

**Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2013-14**

**Director of Bureau : Secretary for Transport and Housing  
Session No. : 15**

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">S-THB(T)01</a>	S126	WU Chi-wai	60	(4) Technical Services
<a href="#">S-THB(T)02</a>	S124	LEUNG, Kenneth	158	(2) Land and Waterborne Transport
<a href="#">S-THB(T)03</a>	S186	LO Wai-kwok	158	(3) Air and Sea Communications and Logistics Development
<a href="#">S-THB(T)04</a>	S139	MOK, Charles Peter	62 158	
<a href="#">S-THB(T)05</a>	SV057	FAN Kwok-wai, Gary	186	(2) Licensing of Vehicles and Drivers
<a href="#">S-THB(T)06</a>	S125	KWOK Wai-keung	186	(1) Planning and Development
<a href="#">S-THB(T)07</a>	S122	WONG Kwok-hing	186	(4) Management of Transport Services
<a href="#">S-THB(T)08</a>	S123	WONG Kwok-hing	186	(1) Planning and Development
<a href="#">S-THB(T)09</a>	S127	WU Chi-wai	186	(1) Planning and Development

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

Reply Serial No.

S-THB(T)01

Question Serial No.

S126

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

Programme: (4) Technical Services

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding matters concerning the standards of public lighting, please advise this Committee of the following:

- (a) what are the current standards applicable to road lighting for roads of different ratings (such as ordinary roads, expressways, etc)? Please provide the breakdowns;
- (b) what are the current international standards regarding road lighting;
- (c) are there any comparisons of local road lighting standards against those of neighboring regions/cities? If so, please provide the relevant data of the regions/cities compared; and
- (d) when was the last review regarding road lighting standards conducted and what were the details?

Asked by: Hon. WU Chi-wai

Reply:

- (a) Lighting standards for various road types in Hong Kong are tabulated as follows –

	<b>Type</b>	<b>Class of Lighting</b>	<b>Maintained Average Luminance (Candela per square metre)</b>
1	Expressways	L0	$L0 \geq 2.0$ $L0 \geq 0.5$ (Hard Shoulder)
2	Trunk Roads*	L1 L2	$L1 \geq 2.0$ $L2 \geq 1.5$
3	Primary Distributors*	L1 L2	$L1 \geq 2.0$ $L2 \geq 1.5$

4	District Distributors*	L2 L3	$L2 \geq 1.5$ $L3 \geq 1.0$
5	Local Distributors*	L3 L4	$L3 \geq 1.0$ $L4 \geq 0.75$
6	Rural Roads (A)	L3	$L3 \geq 1.0$
7	Rural Roads (B)	L4	$L4 \geq 0.75$
8	Feeder Roads	L5	$L5 \geq 0.5$

\* Class of lighting depends on complexity of road layout.

- (b) & (c) The Hong Kong road lighting standards are based on the most commonly used international road lighting code, i.e. BS EN 13201: 2003, titled “Road Lighting - Part 2: Performance Requirements”. The said code is commonly adopted in Europe and Singapore.
- (d) The last review on road lighting standard was carried out in 2006. The current standard was published in September 2006, replacing the previous standard which was mainly based on the now obsolete BS 5489-2:1992.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

17.4.2013

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

Reply Serial No.

S-THB(T)02

Question Serial No.

S124

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:

While the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) is expected to be commissioned two years later, the “co-location” arrangement has not been announced. This will inevitably cast doubt on the successful implementation of the “co-location” arrangement on the basis of “One Country, Two Systems”.

- (a) What is the expected time when the specific details of the “co-location” arrangement will be officially announced?
- (b) Will the Administration consider releasing more relevant information and the preliminary results of the “co-location” arrangement to prove that the arrangement is practicable?
- (c) Does the Government have any other alternatives in case the “co-location” arrangement cannot be implemented?

Asked by: Hon. LEUNG, Kenneth

Reply:

The arrangements for co-location of boundary crossing facilities in the West Kowloon Terminus of the XRL involve complicated legal and constitutional issues. The Government is studying the relevant arrangements with related parties, including the Mainland authorities. We will continue our discussion with the Mainland authorities, with a view to mapping out the way forward for the relevant customs, immigration and quarantine arrangements as early as possible. We will make public the relevant details once the related arrangements are worked out.

Name in block letters: JOSEPH Y T LAI

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

Date: 16.4.2013

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

Reply Serial No.

S-THB(T)03

Question Serial No.

S186

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 reply numbered THB(T)092, will the Administration please advise:

- (a) whether there is a list of sites available for immediate application/tender by the logistics industry; if yes, the details; if not, the reasons for that; and
- (b) whether there is a specific timetable on the development of logistics facilities in Area 38 and Area 49 in Tuen Mun; if yes, the details; if not, the reasons for that?

Asked by: Hon. LO Wai-kwok

Reply:

- (a) The third logistics site of about two hectares in Tsing Yi was released for open tender on 28 March 2013. Interested parties may submit tender on or before 24 May 2013. There is no other logistics site available for public tender at the moment.
- (b) We plan to commission a traffic impact assessment in 2013 to ascertain the feasibility of the proposed logistics developments in Tuen Mun Areas 38 and 49. In addition, an ecological assessment is being carried out for the proposed logistics site in Area 49 in view of its proximity to the butterfly overwintering site at Siu Lang Shui. The results of the two assessments are expected to be available within 2014. Subject to confirmation of feasibility and the outcome of district consultation, the sites will be released for logistics development by phases thereafter.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for  
Transport and Housing (Transport)

Date:

15.4.2013

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

Reply Serial No.

S-THB(T)04

Question Serial No.

S139

Head: 62 - Housing Department      Subhead (No. & title):

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

Programme:

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

Director of Bureau:      Secretary for Transport and Housing

Question:

In connection with the provision of public information and gathering of public opinions by means of the Internet, please advise of the following:

- (a) the particulars, in tabulated forms (see Annex 1), regarding the social media platforms set up and operated by bureaux/departments/public bodies or their agents (such as out-sourced contractors or consultants) for the past 3 years (2010-11, 2011-12 and 2012-13).
- (b) Using the table below (see Annex 2), provide information on practical training in social media received by government officers.
- (c) In respect of the setting up and operation of social media platforms, did the Administration provide government officers with guidelines on the operation and use of social media and encourage government agencies to strengthen communication with the public by means of social media? If yes, what are the details? If no, does the Government have any plan to formulate such guidelines? If there is no such plan, what are the reasons?
- (d) In recent years, governments around the world have introduced systems through which the public may submit their proposals online. They have also undertaken that they would give a formal online response if a certain number of people have indicated their support of the proposals. Has the Administration studied ways to improve the existing channels for collecting public opinions on the Internet and evaluate the

feasibility of collecting public opinions on the Internet through the above systems? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. MOK, Charles Peter

Commencement of operation (Month / Year)	Status (keeps on updating / ceased updating) (as at 28.2.2013)	Government agencies (including policy bureaux / departments / public bodies / government consultants)	Name	Social media (Facebook / Flickr / Google+ / LinkedIn / Sina Weibo / Twitter / YouTube)	Purpose of establishment and number of updates (as at 28.2.2013)	Number of "Likes" / subscribers / average monthly visits (as at 28.2.2013)	Compilation of summary of comments and follow-up on a regular basis (Yes / No)	Rank and number of officers responsible for the operation (as at 28.2.2013)	Financial resources involved in the establishment and daily operation (as at 28.2.2013)
			(1) ... (2) ... (3) ...	(1) ... (2) ... (3) ...					



Date (Month / Year)	Status (under progress / completed) (as at 28.2.2013)	Government agencies (including policy bureaux / departments / public bodies / government consultants)	Name of course provider	Course title	Course content (Facebook / Flickr / Google+ / LinkedIn / Sina Weibo / Twitter / YouTube)	Number of officers participated and completed the training (as at 28.2.2013)	Total number of training hours (as at 28.2.2013)	Rank and number of officers participated in training (as at 28.2.2013)	Financial resources involved in training (as at 28.2.2013)
				(1) ... (2) ... (3) ...	(1) ... (2) ... (3) ...				

Reply:

Reply under Head 62: Housing Department:

- (a) & (b) The information requested by the question is at Annex 1 and Annex 2.
- (c) The Government has guidelines on the use of social media.
- (d) The Housing Department has been using website, blog, Facebook and YouTube to communicate with the public.

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

- (a) The information requested by the question is at Annex 3.
- (b) Officers in the Transport Branch and its departments have not yet received formal practical training in social media, but we would consider nominating staff to attend related courses if organised by the Office of the Government Chief Information Officer or the Civil Service Training and Development Institute in future.
- (c) We make reference to Government's guidelines on the use of social media which is available for use by all bureaux and departments.
- (d) We have been operating websites and e-forum, dedicated or otherwise, to collect public opinion on certain subjects. We will continue to gauge views from the public through appropriate channels, including on-line platforms, as necessary.

Name in block letters: D.W. PESCOD

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

Date: 19.4.2013

Name in block letters: JOSEPH Y T LAI

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

Date: 19.4.2013

Commencement of operation (Month / Year)	Status (keeps on updating / ceased updating) (as at 28.2.2013)	Government agencies (including policy bureaux / departments / public bodies / government consultants)	Name	Social media (Facebook / Flickr / Google+ / LinkedIn / Sina Weibo / Twitter / YouTube)	Purpose of establishment and number of updates (as at 28.2.2013)	Number of "Likes" / subscribers / average monthly visits (as at 28.2.2013)	Compilation of summary of comments and follow-up on a regular basis (Yes / No)	Rank and number of officers responsible for the operation (as at 28.2.2013)	Financial resources involved in the establishment and daily operation (as at 28.2.2013)
10/2010	Keeps on updating	Housing Department	(1) Public Housing Vistas Facebook page  (2) The Hong Kong Housing Authority's channel on YouTube	(1) Facebook  (2) YouTube	To provide a platform for people to share pictures and memories of their lives in Hong Kong's public housing estates  Number of updates: 82 on Facebook and 41 on YouTube	4 642 Likes on Facebook  83 subscribers on YouTube	Regular follow-up	Senior Publicity Officer (1)	Not applicable (N.A.)
12/2010	Keeps on updating	Housing Department	Director's Blog	Blog	To enable the general public to exchange views with the Director of Housing on the topics raised in his articles and on other issues of concern  Number of updates: 51	Average monthly visits: 14 344	Regular follow-up	Senior Publicity Officer (1)	Financial resources involved in the establishment \$7,452

Date (Month / Year)	Status (under progress / completed) (as at 28.2.2013)	Government agencies (including bureaux / departments / public bodies / government consultants)	Name of course provider	Course title	Course content (Facebook / Flickr / Google+ / LinkedIn / Sina Weibo / Twitter / YouTube)	Number of officers participated and completed the training (as at 28.2.2013)	Total number of training hours (as at 28.2.2013)	Rank of officers participated in training (number) (as at 28.2.2013)	Financial resources involved in training (as at 28.2.2013)
4/2010	Completed	Housing Department	HK Productivity Council	Social Media Marketing Workshop	Use of popular social media, e.g. Facebook, YouTube and Twitter	1	8 hrs	IT Manager (1)	\$1,500
7/2010	Completed	Housing Department	Public Communication Strategic Consultancy Ltd.	Engaging the New Media for Effective Public Communication	Use of popular social media, e.g. Facebook, YouTube and Twitter	36	1.5 hrs	Assistant Director Of Housing(6), Assistant Principal Training Officer(1), Chief Architect(2), Chief Building Services Engineer(1), Chief Executive Officer(1), Chief Housing Manager(2), Chief Information Officer(1), Chief Structural Engineer(2), Chief Training Officer(1), Senior Architect(5), Senior Housing Manager(7), Senior Land Surveyor(1), Senior Maintenance Surveyor(5) and Structural Engineer(1)	\$25,000

Date (Month / Year)	Status (under progress / completed) (as at 28.2.2013)	Government agencies (including bureaux / departments / public bodies / government consultants)	Name of course provider	Course title	Course content (Facebook / Flickr / Google+ / LinkedIn / Sina Weibo / Twitter / YouTube)	Number of officers participated and completed the training (as at 28.2.2013)	Total number of training hours (as at 28.2.2013)	Rank of officers participated in training (number) (as at 28.2.2013)	Financial resources involved in training (as at 28.2.2013)
10/2010, 12/2010 & 1/2011	Completed	Housing Department	Office of the Government Chief Information Officer (OGCIO) and Civil Service Training and Development Institute (CSTDI)	Workshop on Using Social Media and Online Platforms in e-Engagement Projects	Use of popular social media, e.g. Facebook, YouTube and Twitter	29	4 hrs	Senior Geotechnical Engineer (1), Survey Officer (1), Housing Officer (23), Housing Manager (3) and Civil Engineer (1)	N.A.

Date (Month / Year)	Status (under progress / completed) (as at 28.2.2013)	Government agencies (including bureaux / departments / public bodies / government consultants)	Name of course provider	Course title	Course content (Facebook / Flickr / Google+ / LinkedIn / Sina Weibo / Twitter / YouTube)	Number of officers participated and completed the training (as at 28.2.2013)	Total number of training hours (as at 28.2.2013)	Rank of officers participated in training (number) (as at 28.2.2013)	Financial resources involved in training (as at 28.2.2013)
11/2010, 3/2011 & 6/2011	Completed	Housing Department	AWTC (Lo and Lam Consultancies Ltd.)	Perspectives on the Role and Usage of New Social Media and its Implication to Public Administration	Use of popular social media, e.g. Facebook, YouTube and Twitter.	67	3.5 hrs	Architect (4), Building Services Engineer(4), Estate Surveyor(5), Geotechnical Engineer(1), Housing Manager(17), Landscape Architect(1), Maintenance Surveyor(5), Planning Officer(2), Quantity Surveyor(1), Senior Architect(2), Senior Building Services Engineer(2), Senior Building Services Inspector(1), Senior Clerk Of Works(4), Senior Engineer (Civil)(1), Senior Estate Surveyor(1), Senior Geotechnical Engineer(2), Senior Housing Manager(1), Senior Maintenance Surveyor(1), Senior Planning Officer(1), Senior Quantity Surveyor(2), Senior Structural Engineer(5) and Structural Engineer(4)	\$69,800

Date (Month / Year)	Status (under progress / completed) (as at 28.2.2013)	Government agencies (including bureaux / departments / public bodies / government consultants)	Name of course provider	Course title	Course content (Facebook / Flickr / Google+ / LinkedIn / Sina Weibo / Twitter / YouTube)	Number of officers participated and completed the training (as at 28.2.2013)	Total number of training hours (as at 28.2.2013)	Rank of officers participated in training (number) (as at 28.2.2013)	Financial resources involved in training (as at 28.2.2013)
12/2010 & 2/2011	Completed	Housing Department	OGCIO & CSTDI	Seminar on Best Practices and Communication Skills of e-Engagement	Use of social media	28	3.5 hrs	Senior Housing Manager (2), Housing Manager (2), Assistant Housing Manager (1), Civil Engineer (1) and Housing Officer (22)	N.A.
2/2011	Completed	Housing Department	Efficiency Unit (EU)	EU Seminar on Social Media-Friend or Foe	Use of popular social media, e.g. Facebook, YouTube and Twitter	4	3 hrs	Assistant Director (1), Chief Systems Manager (1), Chief Housing Manager (1) and Senior Architect (1)	N.A.
12/2011	Completed	Housing Department	The Hong Kong Polytechnic University	Knowledge Management Systems and Social Media Technologies	Use of popular social media, e.g. Facebook, YouTube and Twitter	2	8 hrs	Architect (1) & Structural Engineer (1)	\$2,000

Commencement of operation (Month / Year)	Status (keeps on updating / ceased updating) (as at 28.2.2013)	Government agencies (including policy bureaux / departments / public bodies / government consultants)	Name	Social media (Facebook / Flickr / Google+ / LinkedIn / Sina Weibo / Twitter / YouTube)	Purpose of establishment and number of updates (as at 28.2.2013)	Number of "Likes" / subscribers / average monthly visits (as at 28.2.2013)	Compilation of summary of comments and follow-up on a regular basis (Yes / No)	Rank and number of officers responsible for the operation (as at 28.2.2013)	Financial resources involved in the establishment and daily operation (as at 28.2.2013)
7/2012	Updating	Electrical and Mechanical Services Department (EMSD)	EMSD Channel	YouTube	Disseminate publicity and educational videos on railway safety to public and trade through internet. Uploaded videos: 4	No of subscribers : 90	Yes	1 Engineer	N.A.
10/2010	Closed on 6.5.2011	Marine Department	Maritime Awareness Week	Facebook	Handled public enquiries related to Maritime Awareness Week activities and events during the period from 25 to 31 October 2010. Number of updates not retrievable as the FB account had been closed.	Information not retrievable as the FB account had been closed.	Yes	N.A.	N.A.
12/2012	Ceased updating	Hong Kong Maritime Industry Council	Hong Kong Bringing the World to You	YouTube	To promote Hong Kong Maritime Industry	Number of visits: 41	No	N.A.	N.A.



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

Reply Serial No.

S-THB(T)05

Question Serial No.

SV057

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:

Pursuant to reply no. THB(T)154, the Administration is requested to provide information on:

- (a) the number of applications for direct issue of a Hong Kong full driving licence on the strength of a driving licence issued by Mainland authorities in the past five years, and the number of applications that have been rejected; and
- (b) whether the Transport Department (TD) can provide proof for holders of Hong Kong driving licence if they have passed the driving examination in Hong Kong.

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

- (a) According to Regulation 11(3) of the Road Traffic (Driving Licences) Regulations (Cap. 374B) (the Regulations), the Commissioner for Transport may issue a Hong Kong full driving licence directly without driving examination to an applicant on the strength of his driving licence issued by a competent authority in any country or place listed in the Fourth Schedule of the Regulations. There are at present a total of 32 countries / places listed in the Fourth Schedule (see Annex).

An applicant applying for direct issue of a Hong Kong full driving licence on the strength of a driving licence issued by any country or place listed in the Fourth Schedule has to satisfy in full the requirements set out in the law, including that his driving licence must be obtained through successful completion of a driving test held in the issuing country or place. The driving entitlement(s) applied for must be equivalent to the class(es) of vehicle which he is authorised to drive by the issuing country or place.

Direct issue of a full driving licence only applies to vehicle classes of private car, light goods vehicle, motorcycle and motor-tricycle. Applicants for entitlements to drive other vehicle classes are subject to driving tests.

The numbers of direct issue applications by Mainland driving licence holders received, approved and rejected by the TD in the past five years from 2008 to 2012, are as follows:

Year	Number of applications received	Number of applications approved	Number of applications rejected
2008	13 754	13 690	64
2009	13 665	13 660	5
2010	16 392	16 290	102
2011	19 776	19 680	96
2012	22 287	22 200	87
<b>Total</b>	<b>85 874</b>	<b>85 520</b>	<b>354</b>

- (b) For holders of Hong Kong driving licence who have passed the driving examination in Hong Kong, the TD can provide certification letters to them upon request as proof of their having passed the relevant driving examination for the issue of the driving licences concerned. The TD will also provide assistance to overseas authorities upon request in verifying the details of Hong Kong full driving licences presented to them for exchange, for example, whether the licences were obtained by passing the relevant driving examination in Hong Kong or directly issued on the strength of an overseas driving licence.

Name in block letters: MRS INGRID YEUNG  
 Post Title: Commissioner for Transport  
 Date: 17.4.2013

**Road Traffic (Driving Licences) Regulations (Cap. 374B)**

**Schedule 4**

**List of Countries or Places for Purposes of Regulation 11(3)**

Australia	Malaysia
Austria	Netherlands
Bangladesh, People's Republic of	New Zealand
Belgium	Nigeria, Federal Republic of
Canada	Norway
China, People's Republic of	Pakistan
Denmark	Portugal
Finland	Singapore
France	Spain
Germany, Federal Republic of	Sweden
Iceland, Republic of	Switzerland
India	Republic of South Africa together with S.W. Africa
Ireland, Republic of	United Kingdom
Israel	together with Alderney (with Channel Islands), Bermuda,
Italy	Guernsey, Isle of Man, Jersey
Japan	United States of America
Korea, Republic of	
Luxembourg	

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

Reply Serial No.

S-THB(T)06

Question Serial No.

S125

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 practitioners of the transport sector have long working hours and relatively low remuneration. The accident rate would rise if they overwork and do not have enough rest, evidenced in the bus accidents and vessels tragedy last year. As such, would the Administration suggest to the newly established Standard Working Hours Committee (the Committee) that the standard working hours should be set up first for the bus/train captains and crew of the public transport (such as buses, railway, ferries, etc.), in order to ensure their occupational safety and the safety of passengers and the public?

Asked by: Hon. KWOK Wai-keung

Reply:

The Government has all along attached great importance to the safe operations of public transport modes. To ensure drivers have sufficient rest time, the Transport Department (TD) has issued guidelines in respect of the working hours and rest/meal breaks of drivers of franchised buses, trams and green minibuses. A summary of the prevailing guidelines for franchised bus, tram and green minibus drivers is at Annex. As for the MTR Corporation Limited, the number of contractual working hours for their bus and train captains is 42 per week.

As for ferry services, the MD is reviewing the working hours, rest time and meal breaks of crew in consultation with the ferry trade.

As shown above, most of the major public transport operators already have guidelines on the working hours and rest time for their drivers, which are formulated and updated as and when required in consultation with their staff. Nonetheless, the Government will keep in view of the deliberation of the Committee and take appropriate action if and when necessary.

Name in block letters: MRS INGRID YEUNG  
Post Title: Commissioner for Transport  
Date: 22.4.2013

**Guidelines on Driver Working Hours and Rest Time Arrangements  
issued by the Transport Department**

Franchised Bus

- Guideline A - Bus captains should have a rest time<sup>Note 1</sup> of at least 30 minutes after six hours of duty and within that six-hour duty, they should have rest times totalling 20 minutes of which no less than 12 minutes should be within the first four hours of duty. The time bus captains spend at a terminal point preparing for the next departure and monitoring boarding of passengers should not be regarded as rest time.
- Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours.
- Guideline C - Driving duty (i.e. maximum duty less all rest times each of 30 minutes or more) in a working day should not exceed 11 hours.
- Guideline D - The break between successive working days should not be less than 10 hours.
- Guideline E - Bus captains working for a duty of not less than eight hours in a working day should have a meal break of no less than one hour.

Note 1: Meal break is also regarded as rest time.

Green Minibus

A driver's longest on-duty duration (including all breaks) in a day should not exceed 14 hours; and a driver's driving time (i.e. longest on-duty duration minus all breaks of 15 minutes or above) in a day should not exceed 11 hours.

Tram

A tram driver's longest daily driving time does not exceed 11 hours, including a minimum rest time of 30 minutes.

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

Reply Serial No.

S-THB(T)07

Question Serial No.

S122

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:

Following the initial response from the Secretary for Transport and Housing at the special meeting of the Finance Committee, would the Administration give a detailed reply on the Western Harbour Crossing (WHC) charging a discounted toll on empty taxis for reducing their usage on other cross harbour tunnels so as to relieve the traffic pressure on these tunnels.

Asked by: Hon. WONG Kwok-hing

Reply:

The WHC currently is operating an empty taxi promotion scheme. Every day from 00:00 to 07:00 the toll of empty taxis is \$10, instead of the regular toll of \$50, and drivers of the empty taxis will also be given a \$5 cash coupon. The Government is conducting a three-month public consultation on proposed toll adjustment options to improve the traffic distribution among the road harbour crossings. The suggestion of lowering the toll for empty taxis at the WHC is noted and will be considered together with other feedback received during the public consultation period.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 18.4.2013

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

Reply Serial No.

S-THB(T)08

Question Serial No.

S123

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 give further details of the initial response from the Secretary for Transport and Housing at the special meeting of the Finance Committee on the following:

The fare of cross-harbour bus routes should be lowered to the level of those of similar routes after crossing the harbour so as to relieve the burden of the public and attract more passengers.

Asked by: Hon. WONG Kwok-hing

Reply:

According to section 13 of the Public Bus Services Ordinance (Cap. 230), fares of franchised bus services are determined on the basis of a scale of fares which specifies the maximum fare level chargeable by a franchised bus company on its individual routes with respect to the route group (e.g. Urban Kowloon and New Territories routes, cross-harbour routes, recreation routes and special services, racecourse routes, etc.) and travelling distance, etc. The actual fare of individual bus routes will be determined by the franchised bus company taking into account the respective operating environment of each route and other related factors. Therefore, even with similar travelling distances, the fares of different routes may differ because of different service nature and operating environment.

The Government has been encouraging bus companies to provide fare concessions (including section fares) in accordance with their operating environment, with a view to alleviating the burden of the passengers. Nevertheless, the provision and the form of fare concessions are commercial decisions of individual operators. Franchised bus companies generally consider factors such as the service nature, number and distribution of passengers, travelling distance and journey time of individual routes, to decide on the provision of section fare and its fare levels.



Cross-harbour routes and non-cross harbour routes play different roles in franchised bus services. Cross-harbour routes are designed to cater mainly for the needs of long-haul passengers and are therefore different from non-cross harbour routes in terms of service nature, target passengers, routeing and demand patterns. They cannot replace the role of non-cross harbour routes. With regard to deployment of bus resources, if the fare of cross-harbour routes after crossing the harbour is adjusted to the level of other non-cross harbour routes, short-haul passengers may switch to use the cross-harbour services. Boarding and alighting activities as well as the journey time of these long-haul cross-harbour routes will then increase, affecting the reliability of their overall journey time and service frequency. Cross-harbour passengers will be directly affected and bus companies will have to arrange for more buses to operate these long-haul cross-harbour routes, resulting in traffic congestion and increased roadside emissions. On the other hand, as the demand for short-haul non-cross harbour routes may decrease, the service frequency of these routes may have to be reduced, resulting in less satisfactory service quality. As a result, there will be a misallocation of resources and wasteful competition between cross-harbour and non-cross harbour routes, which may lead to increase in overall operating cost and pressure for a fare increase.

In handling the views and requests for introduction of section fares of cross-harbour routes after crossing the harbour, the Transport Department (TD) will carefully consider the passenger demand patterns, balance the interests of long-haul and short-haul passengers in a prudent manner, as well as take into account the long term effect on the allocation and deployment of bus resources. The TD will continue to co-ordinate the public transport services, in order to strike a balance between the effective use of road and bus resources.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>17.4.2013</u>

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

Reply Serial No.

S-THB(T)09

Question Serial No.

S127

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:

With reference to the reply of THB(T)177 about the bus-bus interchange (BBI) schemes in Hong Kong, please advise this Committee on:

1. the utilisation (including the average daily number of passengers using the BBIs) of each of the 251 BBI schemes; and
2. the measures to be taken to improve the utilisation of those BBI schemes with lower utilisation rates (such as those on Hong Kong Island).

Asked by: Hon. WU Chi-wai

Reply:

As at end 2012, there were 251 BBI schemes in Hong Kong. The average daily total number of passengers making use of these BBIs was about 118 000 in 2012. The Government is not in a position to disclose utilisation data by individual BBIs as such information is commercially sensitive. However, we can provide a breakdown of the number of BBIs and its respective utilisation by five main regions as below:

<b>Region</b>	<b>Number of BBI schemes</b>	<b>Number of average daily passengers making use of the BBI in 2012</b>
Hong Kong Island	103	8 000
Kowloon	54	25 000
New Territories West	40	66 000
New Territories East	45	15 000
Lantau	9	4 000
<b>Total</b>	<b>251</b>	<b>118 000</b>

Since many passengers travelling within Hong Kong Island can have access to direct public transport services (including railway, franchised bus, tram and public light bus), the BBIs introduced thereat are of a smaller scale and local in nature. The utilisation of these BBIs is thus generally lower. As for Lantau, the developed areas are mainly in the Tung Chung new town and the Airport. The bus network is comparatively smaller with a lower patronage. The number and utilisation of BBI schemes in Lantau are thus also lower.

To encourage more passengers to make use of the BBI schemes, the Transport Department (TD) will continue to encourage bus companies to strengthen publicity on the individual schemes, improve the existing or introduce new schemes with more attractive fare concessions, and more route choices and destinations. The TD will also continue to explore with the bus companies new BBI locations for introduction of new BBI schemes.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>17.4.2013</u>