishment (as at 31 March)" in the printed estimates of TD.
- (7) Total departmental personal emoluments refer to the total "Personal Emoluments" under "Details of Expenditure by Subhead" in the printed estimates of TD.
- (8) The year-on-year change in 2008-09 is mainly due to variance in departmental personal emoluments from 2007-08 to 2008-09.

Signature \_\_\_\_\_

Name in block letters JOSEPH Y T LAI

Post Title Commissioner for Transport

Date 18 March 2011

Examination of Estimates of Expenditure 2011-12

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

Reply Serial No.

**THB(T)229**

Question Serial No.

3604

Head :701 Land Acquisition    Subhead (No. & title): 1035CA

Special ex-gratia  
payments in  
relation to the  
Hong Kong section  
of the Guangzhou-  
Shenzhen-Hong Kong  
Express Rail Link

Programme :

Controlling Officer : Director of Lands

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the ex-gratia payments to the villagers of Choi Yuen Tsuen, what is the expenditure in 2010-11, and what is the estimated expenditure in 2011-12?

Asked by : Hon. CHAN Tanya

Reply :

The estimated expenditure for the special ex-gratia payments for Choi Yuen Tsuen in 2010-11 and 2011-12 is about \$52.9 million and \$0.15 million, respectively.

Signature \_\_\_\_\_

Name in block letters    Miss Annie TAM

Post Title    Director of Lands

Date    17 March 2011

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

**THB(T)230**

Head: Capital Works Reserve Fund      Subhead (No. & title):  
Head 706 - Highways

Question Serial No.

1390

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the latest estimates by the Administration about approved projects under Head 706, please provide a breakdown of the following information:

- a. projects which will be completed earlier than the original scheduled completion date as stated in the respective Public Works Subcommittee paper;
- b. projects which will be completed at a lower cost than the approved amount; and
- c. projects which will be completed at a higher cost than the approved amount.

Asked by: Hon. SHEK Lai-him Abraham

Reply:

On present projection, 11 on-going projects in the 2011-12 Draft Estimates of Head 706 will be completed by the scheduled completion dates as stated in the respective Finance Committee (FC) papers. There may be unforeseeable risks such as inclement weather, ground conditions, site constraints, etc. which may affect project progress. Occasionally, where site conditions and weather conditions, etc. are more favourable than expected, projects may be completed earlier than the original scheduled completion dates. On the other hand, we will continue to make our best efforts to ensure the timely completion of the projects. As circumstances may change during the construction stage, we will be in a better position to confirm whether any of these on-going projects will be completed earlier than the scheduled completion date upon project completion.

For those approved projects listed in the 2011-12 Draft Estimates of Head 706 and which are still on-going, all of them are within the latest Approved Project Estimates (APE) approved by FC on present projection. Prior approval of FC must be sought under the established mechanism, if any of the projects is anticipated to exceed the APE. While some returned tenders of the projects are lower than the sum allowed in the APE, we need to cater for unforeseeable risks relating to ground conditions, site constraints, etc. which may materialise in the construction process. We will be in a better position to confirm whether any of these approved projects is completed at a lower cost than the APE upon project completion.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 17.3.2011

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

**THB(T)231**

Head: Capital Works Reserve  
Fund Head 706  
- Highways

Subhead (No. & Transport – Traffic  
title): Control: (6022TC,  
6024TC, 6025TC,  
6026TC, 6027TC,  
6028TC)

Question Serial No.

1400

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The revised estimate of Transport – Traffic Control in 2010-11 is \$120,416,000, which is lower than the original estimate of \$222,711,000. The revised estimates of all approved projects (i.e. 6022TC, 6024TC, 6025TC, 6026TC, 6027TC, and 6028TC) under Transport – Traffic Control in 2010-11 are also lower than the original estimates. What are the reasons for the decrease in estimates of these projects? Will the completion of these projects be affected as a result? What efforts will be made by the Administration to expedite the works under this subhead?

Asked by: Hon. SHEK Lai-him Abraham

Reply:

The main reasons for the decrease in estimates of the concerned traffic control projects in 2010-11 are as follows:-

- (a) lower-than-expected tender prices;
- (b) saving in construction costs due to design enhancement; and
- (c) deferral of payments to ensuing fiscal years due to end-loaded cashflow pattern of some awarded contracts, re-phasing of works, and more time required for dispute resolution and contract finalisation.

Items 6024TC, 6026TC and 6027TC were already completed by early/mid 2010 and the progress of the other projects is satisfactory. The Administration will strive to complete the ongoing projects on time and within budget.

Signature \_\_\_\_\_

Name in block letters \_\_\_\_\_ K K LAU

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

Date \_\_\_\_\_ 17.3.2011