

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**

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)001	2807	CHAN Hak-kan	28	(3) Air Traffic Management
THB(T)002	1690	CHAN Wai-yip, Albert	28	(5) Air Services
THB(T)003	0513	HO Sau-lan, Cyd	28	
THB(T)004	1100	LAM Kin-fung, Jeffrey	28	(3) Air Traffic Management
THB(T)005	1106	LAM Kin-fung, Jeffrey	28	(3) Air Traffic Management
THB(T)006	1107	LAM Kin-fung, Jeffrey	28	(3) Air Traffic Management
THB(T)007	1111	LAM Kin-fung, Jeffrey	28	(3) Air Traffic Management
THB(T)008	0157	MA Fung-kwok	28	(3) Air Traffic Management
THB(T)009	1987	SIN Chung-kai	28	(3) Air Traffic Management
THB(T)010	3088	POON Siu-ping	42	(2) Mechanical Installations Safety
THB(T)011	2226	WU Chi-wai	42	(2) Mechanical Installations Safety
THB(T)012	0777	CHAN Han-pan	60	(1) Capital Projects
THB(T)013	0304	CHAN Kam-lam	60	(1) Capital Projects
THB(T)014	0529	CHAN Kam-lam	60	(1) Capital Projects
THB(T)015	0531	CHAN Kam-lam	60	(1) Capital Projects
THB(T)016	0534	CHAN Kam-lam	60	(3) Railway Development
THB(T)017	0535	CHAN Kam-lam	60	(3) Railway Development
THB(T)018	0537	CHAN Kam-lam	60	
THB(T)019	0538	CHAN Kam-lam	60	(4) Technical Services
THB(T)020	1703	CHAN Wai-yip, Albert	60	(1) Capital Projects
THB(T)021	2013	CHEUNG Chiu-hung, Fernando	60	(2) District and Maintenance Works
THB(T)022	2014	CHEUNG Chiu-hung, Fernando	60	(2) District and Maintenance Works
THB(T)023	2321	FAN Kwok-wai, Gary	60	(3) Railway Development
THB(T)024	2322	FAN Kwok-wai, Gary	60	(4) Technical Services
THB(T)025	2323	FAN Kwok-wai, Gary	60	(3) Railway Development
THB(T)026	3275	FAN Kwok-wai, Gary	60	(3) Railway Development
THB(T)027	3120	HO Sau-lan, Cyd	60	
THB(T)028	0066	KWOK Wai-keung	60	(4) Technical Services
THB(T)029	0179	LAU Wong-fat	60	(1) Capital Projects
THB(T)030	0183	LAU Wong-fat	60	(3) Railway Development
THB(T)031	1787	LEUNG Che-cheung	60	(2) District and Maintenance Works
THB(T)032	1802	LEUNG Che-cheung	60	(1) Capital Projects
THB(T)033	1435	LO Wai-kiok	60	(1) Capital Projects
THB(T)034	2508	POON Siu-ping	60	(1) Capital Projects
THB(T)035	0254	SHEK Lai-him, Abraham	60	(1) Capital Projects
THB(T)036	2293	TSE Wai-chuen, Tony	60	(1) Capital Projects
THB(T)037	2213	WU Chi-wai	60	(1) Capital Projects
THB(T)038	2214	WU Chi-wai	60	(3) Railway Development
THB(T)039	2215	WU Chi-wai	60	(3) Railway Development
THB(T)040	2216	WU Chi-wai	60	(4) Technical Services
THB(T)041	1691	CHAN Wai-yip, Albert	100	(3) Local Services (4) Services to Ships
THB(T)042	2340	FAN Kwok-wai, Gary	100	(4) Services to Ships

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)043	3288	HO Sau-lan, Cyd	100	
THB(T)044	2721	KWOK Ka-ki	100	(4) Services to Ships
THB(T)045	0306	TANG Ka-piu	100	(2) Port Services
THB(T)046	0307	TANG Ka-piu	100	(2) Port Services
THB(T)047	0308	TANG Ka-piu	100	(2) Port Services
THB(T)048	0311	TANG Ka-piu	100	(4) Services to Ships
THB(T)049	2958	WONG Kwok-hing	100	
THB(T)050	2959	WONG Kwok-hing	100	
THB(T)051	3144	WONG Kwok-hing	100	
THB(T)052	3041	YICK Chi-ming, Frankie	100	(3) Local Services
THB(T)053	3042	YICK Chi-ming, Frankie	100	(4) Services to Ships
THB(T)054	0060	CHAN Hak-kan	158	(2) Land and Waterborne Transport
THB(T)055	0061	CHAN Hak-kan	158	(2) Land and Waterborne Transport
THB(T)056	0765	CHAN Han-pan	158	(3) Air and Sea Communications and Logistics Development
THB(T)057	0766	CHAN Han-pan	158	(3) Air and Sea Communications and Logistics Development
THB(T)058	0767	CHAN Han-pan	158	(3) Air and Sea Communications and Logistics Development
THB(T)059	0768	CHAN Han-pan	158	(3) Air and Sea Communications and Logistics Development
THB(T)060	0771	CHAN Han-pan	158	(2) Land and Waterborne Transport
THB(T)061	0781	CHAN Han-pan	158	(2) Land and Waterborne Transport
THB(T)062	0782	CHAN Han-pan	158	(2) Land and Waterborne Transport
THB(T)063	0792	CHAN Han-pan	158	(2) Land and Waterborne Transport
THB(T)064	0353	CHAN Kam-lam	158	(3) Air and Sea Communications and Logistics Development
THB(T)065	0355	CHAN Kam-lam	158	(3) Air and Sea Communications and Logistics Development
THB(T)066	0361	CHAN Kam-lam	158	(2) Land and Waterborne Transport
THB(T)067	0539	CHAN Kam-lam	158	(2) Land and Waterborne Transport
THB(T)068	0540	CHAN Kam-lam	158	(2) Land and Waterborne Transport
THB(T)069	0541	CHAN Kam-lam	158	(3) Air and Sea Communications and Logistics Development
THB(T)070	0542	CHAN Kam-lam	158	(3) Air and Sea Communications and Logistics Development
THB(T)071	2365	CHIANG Lai-wan	158	(3) Air and Sea Communications and Logistics Development
THB(T)072	2375	CHIANG Lai-wan	158	(3) Air and Sea Communications and Logistics Development
THB(T)073	1291	CHUNG Kwok-pan	158	(2) Land and Waterborne Transport
THB(T)074	1949	HO Chun-yin, Steven	158	(3) Air and Sea Communications and Logistics Development
THB(T)075	3117	HO Sau-lan, Cyd	158	
THB(T)076	1478	IP LAU Suk-ye, Regina	158	(3) Air and Sea Communications and Logistics Development
THB(T)077	1479	IP LAU Suk-ye, Regina	158	(2) Land and Waterborne Transport
THB(T)078	1480	IP LAU Suk-ye, Regina	158	(3) Air and Sea Communications and Logistics Development
THB(T)079	1494	IP LAU Suk-ye, Regina	158	(3) Air and Sea Communications and Logistics Development

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)080	1495	IP LAU Suk-ye, Regina	158	(3) Air and Sea Communications and Logistics Development
THB(T)081	1496	IP LAU Suk-ye, Regina	158	(3) Air and Sea Communications and Logistics Development
THB(T)082	0764	LAM Tai-fai	158	(3) Air and Sea Communications and Logistics Development
THB(T)083	2446	LEUNG, Kenneth	158	(3) Air and Sea Communications and Logistics Development
THB(T)084	2450	LEUNG, Kenneth	158	(2) Land and Waterborne Transport
THB(T)085	2451	LEUNG, Kenneth	158	(2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development
THB(T)086	2496	LEUNG, Kenneth	158	(3) Air and Sea Communications and Logistics Development
THB(T)087	2497	LEUNG, Kenneth	158	(3) Air and Sea Communications and Logistics Development
THB(T)088	2499	LEUNG, Kenneth	158	(2) Land and Waterborne Transport
THB(T)089	0146	LEUNG Kwan-yuen, Andrew	158	(3) Air and Sea Communications and Logistics Development
THB(T)090	1082	LEUNG Mei-fun, Priscilla	158	(2) Land and Waterborne Transport
THB(T)091	1090	LEUNG Mei-fun, Priscilla	158	(3) Air and Sea Communications and Logistics Development
THB(T)092	1457	LO Wai-kwok	158	(3) Air and Sea Communications and Logistics Development
THB(T)093	2528	POON Siu-ping	158	(3) Air and Sea Communications and Logistics Development
THB(T)094	3087	POON Siu-ping	158	(3) Air and Sea Communications and Logistics Development
THB(T)095	0255	SHEK Lai-him, Abraham	158	(3) Air and Sea Communications and Logistics Development
THB(T)096	0611	SHEK Lai-him, Abraham	158	(2) Land and Waterborne Transport
THB(T)097	1601	SHEK Lai-him, Abraham	158	(2) Land and Waterborne Transport
THB(T)098	1994	SIN Chung-kai	158	(3) Air and Sea Communications and Logistics Development
THB(T)099	1995	SIN Chung-kai	158	(3) Air and Sea Communications and Logistics Development
THB(T)100	0310	TANG Ka-piu	158	(3) Air and Sea Communications and Logistics Development
THB(T)101	3249	TANG Ka-piu	158	(3) Air and Sea Communications and Logistics Development
THB(T)102	3250	TANG Ka-piu	158	(3) Air and Sea Communications and Logistics Development
THB(T)103	1917	TIEN Pei-chun, James	158	(2) Land and Waterborne Transport
THB(T)104	1816	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)105	1820	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
THB(T)106	0559	TO Kun-sun, James	158	(3) Air and Sea Communications and Logistics Development
THB(T)107	0697	TONG Ka-wah, Ronny	158	(3) Air and Sea Communications and Logistics Development
THB(T)108	0698	TONG Ka-wah, Ronny	158	(3) Air and Sea Communications and Logistics Development

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)109	0699	TONG Ka-wah, Ronny	158	(2) Land and Waterborne Transport
THB(T)110	0700	TONG Ka-wah, Ronny	158	(2) Land and Waterborne Transport
THB(T)111	0701	TONG Ka-wah, Ronny	158	(2) Land and Waterborne Transport
THB(T)112	0824	TONG Ka-wah, Ronny	158	(3) Air and Sea Communications and Logistics Development
THB(T)113	0321	TSE Wai-chuen, Tony	158	(2) Land and Waterborne Transport
THB(T)114	3090	TSE Wai-chuen, Tony	158	(2) Land and Waterborne Transport
THB(T)115	1667	TSE Wai-chun, Paul	158	(3) Air and Sea Communications and Logistics Development
THB(T)116	2015	TSE Wai-chun, Paul	158	(3) Air and Sea Communications and Logistics Development
THB(T)117	1226	WONG Ting-kwong	158	(3) Air and Sea Communications and Logistics Development
THB(T)118	2419	WONG Yuk-man	158	(2) Land and Waterborne Transport
THB(T)119	2202	WU Chi-wai	158	(1) Director of Bureau's Office
THB(T)120	2218	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)121	2219	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)122	2220	WU Chi-wai	158	(3) Air and Sea Communications and Logistics Development
THB(T)123	2224	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)124	2225	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)125	3210	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)126	2054	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)127	2055	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)128	2056	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)129	2057	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)130	2059	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)131	2061	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)132	2063	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)133	2064	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)134	2065	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)135	2072	YICK Chi-ming, Frankie	158	(2) Land and Waterborne Transport
THB(T)136	2074	YICK Chi-ming, Frankie	158	(2) Land and Waterborne Transport
THB(T)137	2075	YICK Chi-ming, Frankie	158	(2) Land and Waterborne Transport
THB(T)138	0059	CHAN Hak-kan	186	(3) District Traffic and Transport Services
THB(T)139	0299	CHAN Kam-lam	186	(1) Planning and Development
THB(T)140	0300	CHAN Kam-lam	186	(1) Planning and Development
THB(T)141	0301	CHAN Kam-lam	186	(2) Licensing of Vehicles and Drivers
THB(T)142	0303	CHAN Kam-lam	186	(3) District Traffic and Transport Services

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)143	0305	CHAN Kam-lam	186	(4) Management of Transport Services
THB(T)144	0359	CHAN Kam-lam	186	(2) Licensing of Vehicles and Drivers
THB(T)145	0360	CHAN Kam-lam	186	(3) District Traffic and Transport Services
THB(T)146	0528	CHAN Kam-lam	186	(4) Management of Transport Services
THB(T)147	1702	CHAN Wai-yip, Albert	186	(1) Planning and Development
THB(T)148	1292	CHUNG Kwok-pan	186	(2) Licensing of Vehicles and Drivers
THB(T)149	1293	CHUNG Kwok-pan	186	(3) District Traffic and Transport Services
THB(T)150	0407	CHUNG Shu-kun, Christopher	186	(1) Planning and Development
THB(T)151	0430	CHUNG Shu-kun, Christopher	186	(1) Planning and Development
THB(T)152	0431	CHUNG Shu-kun, Christopher	186	(1) Planning and Development
THB(T)153	2349	FAN Kwok-wai, Gary	186	(2) Licensing of Vehicles and Drivers
THB(T)154	2350	FAN Kwok-wai, Gary	186	(2) Licensing of Vehicles and Drivers
THB(T)155	1025	LAM Kin-fung, Jeffrey	186	(2) Licensing of Vehicles and Drivers
THB(T)156	1026	LAM Kin-fung, Jeffrey	186	(2) Licensing of Vehicles and Drivers
THB(T)157	1096	LAM Kin-fung, Jeffrey	186	(2) Licensing of Vehicles and Drivers
THB(T)158	1097	LAM Kin-fung, Jeffrey	186	(2) Licensing of Vehicles and Drivers
THB(T)159	1098	LAM Kin-fung, Jeffrey	186	(2) Licensing of Vehicles and Drivers
THB(T)160	1721	LEUNG Che-cheung	186	(1) Planning and Development
THB(T)161	1803	LEUNG Che-cheung	186	(3) District Traffic and Transport Services
THB(T)162	1804	LEUNG Che-cheung	186	(3) District Traffic and Transport Services
THB(T)163	2530	POON Siu-ping	186	(2) Licensing of Vehicles and Drivers
THB(T)164	2531	POON Siu-ping	186	(3) District Traffic and Transport Services
THB(T)165	1614	SHEK Lai-him, Abraham	186	(2) Licensing of Vehicles and Drivers
THB(T)166	1615	SHEK Lai-him, Abraham	186	(4) Management of Transport Services
THB(T)167	0503	TANG Ka-piu	186	(3) District Traffic and Transport Services
THB(T)168	2923	TANG Ka-piu	186	(1) Planning and Development
THB(T)169	2926	TANG Ka-piu	186	(2) Licensing of Vehicles and Drivers
THB(T)170	1814	TIEN Puk-sun, Michael	186	(3) District Traffic and Transport Services
THB(T)171	0322	TSE Wai-chuen, Tony	186	(2) Licensing of Vehicles and

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
				Drivers
THB(T)172	2310	TSE Wai-chuen, Tony	186	(1) Planning and Development
THB(T)173	3286	WONG Kwok-hing	186	
THB(T)174	1252	WONG Ting-kwong	186	(2) Licensing of Vehicles and Drivers
THB(T)175	1253	WONG Ting-kwong	186	(2) Licensing of Vehicles and Drivers
THB(T)176	2208	WU Chi-wai	186	(1) Planning and Development
THB(T)177	2209	WU Chi-wai	186	(1) Planning and Development
THB(T)178	2210	WU Chi-wai	186	(1) Planning and Development
THB(T)179	2211	WU Chi-wai	186	(3) District Traffic and Transport Services
THB(T)180	2212	WU Chi-wai	186	(3) District Traffic and Transport Services
THB(T)181	3207	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
THB(T)182	3272	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
THB(T)183	1122	LAM Kin-fung, Jeffrey	706	
THB(T)184	0612	LEE Wai-king, Starry	706	
THB(T)185	3086	QUAT, Elizabeth	708	
THB(T)186	3244	QUAT, Elizabeth	708	
THB(T)187	3603	TONG Ka-wah, Ronny	28	(3) Air Traffic Management
THB(T)188	3604	TONG Ka-wah, Ronny	28	(3) Air Traffic Management
THB(T)189	4272	WONG Kwok-hing	28	(3) Air Traffic Management
THB(T)190	4273	WONG Kwok-hing	28	(4) Air Traffic Engineering and Standards
THB(T)191	4274	WONG Kwok-hing	28	(4) Air Traffic Engineering and Standards
THB(T)192	4595	WU Chi-wai	28	(3) Air Traffic Management
THB(T)193	4941	FAN Kwok-wai, Gary	33	(3) Provision of Land and Infrastructure
THB(T)194	4275	WONG Kwok-hing	33	(2) Port and Marine Facilities
THB(T)195	4276	WONG Kwok-hing	33	(3) Provision of Land and Infrastructure
THB(T)196	4567	YICK Chi-ming, Frankie	33	(2) Port and Marine Facilities
THB(T)197	4730	CHAN Ka-lok, Kenneth	42	(2) Mechanical Installations Safety
THB(T)198	4277	WONG Kwok-hing	42	(2) Mechanical Installations Safety
THB(T)199	4278	WONG Kwok-hing	42	(2) Mechanical Installations Safety
THB(T)200	4215	CHAN Ka-lok, Kenneth	60	(2) District and Maintenance Works
THB(T)201	4543	CHEUNG Kwok-che	60	(1) Capital Projects
THB(T)202	4332	KWOK Ka-ki	60	(1) Capital Projects
THB(T)203	4333	KWOK Ka-ki	60	(1) Capital Projects
THB(T)204	4334	KWOK Ka-ki	60	(1) Capital Projects
THB(T)205	4335	KWOK Ka-ki	60	(1) Capital Projects
THB(T)206	4336	KWOK Ka-ki	60	(1) Capital Projects
THB(T)207	4337	KWOK Ka-ki	60	(1) Capital Projects
THB(T)208	4338	KWOK Ka-ki	60	(1) Capital Projects
THB(T)209	4339	KWOK Ka-ki	60	(1) Capital Projects
THB(T)210	4340	KWOK Ka-ki	60	(1) Capital Projects

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)211	4504	MAK Mei-kuen, Alice	60	(1) Capital Projects
THB(T)212	5079	TANG Ka-piu	60	(1) Capital Projects
THB(T)213	5080	TANG Ka-piu	60	(1) Capital Projects
THB(T)214	5082	TANG Ka-piu	60	(3) Railway Development
THB(T)215	5083	TANG Ka-piu	60	(3) Railway Development
THB(T)216	4280	WONG Kwok-hing	60	(1) Capital Projects
THB(T)217	4281	WONG Kwok-hing	60	(1) Capital Projects
THB(T)218	4282	WONG Kwok-hing	60	(1) Capital Projects
THB(T)219	4307	WONG Kwok-hing	60	(3) Railway Development
THB(T)220	3923	WONG Yuk-man	60	(3) Railway Development
THB(T)221	4593	WU Chi-wai	60	(1) Capital Projects
THB(T)222	4600	WU Chi-wai	60	(1) Capital Projects
THB(T)223	4395	KWOK Ka-ki	91	(1) Land Administration
THB(T)224	5093	TANG Ka-piu	91	(1) Land Administration
THB(T)225	4442	KWOK Ka-ki	100	(4) Services to Ships
THB(T)226	4478	KWOK Ka-ki	100	(4) Services to Ships
THB(T)227	4479	KWOK Ka-ki	100	(5) Government Fleet
THB(T)228	4480	KWOK Ka-ki	100	(3) Local Services
THB(T)229	4481	KWOK Ka-ki	100	(3) Local Services
THB(T)230	4500	KWOK Ka-ki	100	(4) Services to Ships
THB(T)231	4501	KWOK Ka-ki	100	(4) Services to Ships
THB(T)232	4502	KWOK Ka-ki	100	(3) Local Services
THB(T)233	5086	TANG Ka-piu	100	(4) Services to Ships
THB(T)234	5087	TANG Ka-piu	100	(4) Services to Ships
THB(T)235	4292	WONG Kwok-hing	100	(3) Local Services
THB(T)236	3941	WONG Kwok-kin	100	(2) Port Services
THB(T)237	3943	WONG Kwok-kin	100	(4) Services to Ships
THB(T)238	3944	WONG Kwok-kin	100	(4) Services to Ships
THB(T)239	3945	WONG Kwok-kin	100	(5) Government Fleet
THB(T)240	3953	WONG Kwok-kin	100	(4) Services to Ships
THB(T)241	4785	CHAN Ka-lok, Kenneth	158	(2) Land and Waterborne Transport
THB(T)242	4786	CHAN Ka-lok, Kenneth	158	(2) Land and Waterborne Transport
THB(T)243	4820	CHAN Ka-lok, Kenneth	158	(2) Land and Waterborne Transport
THB(T)244	4821	CHAN Ka-lok, Kenneth	158	(2) Land and Waterborne Transport
THB(T)245	4822	CHAN Ka-lok, Kenneth	158	(3) Air and Sea Communications and Logistics Development
THB(T)246	4823	CHAN Ka-lok, Kenneth	158	(3) Air and Sea Communications and Logistics Development
THB(T)247	4956	FAN Kwok-wai, Gary	158	(3) Air and Sea Communications and Logistics Development
THB(T)248	3841	FUNG Kin-kee, Frederick	158	(2) Land and Waterborne Transport
THB(T)249	3842	FUNG Kin-kee, Frederick	158	(2) Land and Waterborne Transport
THB(T)250	3844	FUNG Kin-kee, Frederick	158	(2) Land and Waterborne Transport
THB(T)251	3700	HO Sau-lan, Cyd	158	(2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)252	3715	HO Sau-lan, Cyd	158	(2) Land and Waterborne Transport
THB(T)253	4342	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)254	4344	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)255	4345	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)256	4347	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)257	4348	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)258	4350	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)259	4351	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)260	4352	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)261	4353	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)262	4354	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)263	4355	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)264	4356	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)265	4357	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)266	4358	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)267	4359	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)268	4360	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)269	4361	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)270	4362	KWOK Ka-ki	158	(2) Land and Waterborne Transport
THB(T)271	5455	LEUNG Kwok-hung	158	(2) Land and Waterborne Transport
THB(T)272	3881	LEUNG Yiu-chung	158	(3) Air and Sea Communications and Logistics Development
THB(T)273	5026	MOK, Charles Peter	158	(2) Land and Waterborne Transport
THB(T)274	5105	TANG Ka-piu	158	(2) Land and Waterborne Transport
THB(T)275	5106	TANG Ka-piu	158	(2) Land and Waterborne Transport
THB(T)276	4293	WONG Kwok-hing	158	(2) Land and Waterborne Transport
THB(T)277	4294	WONG Kwok-hing	158	(2) Land and Waterborne Transport
THB(T)278	4310	WONG Kwok-hing	158	(2) Land and Waterborne Transport
THB(T)279	4311	WONG Kwok-hing	158	(2) Land and Waterborne Transport
THB(T)280	3942	WONG Kwok-kin	158	(3) Air and Sea Communications and Logistics Development
THB(T)281	3949	WONG Kwok-kin	158	(3) Air and Sea Communications and Logistics Development
THB(T)282	3952	WONG Kwok-kin	158	(3) Air and Sea Communications and Logistics Development
THB(T)283	4590	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)284	4591	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)285	4592	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)286	4608	WU Chi-wai	158	(2) Land and Waterborne Transport
THB(T)287	4569	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
THB(T)288	4904	CHAN Ka-lok, Kenneth	186	(4) Management of Transport Services
THB(T)289	4905	CHAN Ka-lok, Kenneth	186	(4) Management of Transport Services
THB(T)290	5473	CHEUNG Chiu-hung, Fernando	186	(4) Management of Transport Services
THB(T)291	4940	FAN Kwok-wai, Gary	186	(1) Planning and Development
THB(T)292	3843	FUNG Kin-kee, Frederick	186	(4) Management of Transport Services
THB(T)293	3668	HO Sau-lan, Cyd	186	
THB(T)294	3965	LEUNG Kwok-hung	186	(2) Licensing of Vehicles and Drivers

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
THB(T)295	4308	WONG Kwok-hing	186	(1) Planning and Development
THB(T)296	5354	WONG Kwok-hing	186	
THB(T)297	5355	WONG Kwok-hing	186	
THB(T)298	4613	WU Chi-wai	186	(3) District Traffic and Transport Services
THB(T)299	4570	YICK Chi-ming, Frankie	186	(1) Planning and Development
THB(T)300	4930	FAN Kwok-wai, Gary	706	
THB(T)301	4931	FAN Kwok-wai, Gary	706	
THB(T)302	4932	FAN Kwok-wai, Gary	706	
THB(T)303	4934	FAN Kwok-wai, Gary	706	
THB(T)304	3547	SHEK Lai-him, Abraham	706	
THB(T)305	4939	FAN Kwok-wai, Gary	708	

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

Reply Serial No.

THB(T)001

Question Serial No.

2807

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

What are the respective percentages of delays in passenger flights to and from the Hong Kong International Airport (HKIA) over the past 3 years (i.e. from 2010-11 to 2012-13)? What is the average duration of delay? What was the major cause of the delay? Does the Administration have any short-term measures to minimise flight delays? Will the discussion on the plan for the construction of the third runway at the HKIA be expedited as a result?

Asked by: Hon. CHAN Hak-kan

Reply:

The percentage of passenger flights delayed by more than 15 minutes at the HKIA and the average duration of delay in the past three years are shown in the table below:

Year	Percentage of flights delayed by more than 15 minutes ^{Note 1}		Average delay (minutes)	
	Arrivals	Departures	Arrivals	Departures
2010-11	23%	23%	23	18
2011-12	24%	22%	21	18
2012-13 ^{Note 2}	29%	27%	19	19

Notes

- 1 A flight is delayed when its actual arrival/departure time at the parking stand is later than the time of the slot allocated by the CAD.
- 2 Based on traffic statistics up to 23 February 2013.

Flight delays are mainly caused by bad weather, air route and airspace restrictions or closure, and airlines' operational issues such as aircraft checks and maintenance.

The Civil Aviation Department (CAD) closely monitors the on-time performance (OTP) of airlines and will stipulate the need for improvement for airlines with repeated poor performances. To further enhance the OTP of airlines, the CAD has enhanced operational coordination with other air traffic management authorities, improved the air traffic flow management process, and introduced the Airport Collaborative Decision Making data sharing platform at the HKIA so as to provide further support to airlines.

The Government has given in-principle approval for the Airport Authority Hong Kong (AA) to adopt the three-runway system as the future development option for the HKIA. Currently, AA is working on the statutory Environmental Impact Assessment (EIA) and other related planning work. The EIA is expected to be completed in around two years. Upon obtaining all statutory approvals as well as funding approval of the Finance Committee of the Legislative Council, the construction works will start and the three-runway system is expected to commence operation in 2023.

Name in block letters:	<u>NORMAN LO</u>
Post Title:	<u>Director-General of Civil Aviation</u>
Date:	<u>25.3.2013</u>

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

Reply Serial No.

THB(T)002

Question Serial No.

1690

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:

The Administration has indicated that it will monitor the noise and flight tracks of aircraft, and implement the noise abatement programme in 2013-14. Will the Administration inform this Committee:

- (a) of the details of the above measures and the expenditure involved;
- (b) of the reasons for failing to solve the problem of aircraft noise at root over the years;
- (c) whether it will set standards to assess the effectiveness of noise abatement measures; and
- (d) whether it will provide information about aircraft noise at various times in different months, including the aircraft noise exposure forecast (NEF) contour maps at various times each month, so that the public will understand better the scope of aircraft noise impact at various times. If yes, what are the details? If not, what are the reasons?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

(a)&(b) The Civil Aviation Department (CAD) has devised and implemented a number of aircraft noise abatement measures following the policies of the International Civil Aviation Organization (ICAO):

(i) between midnight and 07:00 a.m., arriving aircraft are required to land from the southwest, subject to acceptable operational and safety considerations. This measure aims to reduce the number of aircraft overflying populated areas such as Shatin, Tsuen Wan, Sham Tseng and Tsing Lung Tau;

(ii) subject to acceptable operational and safety considerations, aircraft departing to the northeast of the airport between 11:00 p.m. and 07:00 a.m. are required to use the

southbound route via the West Lamma Channel. This measure aims to reduce the number of aircraft overflying populated areas such as the Kowloon Peninsula and Hong Kong Island;

(iii) to reduce the noise impact on areas located in the vicinity of the airport, aircraft departing to the northeast of the airport are required to adopt the noise abatement take-off procedures. Under these procedures, aircraft are required to reduce their power upon reaching an altitude of 800 feet or above to abate aircraft noise;

(iv) all aircraft on approach to the airport from the northeast between 11:00 p.m. and 07:00 a.m. are encouraged to adopt the Continuous Descent Approach (CDA), subject to operational considerations. As aircraft on the CDA fly higher and normally on a low power/low drag configuration, noise experienced in areas such as Sai Kung and Ma On Shan will be lowered; and

(v) to abate aircraft noise at source, only aircraft complying with the noise standards in Chapter 3 of Part II, Volume I, Annex 16 to the Convention on International Civil Aviation and the Civil Aviation (Aircraft Noise) Ordinance (Cap. 312) are allowed to operate in Hong Kong. This measure is comparable to other major international airports. Our latest statistics indicate that a number of airlines have started using quieter passenger and cargo aircraft such as B777-300ER, A330-200, A380, B777-200F and B747-8F. The CAD will continue to follow up and communicate actively with airline operators on their progress in fleet modernisation.

Following the development of satellite-based navigation technology, a set of new flight paths and procedures for aircraft departing to the northeast of the airport has been in operation since February 2012 to help reduce aircraft noise impact on residents of Ma Wan. Our records show that aircraft using these procedures have achieved a noise reduction as measured at Ma Wan.

The 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 (NMTs) which are located along or close to the flight paths operating into and out of the Hong Kong International Airport and a computer to associate the noise data with the aircraft flight tracks as recorded by the CAD's radar system. In 2013-14, the estimated expenditure for the maintenance of the ANFTMS is \$3.06 million, including the yearly maintenance cost and the procurement of two mobile NMTs. The implementation of the above noise abatement measures and monitoring is undertaken by the CAD's existing staff as part of their regular duties under Programme (5).

- (c) The noise abatement measures are devised according to international standards and the guidelines promulgated by the ICAO. The CAD will continue to monitor the international development of such measures.
- (d) The noise data collected by the NMTs are uploaded regularly onto the CAD's website.

Noise Exposure Forecast (NEF) contour does not measure or monitor the daily noise level of aircraft but is used to forecast the impact of aircraft noise on the areas in the vicinity of the airport for land use planning purposes.

Name in block letters:	<u>NORMAN LO</u>
Post Title:	<u>Director-General of Civil Aviation</u>
Date:	<u>25.3.2013</u>

Examination of Estimates of Expenditure 2013-14
**CONTROLLING OFFICER'S REPLY TO
 INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)003

Question Serial No.

0513

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

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the departmental records management work over the past three years (2010-11, 2011-12, 2012-13):

- (a) Please provide information on the number and rank of officers designated to perform such work. If no officer is designated for such work, please provide information on the number of officers and the hours of work involved in records management duties, and the other duties they have to undertake in addition to records management;
- (b) Please list in the table below information on programme and administrative records which have been closed pending transfer to the Government Records Service (GRS) for appraisal:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents

- (c) Please list in the table below information on programme and administrative records which have been transferred to the GRS for retention:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

(d) Please list in the table below information on records which have been approved for destruction by the GRS:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

Asked by: Hon. HO Sau-lan, Cyd

Reply:

Regarding the departmental records management work over the past three years:

- (a) The Departmental Secretary of the Civil Aviation Department (CAD) is designated as the Departmental Records Manager to oversee departmental records management practices and procedures according to the guidelines and instructions of the GRS. He is assisted by 24 members of the executive and clerical grades in various divisions, sections and teams, who are also responsible for executive and clerical duties. Routine records management work, for example filing and registry work, is undertaken by two Confidential Assistants, three Assistant Clerical Officers, and three Clerical Assistants on a full-time basis.
- (b) Records with approved retention periods which have been closed pending transfer to the GRS for appraisal are listed below:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents
Administrative records	1967 to 2008	879 files in 70 linear metres	Six months to seven years	No

- (c) There have not been records transferred to the GRS for retention.

(d) Information on records which have been approved for destruction by the GRS is as follows:

Category of records	Years covered by the records	Number and linear metres of records	Year that approval was granted by the GRS	Retention period approved by the GRS	Are they confidential documents
Administrative records	1990 to 2000	12 files in 0.6 linear metres	2012	Six months to seven years	No
Programme records	1980 to 1998	492 files in 18 linear metres	2011	Seven to thirty years	No

Name in block letters: NORMAN LO
Post Title: Director-General of Civil Aviation
Date: 25.3.2013

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

Reply Serial No.

THB(T)004

Question Serial No.

1100

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Will the Administration inform this Council:

- (a) the number of air traffic controllers planned to be recruited and their estimated salary expenditure in the financial year of 2013-2014;
- (b) the number, contents and estimated expenditure of the training projects for air traffic controllers to be conducted in the financial year of 2013-2014.

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) The Civil Aviation Department (CAD) plans to recruit 25 Student Air Traffic Control Officers (SATCOs) in 2013-14 to fill vacancies in the Air Traffic Control Officer (ATCO) grade. The expenditure involved in terms of notional annual mid-point salary is \$9.69 million.
- (b) All SATCOs will receive comprehensive in-house and overseas training in order to be qualified as fully fledged ATCOs. These courses include fundamental air traffic control, aviation English language, basic aerodrome and radar control, flying training and specialised air traffic control licence courses. In 2013-14, 11 in-house training courses are scheduled for the SATCOs. As these in-house training courses are conducted by the CAD's staff as part of their normal duties, no additional expenses are involved.

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 28.3.2013

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

Reply Serial No.

THB(T)005

Question Serial No.

1106

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

The third runway at the Airport is targeted for completion in 2023. With the expansion of the Airport, there will be an increase in the demand for air traffic control staff. Does the Civil Aviation Department (CAD) have any plan for the provision of training to relevant staff in the 2013-14 financial year? If so, what are the estimated expenditure and details of the plan? If not, what are the reasons?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

The CAD regularly reviews the need for training of Air Traffic Control (ATC) personnel to cater for staff wastage and the provision of air traffic services at the Hong Kong International Airport (HKIA). Since 2007, the CAD has recruited 120 Student Air Traffic Control Officers (SATCOs) for comprehensive specialised training, and so far 65 SATCOs have been awarded ATC ratings to take up ATC operational duties. It is expected that around 40 more SATCOs who are currently at various stages of training will complete their training by 2016. They will join the ATC operational team in batches to support the expected air traffic growth at the HKIA. The CAD will take into account the latest development at the HKIA to recruit and train additional ATC staff in time to support new operations, including the west apron development and the proposed third runway.

In-house training is conducted by the CAD's staff as part of their normal duties, and hence no additional expenses are involved.

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 25.3.2013

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

Reply Serial No.

THB(T)006

Question Serial No.

1107

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned under *Matters Requiring Special Attention* in 2013-14 that the department will continue to improve the efficiency of air traffic management in order to further enhance the runway capacity of the Hong Kong International Airport (HKIA). Is the current runway capacity sufficient to meet the need of air services in the next three to five years? Is there any target set for enhancing the runway capacity? If yes, what is the target and the expenditure involved?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

The current runway capacity is sufficient to meet the air services demand for the next three to five years. The Civil Aviation Department (CAD) will continue to implement air traffic management enhancement measures to increase the runway capacity of the HKIA from the present 63 movements per hour progressively to the target of 68 movements per hour in 2015.

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

Name in block letters:

NORMAN LO

Post Title:

Director-General of Civil Aviation

Date:

25.3.2013

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

Reply Serial No.

THB(T)007

Question Serial No.

1111

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Please tabulate the number of aircraft distress calls or requests for emergency assistance as received by the Civil Aviation Department (CAD) in the past two years (i.e. 2010-11 to 2011-12) and, among which, the number of cases classified as urgent or dangerous.

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

When the aircraft calls for assistance are received by the CAD, its Air Traffic Control unit (ATC) will alert the appropriate units in accordance with the CAD Emergency Procedures Alerting List preset for different levels of emergencies. If there is no imminent danger to the aircraft, the ATC will initiate a “Local Standby” to alert the Airport Fire Contingent and the Airport Authority Hong Kong to attend to the landing of the aircraft in question. If the aircraft is in imminent danger or is expected to have difficulties in making a normal landing, the ATC will initiate a “Full Emergency Standby”, and government departments and organisations outside the airport will be alerted to assist. For example fire appliances and ambulances will be dispatched from town to the airport and hospitals will be prepared to receive casualties.

The number of aircraft calls for assistance received by the CAD in the past two years (i.e. 2010-11 and 2011-12) is as follows:

Year	Total number of requests for assistance	Number of requests that need full emergency standby
2010-11	175	3
2011-12	158	0

Name in block letters:

NORMAN LO

Post Title:

Director-General of Civil Aviation

Date:

25.3.2013

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

Reply Serial No.

THB(T)008

Question Serial No.

0157

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

As recommended by the International Civil Aviation Organization (ICAO), the Civil Aviation Department (CAD) conducted the Search and Rescue Exercise (SAREX) annually before 2008. Long-range and short-range search and rescue exercises and training were held with different departments and rescue organisations of other countries. However, there have been no such kinds of exercises after 2008. What are the reasons? Will there be any impact on Hong Kong when it needs to coordinate aeronautical information with a view to conducting rescue operation in the region? Has the Administration earmarked any provision for conducting the above-mentioned exercises and training in 2013-14 budget?

Asked by: Hon. MA Fung-kwok

Reply:

Annex 12 to the Convention on International Civil Aviation stipulates that regular training should be provided and appropriate SAREX be arranged for the search and rescue personnel. The Civil Aviation Department (CAD) has been conducting the SAREX in accordance with the stipulated requirements to enhance its capabilities and strengthen its cooperation and coordination with government departments as well as the relevant Mainland and overseas agencies. The last SAREX was conducted by the CAD in December 2012. On top of this, the CAD has provided regular search and rescue refresher training for its officers to maintain their search and rescue proficiency.

The next SAREX is tentatively planned to be conducted in late 2014. It will be carried out by existing staff and there will be no additional expenses involved.

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 25.3.2013

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

Reply Serial No.

THB(T)009

Question Serial No.

1987

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

On “recruit and train more air traffic control staff to meet air traffic services demand”, please advise:

- (a) the estimated expenditure of the Civil Aviation Department (CAD) in this respect in 2013-14;
- (b) how the recruitment and training will tie in with the planning of the third runway and the development of the western part of the midfield area;
- (c) the items that are included in the specific work plan; and
- (d) the progress or timetable for 2013-14.

Asked by: Hon. SIN Chung-kai

Reply:

The CAD plans to recruit 25 Student Air Traffic Control Officers (SATCOs) in 2013-14 to fill vacancies in the Air Traffic Control Officer (ATCO) grade. The expenditure involved in terms of notional annual mid-point salary is \$9.69 million. In 2013-14, in-house training, to be conducted by the CAD’s staff as part of their normal duties, will be provided and hence no additional expenses are involved.

The CAD regularly reviews the need for recruitment and training of Air Traffic Control (ATC) personnel to cater for staff wastage and the provision of air traffic services at the Hong Kong International Airport (HKIA). Since 2007, the CAD has recruited 120 SATCOs for comprehensive specialised training, and so far 65 SATCOs have been awarded ATC ratings to take up ATC operational duties. It is expected that around 40 more SATCOs who are currently at various stages of training will complete their training by 2016. They will join the ATC operational team in batches to support the expected air traffic growth at the HKIA. The

CAD will take into account the latest development at the HKIA to recruit and train additional ATC staff in time to support new operations, including the west apron development and the proposed third runway.

Name in block letters: NORMAN LO
Post Title: Director-General of Civil Aviation
Date: 28.3.2013

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

Reply Serial No.

THB(T)010

Question Serial No.

3088

Head: 42 - Electrical and Mechanical Services Department
Subhead (No. & title):

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding matters requiring special attention in 2013-14, it is mentioned that the Electrical and Mechanical Services Department (EMSD) will continue to promote and implement the voluntary registration scheme for vehicle mechanics, and plan for a voluntary registration scheme for vehicle maintenance workshops. Please advise this committee on:

- (a) the number of applications for registration in the past three years (i.e. 2010 to 2012) according to the table below:

	Number of new applications issued with certificates	Number of renewal applications issued with certificates	Number of applications rejected
2012			
2011			
2010			

- (b) the main reasons for rejecting the above applications; and
- (c) the details on implementation of the voluntary registration scheme for vehicle maintenance workshops.

Asked by: Hon. POON Siu-ping

Reply:

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

	Number of new applications issued with certificates	Number of renewal applications issued with certificates	Number of applications rejected
2012	154	572	54
2011	225	3 739	118
2010	300	2 181	185

- (b) The main reasons for rejecting the applications were non-compliance with the minimum years of experience for new applications and non-compliance with the continued professional development requirements for renewal applications.
- (c) It is planned to implement the Voluntary Registration Scheme for Vehicle Maintenance Workshops in 2014, and a code of practice for vehicle maintenance workshops was developed in 2012. To promote compliance with this code of practice, a Charter Scheme for workshops was launched in early 2013. So far, 144 workshops have subscribed to the Charter Scheme and promotional activities for the Charter Scheme will continue.

Name in block letters:

CHAN FAN

Post Title:

Director of Electrical and
Mechanical Services

Date:

5.4.2013

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

Reply Serial No.

THB(T)011

Question Serial No.

2226

Head: 42 - Electrical and Mechanical Services Department
Subhead (No. & title):

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services

Director of Bureau: Secretary for Transport and Housing

Question:

For the Mass Transit Railway Ordinance (Cap. 556) and the Mass Transit Railway Regulations (Cap. 556A) enforced by the Electrical and Mechanical Services Department (EMSD), please advise this committee:

- (a) What is the number of rail inspections for each railway line in the past three years (2010-11, 2011-12, 2012-13)? How many incidents happened per year as classified by the nature of incident?
- (b) How many incidents affecting railway safety have been reported from the MTR Corporation Limited (MTRCL) to the EMSD in the past three years (2010-11, 2011-12, 2012-13)? Please report the figures according to the incident classification.
- (c) What are the actual number of staff and expenditure for regulating railway safety in the past three years (2010-11, 2011-12, 2012-13) and the estimated figures for 2013-14? In response to the increased number of incidents of MTRCL in recent years, will the Administration increase manpower or introduce other measures to improve safety?

Asked by: Hon. WU Chi-wai

Reply:

- (a) The MTRCL adopts a risk-based maintenance regime for rail maintenance, including visual and ultrasonic inspections. The frequency of visual inspection ranges from once every 48 hours to two times per week, while the ultrasonic inspection ranges from once every two weeks to three months.

The EMSD carries out inspections on major railway incidents of possible railway safety concerns. In addition to the incident inspections, the EMSD conducts regular inspections to monitor systems and facilities critical to railway safety. The numbers of rail inspections conducted in the past three years are set out below.

MTR Lines	2010	2011	2012
Island Line	0	4	2
Kwun Tong Line	1	0	1
Tsuen Wan Line	0	4	1
Tseung Kwan O Line	0	1	0
East Rail Line	4	3	1
West Rail Line	0	2	0
Ma On Shan Line	2	0	0
Airport Express Line/ Tung Chung Line/ Disneyland Resort Line	0	3	0
Light Rail	0	3	1
Total	7	20*	6

* The number of rail inspections in 2011 was higher in the wake of the rail breakage incidents in that year.

The number of rail breakage incidents in the past three years, which have to be reported to EMSD under the Mass Transit Railway Regulations, are set out below:

MTR Lines	2010	2011	2012
Island Line	0	0	0
Kwun Tong Line	2	0	2
Tsuen Wan Line	2	1	1
Tseung Kwan O Line	0	0	0
East Rail Line	2	1	2
West Rail Line	0	0	0
Ma On Shan Line	0	0	0
Airport Express Line/ Tung Chung Line/ Disneyland Resort Line	0	1	0
Light Rail	0	0	0
Total	6	3	5

(b) The number of railway-related incidents¹ caused by railway equipment failure, staff behaviour, passenger/public behaviour and other external factors in 2010, 2011 and 2012,

¹ Excluding incidents involving escalators, lifts and other facilities outside the platform and track areas.

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

Reply Serial No.

THB(T)012

Question Serial No.

0777

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 policy of Universal Accessibility (UA), ten prioritised projects will be implemented before the introduction of other projects. Has the Administration assessed the costs of planning and implementing 20 of the aforesaid projects in one go? What is the difference in terms of cost between implementing 20 projects in one go and finishing ten projects before implementing another ten? Will this speed up the number of projects to be completed, shorten the time for the works and help reduce the costs of construction? If so, please provide details, if not, what are the reasons?

Asked by: Hon. CHAN Han-pan

Reply:

The new policy on UA announced by the Administration in August 2012 retrofits barrier-free access (BFA) facilities such as lifts to existing public walkways (i.e. footbridges, elevated walkways and subways maintained by the Highways Department) so as to facilitate access of the public. Under the UA Programme, the Administration has consulted the District Councils in the first quarter of 2013 on proposals suggested by the public involving about 250 public walkways (referred to as the Expanded Programme) on the priority for implementation, and will proceed to conduct preliminary technical feasibility studies for the selected priority projects. In parallel, we will continue to pursue the Original Programme (consisting of about 170 projects, including the ten projects mentioned in the question, for retrofitting of BFA facilities to meet the recommendations of the Equal Opportunities Commission).

Under both the Expanded and Original programmes, the Administration will carry out planning, design and construction works for over 200 projects in the next few years, and will proceed with implementation of individual projects once they are preliminarily found to be technically feasible. To expedite the delivery of the overall programme, we will take forward

these projects by batches under separate consultancies, with appropriate number of projects in each batch, to achieve efficiency and economy of scale.

Name in block letters:	<u>K K LAU</u>
Post Title:	<u>Director of Highways</u>
Date:	<u>5.4.2013</u>

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

Reply Serial No.

THB(T)013

Question Serial No.

0304

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:

For the hillside escalator links and elevator systems, would the Administration provide the following information:

- (a) the current progress of the planned works for hillside escalator links and elevator systems, and the expenditure involved in each of these works;
- (b) the number of works for hillside escalator links and elevator systems under investigation, and the respective expenditure involved.

Asked by: Hon. CHAN Kam-lam

Reply:

Parts (a) and (b)

The Government established a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems to determine the priority for conducting preliminary feasibility studies for the proposed works projects. The 20 proposals received at the time were evaluated in accordance with the assessment system and the results were reported to the Panel on Transport of the Legislative Council on 26 February 2010. Two proposals were screened out initially, and 18 others were ranked. The Administration indicated at the time that preliminary feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

Among the 18 ranked projects, a total estimated capital cost of about \$700 million has been committed for two projects. Details are as follows:

Proposal	Progress	Cost Estimate (\$ million)
Pedestrian Link at Tsz Wan Shan (ranked 1st)	This link is implemented under the Shatin to Central Link project. The construction has commenced since July 2012 for completion by phases between 2014 and 2016.	608
Pedestrian Link System at Yuet Wah Street (ranked 13th)	To be implemented by the Civil Engineering and Development Department in relation to the Kwun Tong Town Centre Redevelopment by the Urban Renewal Authority. Works are scheduled to commence in the second quarter of 2013 for completion in end 2015.	95

We have completed the preliminary technical feasibility studies, with the deployment of internal resources, for eight out of nine proposals ranked top ten. These eight proposals have been preliminarily found technically feasible and will be taken forward by batches. For four of these proposals, expenses have been incurred for consultancies for further investigation and preliminary design. Details are as follows:

Proposal	Status of Preliminary Technical Feasibility Study	Expenditure incurred as at 14.3.2013 (\$ million)
Braemar Hill Pedestrian Link	completed	0.47
Lift System and Pedestrian Walkways at Cheung Hang Estate, Tsing Yi	completed	0.25
Escalator Link and Pedestrian Walkway System at Pound Lane	completed	0.38
Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	completed	-
Proposed Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	completed	-
Proposed Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road, Kwai Chung	completed	-
Pedestrian Link near Chuk Yuen North Estate	completed	-
Lift and Pedestrian Walkway System at Waterloo Hill	completed	0.16
Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	on-going	-

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)015

Question Serial No.

0531

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:

Please list out in detail the location, amount of money involved and respective progress of each project under the policy of Universal Accessibility.

Asked by: Hon. CHAN Kam-lam

Reply:

The new policy on Universal Accessibility (UA) announced by the Administration in August 2012 retrofits barrier-free access (BFA) facilities such as lifts to existing public walkways (i.e. footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) so as to facilitate access of the public. Under the UA Programme, the Administration has consulted the District Councils (DCs) in the first quarter of 2013 on proposals suggested by the public involving about 250 public walkways (referred to as the Expanded Programme) on the priority for implementation, and will proceed to conduct preliminary technical feasibility studies for the selected priority projects. In parallel, we will continue to pursue the Original Programme (consisting of about 170 projects for retrofitting of BFA facilities to meet the recommendations of the Equal Opportunities Commission).

The present position of the UA Programme is as follows -

Projects	Current Position
Original Programme	Construction works of ten projects are underway. The construction works of another 24 projects have just commenced. The remaining some 140 projects are at planning / design stage.
Expanded Programme	The HyD has just completed the consultation with the 18 DCs on the priority of implementation. Each DC has been invited to select three priority projects. The HyD will start preliminary technical feasibility study of the selected priority projects within 2013-14. The detailed design and construction of the projects preliminarily found to be technically feasible will be taken forward as soon as possible.

For the ten projects of the Original Programme with construction works underway, a funding of \$292.1 million in money-of-the-day prices to cover the costs of construction of ten projects as well as the design for other projects in the Original Programme was approved under PWP Item No. 6167TB by the Finance Committee (FC) of the Legislative Council in July 2011. With the approval of the FC in January 2013, a new block allocation Subhead 6101TX – Universal Accessibility Programme has been created for taking forward the UA Programme, including the Expanded Programme and the remaining projects of the Original Programme. An allocation of \$187.272 million for 2013-14 was approved by the FC. We will follow the established practice of other block allocation subheads and apply to the FC every year an allocation on a lump-sum basis in accordance with the estimated expenditure for the projects of the UA programme in the coming years.

Name in block letters:	<u>K K LAU</u>
Post Title:	<u>Director of Highways</u>
Date:	<u>5.4.2013</u>

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

Reply Serial No.

THB(T)016

Question Serial No.

0534

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

It is expected that the Government will engage consultants to carry out research on four planning studies in 2013, involving a total expenditure of \$328.9 million. What are the details of the four studies mentioned above, and the respective expenditure involved?

Asked by: Hon. CHAN Kam-lam

Reply:

The four studies carried out by the consultants in 2013 are:

- (a) Shatin to Central Link – Independent design review, checking of project cost and cost apportionment for design and site investigation phase (total expenditure: \$20.3 million);
- (b) Shatin to Central Link – Monitoring and verification consultancy for construction, testing and commissioning phase (total expenditure: \$181.8 million);
- (c) Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – Monitoring and verification consultancy for construction, testing and commissioning phase (total expenditure: \$83.8 million); and
- (d) Review and Update of the Railway Development Strategy 2000 (total expenditure: \$43 million)

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

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

Reply Serial No.

THB(T)017

Question Serial No.

0535

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The matters requiring special attention in 2013-14 by the Highways Department (HyD) includes scrutinising the submissions made by the MTR Corporation Limited (MTRCL) on the implementation of railway projects. Please provide the details and amount of money involved in scrutinising these projects.

Asked by: Hon. CHAN Kam-lam

Reply:

For West Island Line, South Island Line (East) and Kwun Tong Line Extension, the HyD uses in-house resources to scrutinise the submissions made by the MTRCL. For other railway projects including Shatin to Central Link and Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link, the HyD has employed consultants, on top of its in-house resources, to scrutinise the submissions made by the MTRCL. The consultancies and their estimated expenditure in 2013-14 are as follows:

- (a) Shatin to Central Link – Independent design review, checking of project cost and cost apportionment for design and site investigation phase (\$1.6 million);
- (b) Shatin to Central Link – Monitoring and verification consultancy for construction, testing and commissioning phase (\$21.9 million); and
- (c) Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – Monitoring and verification consultancy for construction, testing and commissioning phase (\$15 million).

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 5.4.2013

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

Reply Serial No.

THB(T)018

Question Serial No.

0537

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

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please account for the difference of over \$25 million between the revised estimate of \$68.039 million and the original estimate of \$93.800 million for general departmental expenses in 2012-13, and explain why such expenditure has been increased again to the level of \$97.243 million in 2013-14.

Asked by: Hon. CHAN Kam-lam

Reply

The 2012-13 revised estimate for general departmental expenses is \$25.761 million less than the original estimate mainly because of the adjusted schedule in employing non-civil service contract (NCSC) staff and the postponed commencement of a service contract for enhancing road inventory.

The 2013-14 estimate for general departmental expenses is \$97.243 million. The increase of \$29.204 million as compared with the 2012-13 revised estimate is mainly for the employment of NCSC staff in accordance with the abovementioned revised schedule, the implementation of the aforementioned service contract for enhancing road inventory and the commencement of a service contract for tree data collection.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

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

Reply Serial No.

THB(T)019

Question Serial No.

0538

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 the matters requiring special attention in 2013-14, the Highways Department suggests the enhancement of the environment with improved streetscape, more greening and appropriate landscaping works. Please provide in table form the details of the projects and the amount of money involved in each project.

Asked by: Hon. CHAN Kam-lam

Reply:

The Highways Department (HyD) will carry out tree planting, greening on highway structures, and associated landscaping works in conjunction with the construction of new road projects, such as “Bus-bus Interchanges on Tuen Mun Road”, “Retrofitting of Noise Barriers on Fanling Highway (MTR Fanling Station to Wo Hing Road, and Po Shek Wu Road to MTR Fanling Station)”, “Traffic Improvements to Tuen Mun Road Town Centre Section”, “Reconstruction and Improvement of Tuen Mun Road”, and “Widening of Tolo Highways”.

In addition, the HyD will carry out minor greening and landscaping works on existing roads (e.g. tree planting), and also reconstruct existing footpaths with pavers to enhance streetscape. It is planned that in 2013-14, 121 such minor works items are to be carried out with an anticipated expenditure of \$73.7 million.

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 5.4.2013

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

Reply Serial No.

THB(T)020

Question Serial No.

1703

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:

Under this programme, it is said that the Administration will continue with the investigation and preliminary design for the Tuen Mun Western Bypass. Will the Administration inform this Committee of the current progress of the works above, and what is the expected date of completion?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

We are continuing with the preliminary design and the relevant impact assessments of the proposed Tuen Mun Western Bypass. During this process, we will review the technical issues arising from the project, taking into account comments raised by the public (in particular their concern over the impact of the northern viaduct section and the exit of the southern tunnel section at Tsing Tin Interchange on residents and facilities nearby), and update the related forecast traffic demand. We will continue to consult the stakeholders with a view to completing the abovementioned tasks as soon as possible.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)021

Question Serial No.

2013

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the figures of the projects, staffing and expenses incurred by the Administration on the construction and maintenance of barrier-free access facilities in the past five years (i.e. 2008-09 to 2012-13) by District Council district.

Asked by: Hon. CHEUNG Chiu-hung, Fernando

Reply:

The numbers of projects concerning retrofitting of barrier-free access facilities conducted by the Highways Departments (HyD) in the past five years by District Council district are as follows:

District	Number of Projects				
	2008-09	2009-10	2010-11	2011-12	2012-13
Central and Western	24	20	7	37	29
Eastern	19	31	21	43	13
Southern	16	17	8	26	20
Wan Chai	4	4	4	46	26
Kowloon City	35	12	7	64	12
Kwun Tong	113	42	16	61	15
Sham Shui Po	15	11	13	67	20
Yau Tsim Mong	10	23	25	41	23
Wong Tai Sin	14	14	13	34	11
Islands	6	19	8	6	2
Kwai Tsing	45	9	8	22	57
North	67	44	48	20	22
Sai Kung	32	25	3	10	8
Sha Tin	19	53	57	42	47
Tai Po	0	0	43	19	26
Tsuen Wan	81	33	5	17	38

District	Number of Projects				
	2008-09	2009-10	2010-11	2011-12	2012-13
Tuen Mun	22	21	42	35	74
Yuen Long	30	14	7	41	48
Total	552	392	335	631	491

	2008-09	2009-10	2010-11	2011-12	2012-13
Expenditure of works (\$ million)	20.8	20	29.4	57.4	64.2

	2008-09	2009-10	2010-11	2011-12	2012-13
Number of staff (these staff members are also involved in other duties at the same time)	9	15	22	28	37

The maintenance of barrier-free access facilities is one of the routine road maintenance duties of the HyD and we do not have a separate breakdown of the expenditure. We deploy in-house resources to monitor the maintenance works carried out by contractors.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)022

Question Serial No.

2014

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out by District Council district the figures of enquiries, complaints, requests and cases which were successfully addressed concerning the construction and maintenance of barrier-free access facilities in the past five years (i.e. 2008 to 2012).

Asked by: Hon. CHEUNG Chiu-hung, Fernando

Reply:

The Highways Department (HyD) is responsible for the maintenance of public roads and associated facilities (including the associated barrier-free access facilities). We conduct regular inspections and carry out necessary maintenance works to upkeep the performance of road facilities. In the past five years (i.e. 2008 to 2012), the number of complaints and requests received by the HyD each year in relation to the barrier-free access facilities on public roads ranged from 50 to 69. We have taken suitable follow up actions and replied to the complainants. The breakdown of the number of complaints or requests received is tabulated as follows:

District	Number of complaints or requests received				
	2008	2009	2010	2011	2012
Central & Western	1	3	1	2	2
Eastern	2	8	9	5	3
Southern	3	1	1	1	0
Wan Chai	1	1	3	2	0
Kowloon City	0	4	4	3	6

Kwun Tong	5	8	5	4	6
Sham Shui Po	8	7	8	8	11
Yau Tsim Mong	10	7	7	3	7
Wong Tai Sin	1	3	2	2	6
Islands	2	1	2	0	0
Kwai Tsing	1	4	2	1	1
North	2	1	0	2	2
Sai Kung	3	2	0	0	2
Shatin	2	3	2	6	5
Tai Po	0	1	2	2	1
Tsuen Wan	3	3	1	2	3
Tuen Mun	4	1	1	5	4
Yuen Long	2	4	2	3	10
Total:	50	62	52	51	69

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

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

Reply Serial No.

THB(T)023

Question Serial No.

2321

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

According to the estimates of the budget this year, capital projects under design and construction entrusted to the railway corporation or other agencies amount to more than \$150 billion. Expenditure of the year amounts to about \$20.5 billion and the fees for planning studies to be carried out by consultants also amounts to \$0.328 billion. In the estimates of the Highways Department, \$20.5 billion will be used for the expenditure of 19 projects. Please provide information on:

(a) What are the projects concerned? What is the expenditure of the respective projects? Please answer by using the following table:

Name of project	Project estimate

(b) As shown in the estimates, \$0.328 billion is to be used as the fees for planning studies to be carried out by consultants. What is the consultancy fee for each consultant? What are the studies carried out by the consultants concerned? Please answer by using the following table:

Name of company	Name of study	Project expenditure

(c) It is stated under 'Matters Requiring Special Attention in 2013-14' that the Government will co-ordinate with the Mainland authorities on cross-boundary infrastructure developments. What mechanism will be in place? What are the principles behind the estimation of expenditure?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

(a) The 19 projects with a total estimated expenditure of \$20.5 billion are listed below:

Name of project	Estimated expenditure in year 2013 (\$ million)
Shatin to Central Link – design and site investigation	42
Shatin to Central Link – construction of railway works – protection works	108.1
Shatin to Central Link – construction of railway works – protection works in Wan Chai Development Phase II	16
Shatin to Central Link – construction of railway works – advance works	940
Shatin to Central Link – construction of non-railway works – advance works	269.7
Shatin to Central Link – construction of railway works – remaining works	4,668.9
Shatin to Central Link – construction of non-railway works – remaining works	585.6
Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link – design and site investigation	71.8
Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link – construction of railway works	11,116.1
Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link – construction of non-railway works	2,215.8
West Island Line – essential public infrastructure works	13
South Island Line (East) – essential public infrastructure works	284.4
Kwun Tong Line Extension – essential public infrastructure works	150
West Rail (Phase 1) – essential public infrastructure works for Tuen Mun	36.9
West Rail (Phase 1) – essential public infrastructure works for Sham Shui Po	0
West Rail (Phase 1) – essential public infrastructure works for Yuen Long	0
East Rail Extension – essential public infrastructure works for the Sheung Shui to Lok Ma Chau Spur Line	1.4

Public Transport Interchange at Lok Ma Chau Rail Terminus of the Sheung Shui to Lok Ma Chau Spur Line	0
Consultants' fees and ground investigation cost for Huanggang-Lok Ma Chau Passenger Bridge Ground Investigation	0.1
Total	20,519.8

(b) The studies carried out by the consultants are listed below:

Name of company	Name of study	Total expenditure (\$ million)
PYPUN-KD & Associates Limited	Shatin to Central Link – Independent design review, checking of project cost and cost apportionment for design and site investigation phase	20.3
PYPUN-KD & Associates Limited	Shatin to Central Link – Monitoring and verification consultancy for construction, testing and commissioning phase	181.8
Jacobs China Limited	Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – Monitoring and verification consultancy for construction, testing and commissioning phase	83.8
AECOM Asia Company Limited	Review and Update of the Railway Development Strategy 2000	43
	Total	328.9

(c) As regards the cross-boundary infrastructure development, we have established various liaison groups with the relevant Mainland authorities for the implementation of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project. The relevant expenses are absorbed by in-house resources.

Name in block letters: K K LAU
Post Title: Director of Highways
Date: 3.4.2013

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

Reply Serial No.

THB(T)024

Question Serial No.

2322

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

272 - Electricity
for public lighting

Programme: (4) Technical Services

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

According to the estimates of the budget this year, the expenditure on public lighting increases by about \$10 million when compared to last year. Will the Highways Department (HyD) inform this Committee :

- (a) Why is there an increase in expenditure on public lighting as compared to last year?
- (b) Has the HyD considered reducing the demand for electricity for public lighting to achieve energy-saving? If so, what is the estimated reduction in expenditure this year for the aforesaid reduction?
- (c) Will the HyD consider replacing public lighting with light emitting diode (LED) to reduce the demand for electricity? If so, what is the expenditure involved this year for the aforesaid replacement?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

- (a) The increase in the estimated expenditure on public lighting in 2013-14 is mainly to cater for the anticipated increases in electricity tariffs.
- (b) It has been the target of the HyD to optimise the use of electricity in public lighting. The majority of the lamps being used, in particular those of the high-power range, are already amongst the most cost-effective and energy efficient in the market. The remaining small amount of old lamps will be replaced by high energy efficient ones. Dimmable electronic ballasts will also be installed to fine tune the illumination of some road lights. The estimated energy cost to be saved in 2012-13 is about \$0.53 million. The HyD will continue to look for opportunities for further energy saving.

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

Reply Serial No.

THB(T)025

Question Serial No.

2323

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

700 - General
non-recurrent

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding item 838 "Review and Update of the Railway Development Strategy 2000" under subhead 700:

- (a) What specific work items were the revised estimated expenditure for 2012-13 spent on?
- (b) For the balance of \$16.996 million, what is the estimated expenditure in 2013-14? What specific work items will the expenditure be spent on?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

- (a) The revised estimated expenditure for 2012-13 covers the consultancy fees for the consultants to analyse and examine different conceptual railway proposals under the study for the Review and Update of the Railway Development Strategy 2000.
- (b) The balance of \$16.996 million will be used in 2013-14 on the consultancy fees for completing the related analysis and examination of different conceptual railway proposals, with a view to optimising the planning for major regional railway corridors and local enhancement schemes based on the views collected at both stages of the public engagement exercise, as well as providing recommendations on the future railway development.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)026

Question Serial No.

3275

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

What is the number of public consultations for different new spur lines in the past three years? What was the expenditure concerned? What are the estimates for this year? Please answer by using the following table.

2010-11		
Name of Railway Project	Number of Consultations	Total Expenditure
(e.g.) West Island Line (WIL)		

2011-12		
Name of Railway Project	Number of Consultations	Total Expenditure
(e.g.) WIL		

2012-13		
Name of Railway Project	Number of Consultations	Total Expenditure
(e.g.) WIL		

2013-14 (Estimate)		
Name of Railway Project	Number of Consultations	Total Expenditure
(e.g.) WIL		

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The number of consultations in the form of meetings with the Legislative Council, the District Councils and the local communities on new railway projects in the past three years, as well as the estimated number in the coming year, are tabulated below. The consultations are conducted by the in-house resources of the Highways Department and so there is no breakdown of the related expenditure.

Railway Project	Number of Consultations			
	2010-11	2011-12	2012-13	2013-14 (estimate)
West Island Line	18	18	18	18
South Island Line (East)	19	32	37	27
Kwun Tong Line Extension	15	20	20	20
Shatin to Central Link	13	18	28	43
Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	51	31	20	20

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)027

Question Serial No.

3120

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

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the departmental records management work over the past three years (up to 2012):

- (a) Please provide information on the number and rank of officers designated to perform such work. If no officer is designated for such work, please provide information on the number of officers and the hours of work involved in records management duties, and the other duties they have to undertake in addition to records management;
- (b) Please list in the table below information on programme and administrative records which have been closed pending transfer to the Government Records Service (GRS) for appraisal:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents

- (c) Please list in the table below information on programme and administrative records which have been transferred to the GRS for retention:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

- (d) Please list in the table below information on records which have been approved for destruction by the GRS:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

Asked by: Hon. HO Sau-lan, Cyd

Reply:

- (a) We have designated a total of 43 officers in various offices as Departmental Records Manager, Records Managers and Assistant Departmental Records Managers to oversee records management work on top of their other duties. They are mainly professional officers (such as engineers, surveyors, etc.) or Executive Officers. As these officers are responsible for a wide range of duties in the course of their daily work, we do not have information on the exact time spent by individual officers on records management work. They are assisted by the following clerical officers who are designated for day-to-day management of files and records on a full-time basis:

Rank	Number
Assistant Clerical Officer	12
Clerical Assistant	31
Confidential Assistant	2

- (b) Records with approved retention periods which have been closed pending transfer to the GRS for appraisal are provided below:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents
Administrative records	2007 to 2012	69 files in 3 linear metres	Three to five years	No
	2007 to 2012	18 files in 1 linear metre	Three to five years	Yes
Programme records	2004 to 2012	6 661 files in 266 linear metres	Thirteen to twenty years	No
	2004 to 2012	368 files in 15 linear metres	Thirteen to twenty years	Yes

(c) Information on records which have been transferred to the GRS for retention is as follows:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents
Programme records	1987 to 2012	10 182 files in 407 linear metres	2010 to 2012	Twelve to thirteen years	No

(d) Information on records which have been approved for destruction by the GRS is as follows:

Category of records	Years covered by the records	Number and linear metres of records	Year that approval was granted by the GRS	Retention period approved by the GRS	Are they confidential documents
Administrative records	1973 to 2008	3 225 files in 129 linear metres	2010 to 2012	Two to seven years	No
	1949 to 2010	1 471 files in 59 linear metres	2010 to 2012	One to five years	Yes
Programme records	1968 to 2001	13 860 files in 554 linear metres	1997 to 2012	Seven to thirteen years	No
	1989 to 2002	73 files in 3 linear metres	2010 to 2012	Eight years	Yes

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)028

Question Serial No.

0066

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:

In Programme (4) Technical Services, it is said that environment will be enhanced with improved streetscape, more greening and appropriate landscaping works. Will the Administration provide the following information:

- (a) The number of landscaping works completed and underway in the 18 districts territory-wide in the past three years (2010-11, 2011-12 and 2012-13) in table form;
- (b) The number of landscaping works expected to be carried out and completed in 2013-14, and the distribution of these works (please show in table form); and
- (c) The total financial expenditure involved in improvement on streetscape and landscaping for the year 2013-14.

Asked by: Hon. KWOK Wai-keung

Reply:

- (a) The number of streetscape improvement and landscaping works items completed and underway in the 18 districts in the past three years is tabulated as follows:

District	Completed in			Ongoing in 2012-13
	2010-11	2011-12	2012-13	
Central & Western	2	1	2	2
Eastern	17	8	7	0
Southern	17	5	12	0
Wan Chai	2	2	0	1
Kowloon City	6	5	12	2
Kwun Tong	8	15	13	3
Sham Shui Po	3	1	2	1
Yau Tsim Mong	6	6	8	4
Wong Tai Sin	3	5	6	1
Islands	6	0	1	0
Kwai Tsing	19	9	9	9
North	11	10	2	8
Sai Kung	8	7	0	2
Sha Tin	8	3	1	4
Tai Po	15	3	0	4
Tsuen Wan	16	13	1	9
Tuen Mun	9	11	8	12
Yuen Long	19	19	8	12
Total	175	123	92	74

- (b) & (c) The Highways Department (HyD) will carry out tree planting, greening on highway structures, and associated landscaping works in conjunction with the construction of new road projects such as “Bus-bus Interchanges on Tuen Mun Road”, “Retrofitting of Noise Barriers on Fanling Highway (MTR Fanling Station to Wo Hing Road, and Po Shek Wu Road to MTR Fanling Station)”, “Traffic Improvements to Tuen Mun Road Town Centre Section”, “Reconstruction and Improvement of Tuen Mun Road”, and “Widening of Tolo Highways”.

In addition, the HyD will carry out minor greening and landscaping works on existing roads (e.g. tree planting), and also reconstruct existing footpaths with pavers to enhance streetscape. It is planned that in 2013-14, 121 such minor works items are to be carried out with an anticipated expenditure of \$73.7 million. The distribution of these projects by district is as follows:

District	Number of works item to commence in 2013-14 (Number expected to be completed within the same financial year)
Central & Western	5 (5)
Eastern	1 (1)
Southern	3 (1)
Wan Chai	2 (1)
Kowloon City	3 (3)
Kwun Tong	6 (6)
Sham Shui Po	6 (6)
Yau Tsim Mong	7 (7)
Wong Tai Sin	6 (6)
Islands	2 (2)
Kwai Tsing	14 (12)
North	9 (8)
Sai Kung	5 (4)
Sha Tin	4 (4)
Tai Po	7 (6)
Tsuen Wan	12 (11)
Tuen Mun	11 (10)
Yuen Long	18 (15)
Total	121 (108)

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 5.4.2013

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

Reply Serial No.

THB(T)029

Question Serial No.

0179

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:

For the monitoring of construction progress of the reconstruction and improvement works of Tuen Mun Road conducted by the Highways Department (HyD), what is the number of staff involved? Does it involve the participation of any consultant? If so, what is the number of consultant's staff involved? What is the provision of total staff expenditure by the HyD and the consultant in the coming year (2013-2014)?

Asked by: Hon. LAU Wong-fat

Reply:

The supervision and management of the reconstruction and improvement works of Tuen Mun Road involved 13 HyD staff and 267 consultants' staff. In the coming year (2013-14), the annual staff cost, in terms of notional annual mid-point salary, for the HyD staff is about \$11 million, and the estimated expenditure for consultants' staff is \$138 million.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)030

Question Serial No.

0183

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

For the capital projects under design and construction entrusted by the Administration to the railway corporation or other agencies in 2013-2014, what is the anticipated number of HyD staff for the monitoring of these works? What are the staffing provision and expenditure?

Asked by: Hon. LAU Wong-fat

Reply:

The Highways Department (HyD) is responsible for overseeing the implementation of various railway projects entrusted to the MTR Corporation Limited (MTRCL). The manpower requirement in the HyD responsible for such duties is met through deployment of in-house resources. The anticipated number of HyD staff for the above duties in 2013-14 is 57, who are mainly professional grade staff including engineers and building surveyors at different ranks. The annual staff cost, in terms of notional annual mid-point salary, for these staff is about \$41 million.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)031

Question Serial No.

1787

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide a list of the roads the Highways Department plans for reconstruction, rehabilitation and widening in 2013-14, and list out the expected dates of commencement and completion of the works.

Asked by: Hon. LEUNG Che-cheung

Reply:

The roads planned for reconstruction, rehabilitation or widening in 2013-14 are listed below:

District	Description of Works	Tentative Commencement Date	Tentative Completion Date
Central & Western	<u>Reconstruction / Rehabilitation</u>		
	- MacDonnell Road (Full length)	Q2, 2013	Q4, 2013
	- Mount Austin Road opposite to no. 1-5	Q2, 2013	Q2, 2013
	- Pok Fu Lam Road between Pokfield Road and Lady Ho Tung Hall	Q2, 2013	Q1, 2014
	- Praya, Kennedy Town between Queen's Road West and Sands Street	Q3, 2013	Q1, 2014
	- Smithfield between Sands Street and Pok Fu Lam Road	Q2, 2013	Q4, 2013
	<u>Widening</u>		
- Connaught Road Central outside Star Ferry Multi-storey Carpark	Q2, 2013	Q4, 2013	

District	Description of Works	Tentative Commencement Date	Tentative Completion Date
Eastern	<u>Reconstruction / Rehabilitation</u>		
	- Island Eastern Corridor (East bound, chainage 4.85 to 5.25, full width)	Q2, 2013	Q3, 2013
	- Island Eastern Corridor (East bound, chainage 5.70 to 6.18, lane 1&2)	Q2, 2013	Q4, 2013
	- Island Eastern Corridor (East bound, chainage 3.064 - 2.300, fast Lane and chainage 2.300 - 2.120, full width)	Q2, 2013	Q2, 2013
	- Island Eastern Corridor (West bound, chainage 2.50 to 3.05 full width and chainage 3.05 to 3.19 fast lane)	Q2, 2013	Q3, 2013
	- Island Eastern Corridor (West bound, chainage 1.30 to 1.78, Fast Lane and chainage 1.78 to 2.50, full width)	Q2, 2013	Q2, 2013
	- City Garden Road between Po Leung Kuk Yu Lee Mo Fan Memorial School and Provident Garden Block 2	Q2, 2013	Q3, 2013
	- Hoi Chak Street between Quarry Bay Park Phase II and Hoi Tai Street	Q2, 2013	Q3, 2013
	- Lau Li Street between Hing Fat street and Ngan Mok Street	Q2, 2013	Q3, 2013
	- Tsat Tsz Mui Road between Healthy Street West and Healthy Street East	Q3, 2013	Q3, 2013
	- Tsat Tsz Mui Road between Healthy Street West and Tin Chiu Street	Q2, 2013	Q3, 2013
- Tsing Fung Street Flyover (Full length)	Q2, 2013	Q3, 2013	
Islands	<u>Reconstruction / Rehabilitation</u>		
	- Chung Yan Road (Full length)	Q3, 2013	Q3, 2013
	- South Lantau Road near Cheung Sha	Q2, 2013	Q2, 2013
	- Tai O Road between lamp post FA0079 to FA0081	Q2, 2013	Q3, 2013
	<u>Widening</u>		
- South Lantau Road near Pui O Au Portal	Q2, 2013	Q3, 2013	
- South Lantau Road near San Shek Wan	Q3, 2013	Q3, 2013	
Kowloon City	<u>Reconstruction / Rehabilitation</u>		
	- Junction Road between Carpenter Road and Boundary Road	Q2, 2013	Q2, 2013
	- Sung On Street between Bailey Street and Chi Kiang Street	Q3, 2013	Q4, 2013

District	Description of Works	Tentative Commencement Date	Tentative Completion Date
Kwai Tsing	<u>Reconstruction / Rehabilitation</u>		
	- Cheung Pei Shan Road on Tuen Mun bound chainage 68.35-69.25	Q2, 2013	Q3, 2013
	- Kwai Shing Circuit (At three junctions: (1) Kwai Shing Circuit & Kwai Luen Road, (2) Kwai Shing Circuit & Tai Wo Hau Road, (3) Kwai Shing Circuit & Shing Fuk Street)	Q2, 2013	Q3, 2013
	- Lei Muk Road between junction at Castle Peak Road and junction at Kwok Shui Road	Q3, 2013	Q4, 2013
	- Shek Li Street between junction at Wai Kek Street and Shek Li Street no. 18	Q2, 2013	Q4, 2013
Kwun Tong	<u>Reconstruction / Rehabilitation</u>		
	- Kwun Tong Road eastbound near Kowloon Bay MTR station	Q3, 2013	Q1, 2014
	- Tsueng Kwan O Road between Lei Yue Mun Road and Kai Tin Road	Q2, 2013	Q3, 2013
	- Wai Yip Street between Hoi Yuen Road and King Yip Street	Q2, 2013	Q2, 2013
North	<u>Reconstruction / Rehabilitation</u>		
	- Boulder Road between Police's Ngau Kok Shan Operation Base and Tak Yuet Lau	Q2, 2013	Q2, 2013
	- Castle Peak Road (Kwu Tung section)	Q3, 2013	Q3, 2013
	- Fanling Highway (Sheung Shui bound, chainage 28.60 to chainage 27.20)	Q3, 2013	Q3, 2013
	- Fanling Highway (Sheung Shui bound, chainage 30.30 to chainage 29.57)	Q2, 2013	Q2, 2013
	- Fanling Highway (Tuen Mun bound, chainage 28.27 to chainage 27.10)	Q2, 2013	Q2, 2013
	- Fanling Highway (Tuen Mun bound, chainage 30.30 to chainage 29.17)	Q2, 2013	Q2, 2013
	- Po Shek Wu Road between Choi Yuen Road and Fanling Highway Roundabout	Q2, 2013	Q2, 2013
	- San Cheung Street between San Shing Avenue and San Hong Street	Q2, 2013	Q3, 2013
	- Sha Tau Kok Road between Ma Sik Road and Lung Ma Road	Q2, 2013	Q3, 2013
	- Sha Tau Kok Road (South bound near Ping Che Roadabout)	Q3, 2013	Q3, 2013
	- Sha Tau Kok Road Carpark (Hammerhead at carpark)	Q2, 2013	Q3, 2013
<u>Widening</u>			
- Ching Hiu Road Public Transport Interchange	Q3, 2013	Q4, 2013	

District	Description of Works	Tentative Commencement Date	Tentative Completion Date
Sai Kung	<u>Reconstruction / Rehabilitation</u>		
	- Clear Water Bay Road (Slow lane, Sai Kung bound, from Pak Shek Wo to Pik UK Correctional Institution)	Q3, 2013	Q3, 2013
	- Ho Chung Road near Che Kung Temple	Q2, 2013	Q2, 2013
	- King Ling Road between Choi Ming Street and Tsui Ling Road	Q2, 2013	Q2, 2013
	- Po Lam Road North near junction of Anderson Road, between lamp post EB5763 and EA0473	Q2, 2013	Q2, 2013
	- Po Shun Road near Tong Ming Street	Q2, 2013	Q3, 2013
	- Sai Sha Road near Kei Ling Ha Lo Wai (Sai Kung bound)	Q2, 2013	Q3, 2013
	- Yi Chun Street (From No. 2 to Sai Kung Market)	Q2, 2013	Q2, 2013
Sha Tin	<u>Reconstruction / Rehabilitation</u>		
	- Ma On Shan Road (North bound, Slip Road from Hang Tai Road)	Q2, 2013	Q2, 2013
	- Ma On Shan Road (North bound, chainage 18.30-19.45, full width)	Q2, 2013	Q3, 2013
	- Ngan Shing Street near Tak Wing Street	Q2, 2013	Q3, 2013
	- Sha Tin Road (chainage 18.35 - 19.455, Fast Lane)	Q2, 2013	Q2, 2013
	- Sha Tin Road (North bound, chainage 19.45, Slip Road to Tai Chung Kiu Road)	Q2, 2013	Q2, 2013
	- Sha Tin Wai Road between Ngan Shing Street and Sha Tin Road	Q2, 2013	Q3, 2013
	- Sui Wo Road (between Wong Chuk Yeung Street and Sui Wo Court)	Q3, 2013	Q3, 2013
	- Tai Po Road - Ma Liu Shui between Lai Ping Road and lamp post EB9168	Q2, 2013	Q3, 2013
	- Tai Po Road - Shatin (South bound, chainage 6.812 - 6.444, slow lane)	Q2, 2013	Q3, 2013
	- Tai Po Road - Shatin (South bound, chainage 7.15 - 6.4, slow lane)	Q2, 2013	Q3, 2013
	- Tai Po Road - Shatin (South bound, chainage 7.5 - 6.0, fast lane)	Q2, 2013	Q2, 2013
	- Tai Po Road - Shatin (South bound, chainage 7.55 - 7.15, slow lane)	Q2, 2013	Q2, 2013
	- Tate's Cairn Highway (South bound, chainage 15.226-15.92, fast lane and middle lane)	Q2, 2013	Q3, 2013
	- Tin Sam Street from Hung Mui Kuk Road to Fu Kin Street	Q2, 2013	Q3, 2013
- Yat Tai Street from Sha Kok Street to Shiu Chuen Au Street	Q2, 2013	Q3, 2013	
- Yuen Wo Road from Fo Tan Road to Wo Che street	Q3, 2013	Q3, 2013	

District	Description of Works	Tentative Commencement Date	Tentative Completion Date
Sham Shui Po	<u>Reconstruction / Rehabilitation</u>		
	- Cheung Shun Street between Cheung Lai Street and Tai Nan West Street	Q2, 2013	Q2, 2013
	- Lung Cheung Road near Lung Ping Road	Q2, 2013	Q2, 2013
	- Pak Wan Street between Pak Tin Street and Pak Tin Estate Block 9	Q2, 2013	Q2, 2013
	- Pratas Street between Kwong Lee Road and Po On Road	Q2, 2013	Q3, 2013
	- Sai Chuen Road near Fu Cheong Estate	Q2, 2013	Q3, 2013
	- Shek Kip Mei Street near Woh Chai Street	Q2, 2013	Q2, 2013
	- Tai Hang Tung Road near Tong Yam Street	Q2, 2013	Q3, 2013
	- West Kowloon Corridor from Mong Kok Road to Waterloo Road	Q3, 2013	Q4, 2013
- West Kowloon Highway (South bound, chainage 6.73 to chainage 7.08)	Q2, 2013	Q2, 2013	
Southern	<u>Reconstruction / Rehabilitation</u>		
	- Island Road near Deep Water Bay Beach	Q2, 2013	Q2, 2013
	- Nam Fung Road near Nam Fung Path	Q3, 2013	Q3, 2013
	- South Bay Road near South Bay Beach	Q2, 2013	Q2, 2013
- Tung Tau Wan Road near Hong Kong Sea School	Q3, 2013	Q3, 2013	
Tai Po	<u>Reconstruction / Rehabilitation</u>		
	- Dai Wang Street between Dai Fat Street and Dai Fu Street	Q3, 2013	Q3, 2013
	- Junction of Lam Kam Road and Lam Tsuen Heung Kung Sho Road	Q2, 2013	Q4, 2013
	- Nam Wan Road between San Tong Road and Wan Tau Street	Q2, 2013	Q3, 2013
	- On Ho Lane between On Cheung Road and the Cul-de-sac	Q3, 2013	Q4, 2013
	- Ting Kok Road near Dai Kwai Street	Q2, 2013	Q2, 2013
	- Ting Kok Road near Sam Mun Tsai	Q3, 2013	Q3, 2013
	- Ting Kok Road near Tai Ping	Q2, 2013	Q3, 2013
- Ting Kok Road near Yue Kok	Q2, 2013	Q3, 2013	
Tsuen Wan	<u>Reconstruction / Rehabilitation</u>		
	- Castle Peak Road - Tsuen Wan between lamp post AC1976 and FC2633	Q2, 2013	Q3, 2013
	- Cheung Shan Estate Road West and East near lamp post FA5968	Q2, 2013	Q3, 2013
	- Route Twisk from lamp post FA5579 to W4448	Q2, 2013	Q4, 2013
	- Tai Chung Road (South bound between Sha Tsui Road and Tai Chung Road)	Q2, 2013	Q4, 2013
- Tsuen King Circuit from lamp post FC3186 to FC3207	Q2, 2013	Q4, 2013	

District	Description of Works	Tentative Commencement Date	Tentative Completion Date
Tuen Mun	<u>Reconstruction / Rehabilitation</u>		
	- Castle Peak Road - Lam Tei between Lam Tei Main Street and Fuk Hang Tsuen Road	Q2, 2013	Q2, 2013
	- Castle Peak Road at San Hui, Lingnan, Castle Peak Bay	Q2, 2013	Q4, 2013
	- Lung Fu Road between lamp post BD0777 and lamp post AD4205	Q2, 2013	Q3, 2013
	- Wong Chu Road (Full length)	Q2, 2013	Q2, 2013
Wan Chai	<u>Reconstruction / Rehabilitation</u>		
	- Kai Chiu Road between Jardine's Crescent and Lee Garden Road	Q2, 2013	Q3, 2013
	- Perkins Road between Moorsom Road and Henderson Road	Q2, 2013	Q3, 2013
	- Village Road between HK Sanatorium & Hospital and Village Terrace	Q3, 2013	Q3, 2013
	- Wood Road between Wing Cheong Street and St. Joseph's Primary School	Q3, 2013	Q3, 2013
Wong Tai Sin	<u>Reconstruction / Rehabilitation</u>		
	- Sheung Hei Street near Tai Yau Street	Q2, 2013	Q3, 2013
Yau Tsim Mong	<u>Reconstruction / Rehabilitation</u>		
	- Kowloon Park Drive between Haiphong Road and Middle Road	Q2, 2013	Q3, 2013
	- Northern toll plaza of Hunghom Cross Harbour Tunnel	Q2, 2013	Q2, 2013
Yuen Long	<u>Reconstruction / Rehabilitation</u>		
	- Ping Ha Road between lamp post FA3991 and FB9231	Q2, 2013	Q3, 2013
	- Tai Tong Road near Shui Tsiu Lo Wai	Q2, 2013	Q4, 2013
	- Tin Fuk Road between Tin Shing Road and Tin Tsz Road	Q2, 2013	Q4, 2013
	- Yuen Long Highway (Sheung Shui bound between chainage 48.1 & chainage 48.15)	Q2, 2013	Q2, 2013

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)032

Question Serial No.

1802

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 “continued with the detailed design for provision of barrier-free access facilities at public footbridges, elevated walkways and subways - phases 2 and 3” mentioned under the brief description of Programme (1), please list out the details, commencement dates and expected completion dates of the plans for provision of barrier-free access facilities in the New Territories (including outlying islands) in 2013-14.

Asked by: Hon. LEUNG Che-cheung

Reply:

The new policy on Universal Accessibility (UA) announced by the Administration in August 2012 retrofits barrier-free access (BFA) facilities such as lifts to existing public walkways (i.e. footbridges, elevated walkways and subways maintained by the Highways Department) so as to facilitate access of the public. Under the UA Programme, the Administration has consulted the District Councils in the first quarter of 2013 on proposals suggested by the public involving about 250 public walkways (referred to as the Expanded Programme) on the priority for implementation, and will proceed to conduct preliminary technical feasibility studies for the selected priority projects. In parallel, we will continue to pursue the Original Programme (consisting of about 170 projects for retrofitting of BFA facilities to meet the recommendations of the Equal Opportunities Commission).

Regarding the implementation of the Original Programme (covering the phases of programme referred to in the question), in 2013-14, construction works of ten projects are underway, and those of another 24 projects have just commenced. Among these 34 projects, ten are in the New Territories (see the table below) with the majority to be completed in 2014 or 2015. Depending on the complexity and local situation, it would on average take about two years to complete the construction of a project. In parallel, the design works of another 26 projects are underway to enable commencement of construction in 2013-14.

Location of Public Walkway	District
NF106 – Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building	Kwai Tsing
NS19 – Across Ching Hong Road near Mayfair Gardens	Kwai Tsing
NF122 – Across Choi Yuen Road and San Wan Road near Pak Wo Road	North
NS38 – Across Tai Po Road near Fo Tan Road	Sha Tin
NS61 – Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive	Tai Po
NS69 – Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Tai Po
NS70 – Across Tai Po Road – Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road	Tai Po
NF87 – Across Tsuen Wan MTR Depot near Mega Trade Centre	Tsuen Wan
NF109 – Across Castle Peak Road near Fou Wah Centre	Tsuen Wan
NS108 – Across a slip road from Tsing Wun Road to Wong Chu Road	Tuen Mun

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)033

Question Serial No.

1435

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:

Works contracts commenced in accordance with agreed programmes is one of the targets under the performance measures taken by the Highways Department. Will the Administration provide information on:

- (a) works commenced in accordance with agreed programmes amounted to 100% and 87.5% in 2011 and 2012 respectively. What are the reasons for the drop in percentage; and
- (b) the target of 90% for 2013 is lower than that of 100% for 2011. Will the Administration consider adjusting it upwards? If not, what are the reasons?

Asked by: Hon. LO Wai-kwok

Reply:

- (a) In 2011, we commenced all works contracts according to the agreed programmes, and achieved 100% in terms of actual performance, against a target of 90%. In 2012, we commenced seven out of eight works contracts in accordance with agreed programmes and adjusted the implementation schedule for one works contract. Therefore, the actual performance in 2012 was 87.5%.
- (b) We have been adopting a target of 90%, while endeavouring to commence all works contracts in accordance with the agreed programmes. The targets for 2013 and 2011 are in fact the same, i.e. 90%.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

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

Reply Serial No.

THB(T)034

Question Serial No.

2508

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 Hong Kong-Zhuhai-Macao Bridge project, what is the latest progress of the preparation work for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) at present? What are the expected completion dates of the consultation, design and works?

Asked by: Hon. POON Siu-ping

Reply:

Upon approval of funding by the Legislative Council (LegCo), the reclamation works for the southern landfall of the TM-CLKL commenced in November 2011. The detailed design of the TM-CLKL will be substantially completed within this year. We plan to consult the Panel on Transport of the LegCo and seek funding approval from the Finance Committee of the LegCo in the second quarter of 2013 for the construction works. Our target is to substantially complete the southern connection of the TM-CLKL by end 2016, and the northern connection by 2018.

Name in block letters: K K LAU
Post Title: Director of Highways
Date: 3.4.2013

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

Reply Serial No.

THB(T)035

Question Serial No.

0254

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 detailed design for the Tuen Mun-Chek Lap Kok Link (TM-CLKL), will the Administration give information on:

- (a) the current progress of the work and the completion date of the whole design;
- (b) the expenditure involved in the design; and
- (c) whether fee adjustment will lead to an increase in the expenditure? If so, what are the details? If not, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

- (a) The detailed design of the TM-CLKL commenced in November 2011 and will be substantially completed by end 2013. We plan to consult the Legislative Council (LegCo) Panel on Transport and seek funding approval for the construction works from the LegCo Finance Committee in the second quarter of 2013.
- (b) The consultancy fee for the detailed design of TM-CLKL is about \$51 million (September 2011 price).
- (c) In accordance with the conditions of the consultancy agreement, payment to the consultant will be adjusted according to annual changes in the Consumer Price Index. Such adjustment has already been included in the approved project estimate of the design work.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

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

Reply Serial No.

THB(T)036

Question Serial No.

2293

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 planned expenditure in 2013 on capital projects under design and construction by consultants amounts to \$17,533.8 million, which is 81% more than the actual expenditure of \$9,671.3 million in 2012. What are the reasons for the significant increase in funding? What are the projects involved? What are the locations, anticipated expenditures, numbers of residents affected and works schedules of various projects respectively?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

The increase in estimated expenditure in 2013 over the actual expenditure in 2012 is to meet the programme of on-going construction projects in 2013. The increase is attributed mostly to the commencement of the Hong Kong-Zhuhai-Macao Bridge (HZMB) – Hong Kong Link Road, and the HZMB Hong Kong Boundary Crossing Facilities – reclamation and superstructures projects in the second quarter of 2012 and the fourth quarter of 2011 respectively. Both projects are to be completed by end 2016. The anticipated total expenditure for these two projects in 2013 is about \$7,000 million. No resident is affected by land resumption or clearance under these two projects.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

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

Reply Serial No.

THB(T)037

Question Serial No.

2213

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 pedestrian environment improvement schemes to be implemented in Causeway Bay, Mong Kok and Yuen Long Town, please provide this Committee with the following information:

- (a) the public consultations conducted in 2012-13 including the expenditure involved and results;
- (b) the anticipated expenditure and detailed works to be carried out in 2013-14; and
- (c) the anticipated works commencement dates of the schemes.

Asked by: Hon. WU Chi-wai

Reply:

(a), (b) and (c):

The progress and the consultancy fees involved for the three proposed pedestrian environment improvement schemes are set out in the table below-

Proposed Scheme	Latest Position	Estimated Consultancy Fees (\$ million)
Causeway Bay Pedestrian Subway System	The Highways Department (HyD) commissioned a feasibility study for the proposal in 2011. As part of the feasibility study, the HyD has conducted two rounds of public engagement and is studying the comments collected. The public are mainly concerned about the impact of the construction works on traffic and the arrangement for the exits of the tunnel.	0.41 (2012-13)
		0.31 (2013-14)

Proposed Scheme	Latest Position	Estimated Consultancy Fees (\$ million)
Mong Kok Footbridge System	<p>The preliminary technical feasibility study has been completed using in-house resources. The HyD is planning to engage consultants to carry out further investigations, covering the programme and method of construction, traffic impact during construction, utility diversion requirements, etc.</p> <p>The HyD has not started the public engagement exercise yet.</p>	Nil
Yuen Long Town Pedestrian Improvement Scheme	<p>A number of improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment taking into account the views gathered from the public engagement exercise in 2009 to 2010.</p> <p>So far, two minor schemes (viz widening the existing footpath and straightening the pedestrian crossing of Kau Yuk Road/ Tai Tong Road; as well as implementation of no-stopping restrictions at On Shun Street) were completed in 2011. The HyD will complete other minor schemes as early as possible.</p> <p>The HyD commissioned a feasibility study on the major schemes (such as the footbridge system along the Yuen Long Nullah) in September 2011 and aims to complete the study within 2013. In March 2013, the HyD will launch the next stage of public engagement, to collect public views on the major schemes.</p>	<p>0.17 (2012-13)</p> <p>3.70 (2013-14)</p>

Regarding the proposed systems in Causeway Bay and Mongkok as well as the major schemes in Yuen Long, we will work out the implementation programme upon completion of the respective feasibility studies and public engagement exercises.

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 5.4.2013

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

Reply Serial No.

THB(T)038

Question Serial No.

2214

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the receiving and assessing of proposals on the Northern Link, the percentage completed in the past two financial years was only 2% per year. What are the reasons for the extremely slow progress? What is the expected date of completion? What was the expenditure for the past two years (2011-12 and 2012-13)? Does it duplicate with the work of the Review and Update of the Railway Development Strategy 2000 (RDS-2U)?

Asked by: Hon. WU Chi-wai

Reply:

The task of "receiving and assessing proposals on the Northern Link" from 2011 onwards mainly covers the review of the Northern Link under the RDS-2U study which commenced in March 2011. We anticipate that the RDS-2U study will be completed in 2013 and the Government will report the study findings to the public in 2014.

We deploy in-house resources for the assessment of proposals on the Northern Link in conjunction with the consultants employed for the RDS-2U study. There is no duplication of work.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

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

Reply Serial No.

THB(T)039

Question Serial No.

2215

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

What are the details of “continue to undertake route protection of the recommended railway projects and other longer term proposals”? What is the expenditure involved? How to avoid the problem similar to that of the Hong Kong Station which has been left unused for many years after completion?

Asked by: Hon. WU Chi-wai

Reply:

When planning an infrastructure project, we will, as an established practice, consider the need to make provision for possible future expansion of the project. The need for such provision will be reviewed regularly at different stages of the project development.

For any development proposal or issue which may impact the route of any recommended railway project or other longer term railway proposal, we will carefully scrutinise the proposal or issue to ensure that the railway project, if implemented, would not be affected. We perform this duty by in-house resources.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

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

Reply Serial No.

THB(T)041

Question Serial No.

1691

Head: 100 - Marine Department Subhead:

Programme: (3) Local Services, (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the above programmes, will the Administration please advise this Committee on:

- (a) the annual numbers of vessel surveys conducted and the expenditure involved in the past three years (i.e. from 2010 to 2012)?
- (b) the average time required for conducting a survey and the number of staff responsible for performing the work?
- (c) the annual numbers of vessels not issued with a certificate of survey due to non-compliance regarding vessel structure in the past three years (i.e. from 2010 to 2012)?
- (d) the number of staff involved in processing applications for licences for local vessels and the average time required for processing such applications?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (a) There were 3 904, 3 581 and 2 801 surveys conducted locally by the Marine Department (MD) in 2010, 2011 and 2012 respectively for local vessels. Inspection fees are paid by owners/owner representatives in accordance with the Merchant Shipping (Local Vessels) (Fees) Regulation (Cap. 548J) on a cost recovery basis.
- (b) The time required for each survey of local vessels depends on the type and size of the vessel inspected and the nature of the survey, and ranges from two to six hours excluding travelling time, and the preparation and report writing time. There are two ship surveyors and 13 ship inspectors performing ship inspection work for local vessels.

- (c) There had not been any case that the MD did not issue the Certificate of Survey due to the non-compliance of the vessel structure in the past three years from 2010 to 2012. If any non-compliance is found during a survey, the owner would be asked to follow up and arrange for re-inspection by the MD. The MD will issue the Certificate of Survey upon satisfactory completion of the re-inspection.
- (d) There are 36 frontline staff providing licensing services to the public for local vessels at eight District Marine Offices. In general, processing new and renewal of local vessel licences can be completed in 30 minutes and 20 minutes respectively if the required documents are duly submitted.

Name in block letters:	FRANCIS H. P. LIU
Post Title:	Director of Marine
Date:	3.4.2013

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

Reply Serial No.

THB(T)042

Question Serial No.

2340

Head: 100 - Marine Department Subhead:

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

What are the numbers of safety facility inspections carried out on vessels within the waters of Hong Kong, the numbers of vessels detained and the numbers of inspectors on the establishment in the past three years? Please provide a breakdown in the following table:

Year	Number of Inspections Carried out	Number of Vessels Detained	Number of Inspectors
2010-11			
2011-12			
2012-13			

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The information requested is set out below:

Spot checks on local vessels conducted by the Local Vessels Safety Section of the Marine Department (MD) –

Year	Number of inspections by spot checks ¹ on local vessels	Number of vessels with deficiencies which were required to be rectified and subject to satisfactory re-inspection	Number of Inspectors on the establishment
2010-11	81	0	13
2011-12	95	2	13
2012-13	330	5	13

¹ They do not include inspections conducted periodically for assessing vessels' application for renewal of certificate of survey.

Spot checks on vessels visiting Hong Kong conducted by the Port State Control Section of the MD –

Year	Number of spot checks on vessels visiting Hong Kong	Number of vessels with deficiencies which were required to be rectified and subject to satisfactory re-inspection	Number of Inspectors on the establishment
2010-11	820	14	6
2011-12	854	32	6
2012-13	869	58	6

Name in block letters: FRANCIS H. P. LIU
 Post Title: Director of Marine
 Date: 3.4.2013

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

Reply Serial No.

THB(T)043

Question Serial No.

3288

Head: 100 - Marine Department Subhead:

Programme:

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the departmental records management work over the past three years (2010-11, 2011-12 and 2012-13):

- (a) Please provide information on the number and rank of officers designated to perform such work. If no officer is designated for such work, please provide information on the number of officers and the hours of work involved in records management duties, and the other duties they have to undertake in addition to records management;
- (b) Please list in the table below information on programme and administrative records which have been closed pending transfer to the Government Records Service (GRS) for appraisal:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents

- (c) Please list in the table below information on programme and administrative records which have been transferred to the GRS for retention:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

- (d) Please list in the table below information on records which have been approved by the GRS for destruction:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

Asked by: Hon. HO Sau-lan, Cyd

Reply:

- (a) According to the guidelines issued by the GRS, a Senior Executive Officer (SEO) in the Marine Department (MD) has been designated as the Departmental Records Manager (DRM) to oversee records management practices, in addition to personnel and other general administration matters. She is assisted by five Assistant DRMs of the Executive Officer grade in various divisions/sections, who are also responsible for other executive duties. Officers not below the rank of SEO or equivalent in each section and office of different divisions are also appointed as the Records Managers to oversee records management matters in the registries of each section and office apart from their operational duties. Clerical staff of different sections and offices are also involved in the discharge of routine records management work, e.g. filing and registry work, on top of their routine duties. The detailed breakdown on the number of officers involved as well as the quantification of the hours of work spent in records management duties are not readily available.
- (b) Records with approved retention periods which have been closed pending transfer to the GRS for appraisal are listed below:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents
Administrative records	1955 to 2004	258 files in 12.46 linear metres	Three years	No

(c) Information on records which have been transferred to the GRS for retention is provided below:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents
Administrative records	1964 to 1970	1 file in 0.054 linear metres	2013	Permanent retention	No
	1991 to 2005	391 files in 32.12 linear metres	2012	Seven years	No

(d) Information on records which have been approved for destruction by the GRS is provided below:

Category of records	Years covered by the records	Number and linear metres of records	Year that approval was granted by the GRS	Retention period approved by the GRS	Are they confidential documents
Administrative records	1955 to 2008	4 561 files in 95.05 linear metres	2010 to 2013	Two to seven years	No
Programme records	1963 to 2006	7 227 files in 213.77 linear metres	2011 to 2012	Three to eight years	No

Name in block letters: FRANCIS H. P. LIU
 Post Title: Director of Marine
 Date: 3.4.2013

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

Reply Serial No.

THB(T)044

Question Serial No.

2721

Head: 100 - Marine Department Subhead:

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide information on the numbers of locally licensed vessels required by the Marine Department (MD) to have their facilities on board enhanced for compliance with the ISO 9000 quality standards and the Merchant Shipping (Local Vessels) Ordinance in the past five years (i.e. 2008-2009, 2009-2010, 2010-2011, 2011-2012 and 2012-2013).

Asked by: Hon. KWOK Ka-ki

Reply:

The MD does not require locally licensed vessels to have their facilities on board enhanced for compliance with the ISO 9000 quality standards.

The information on the number of locally licensed vessels required by the MD to have their facilities on board enhanced for compliance with the Merchant Shipping (Local Vessels) Ordinance in the past five years is set out below –

	2008-09	2009-10	2010-11	2011-12	2012-13
Number of Vessels	3 183	3 394	3 125	2 872	2 123

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 3.4.2013

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

Reply Serial No.

THB(T)045

Question Serial No.

0306

Head: 100 - Marine Department

Subhead:

Programme: (2) Port Services

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

The department indicates under the programme that the tenancy agreement of the Tuen Mun Ferry Terminal for operation of cross-boundary passenger ferry services was terminated on 9 September 2012 by the operator, whereas the feasibility of resuming the service at the terminal is being explored. Will the Government advise on:

- (a) the details of the study on resuming the ferry services and the expenditure involved?
- (b) the usage pattern of the terminal before the termination of the tenancy agreement, such as the number of routes operated and the frequency of sailings each day?
- (c) the number of passengers using the terminal during the agreement period?
- (d) the detailed contents of the tenancy agreement and the rental involved?

Asked by: Hon. TANG Ka-piu

Reply:

- (a) The Marine Department (MD) is taking action to follow up on the outstanding liability of the ex-tenant of the Tuen Mun Ferry Terminal (TMFT) in accordance with the tenancy agreement. After all outstanding issues are settled, we will consider whether TMFT should be re-tendered for the provision of cross-boundary ferry service, taking into account the cost implications for the Government, market demand, potential operators, etc. Existing manpower within the MD have been deployed to carry out the relevant duties. There is no separate breakdown for the expenditure involved.
- (b) There were four round trips of sailings per day between TMFT and Macao before the termination of the tenancy agreement.
- (c) The total passenger throughput at TMFT was 472 388 from 17 January 2011 (the commencement date of the tenancy) to 9 September 2012 (the date of tenancy termination).

- (d) Under the tenancy agreement, the Government provided the necessary services to support the operation of TMFT, such as immigration, customs, police, marine control and port health, while the tenant was required to provide at least 14 round trips of cross-boundary ferry services between TMFT and Macao per week. The tenant was also allowed to provide ferry services to the Mainland ports. The tenant was required to pay a monthly rental of \$2.325 million, and was responsible for other expenses, including utilities charges, general maintenance, etc.

Name in block letters:	FRANCIS H. P. LIU
Post Title:	Director of Marine
Date:	3.4.2013

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

Reply Serial No.

THB(T)046

Question Serial No.

0307

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 programme, the upgrading works at the China Ferry Terminal (CFT) were completed in December 2011. Regarding the operation of the terminal, will the Government advise on:

- (a) the details of the upgrading works at the terminal; the expenditure involved; and whether an increase is expected in the passenger flow at the terminal, the number of routes operated and the frequency of sailings per day upon completion of the works?
- (b) the number of passengers using the terminal in the past three years (i.e. from 2010 to 2012)?
- (c) the expiry date of the tenancy agreement of the terminal?
- (d) the detailed contents of the tenancy agreement and the rental involved?

Asked by: Hon. TANG Ka-piu

Reply:

- (a) The “facelift” project at the CFT cost about \$19 million. The project aimed to improve the appearance of the CFT with a view to providing a comfortable, clean, safe and user-friendly environment to meet the needs of passengers and the ferry operators. The works, which included upgrading the finishing of the ceiling, flooring, and wall cladding, and improvements to the signage and luggage handling system, etc. would have no implication for the number of routes operated and the frequency of sailings per day.
- (b) The passenger throughputs at the CFT in the last three years were:

<u>Year</u>	<u>Throughput</u>
2010	7.2 million
2011	7.7 million
2012	8.1 million

- (c) & (d) The CFT is a government owned cross-boundary ferry terminal managed by the Marine Department (MD). There is no tenancy agreement between the Government and the ferry operators. However, the ferry operators have to pay berthing fee and passenger embarkation fee as prescribed in Schedule 2 of the Shipping and Port Control (Ferry Terminals) Regulations (Cap. 313H) for use of the cross-boundary ferry terminal. All cross-boundary ferry operators can apply for berthing slots from the MD in accordance with the berthing slot allocation system.

Name in block letters:	FRANCIS H. P. LIU
Post Title:	Director of Marine
Date:	3.4.2013

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

Reply Serial No.

THB(T)047

Question Serial No.

0308

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 programme, the upgrading works at the Macau Ferry Terminal (MFT) were completed in August 2012. Regarding the operation of the terminal, will the Government please advise on:

- (a) the details of the upgrading works at the terminal; the expenditure involved; and whether or not an increase is expected in the passenger flow at the terminal, the number of routes operated and the frequency of sailings per day upon completion of the works?
- (b) the number of passengers using the terminal in the past three years (i.e. from 2010-11 to 2012-13)?
- (c) the expiry date of the tenancy agreement of the terminal?
- (d) the detailed contents of the tenancy agreement and the rental involved?

Asked by: Hon. TANG Ka-piu

Reply:

- (a) The “facelift” project at the MFT cost about \$18 million. The project aimed to improve the appearance of the MFT with a view to providing a comfortable, clean, safe and user-friendly environment to meet the needs of passengers and the ferry operators. The works, which included upgrading the finishing of the ceiling, flooring, and wall cladding, and improvements to the signage, etc. would have no implication for the number of routes operated and the frequency of sailings per day.
- (b) The passenger throughputs at the MFT in the last three years were:

<u>Year</u>	<u>Throughput</u>
2010	17.3 million
2011	17.8 million
2012	17.7 million

(c) & (d) The MFT is a government owned cross-boundary ferry terminal managed by the Marine Department (MD). There is no tenancy agreement between the Government and the ferry operators. However, the ferry operators have to pay berthing fee and passenger embarkation fee as prescribed in Schedule 2 of the Shipping and Port Control (Ferry Terminals) Regulations (Cap. 313H) for use of the cross-boundary ferry terminal. All cross-boundary ferry operators can apply for berthing slots from the MD in accordance with the berthing slot allocation system.

Name in block letters:	FRANCIS H. P. LIU
Post Title:	Director of Marine
Date:	3.4.2013

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

Reply Serial No.

THB(T)048

Question Serial No.

0311

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 competence of crew mentioned in the programme:

- (a) Please provide in the following table the relevant information of seafarers for the past three years (i.e. from 2010 to 2012):

	Age	Gender ratio	Academic qualification	Sea service
Certificate holders				
Master				
Chief Engineer				

- (b) To encourage more young people to work in the maritime industry, it is necessary for the industry to provide them with the relevant training so that they may acquire the competence to be a crew member. With respect to sea-going training, the Government currently provides related courses through the Vocational Training Council (VTC) and the Maritime Services Training Institute (MSTI). Will the Government launch any support scheme or publicity programme to attract more young people to enrol on those courses? If so, what is the cost involved? What is the amount reserved for enhancing the quality of various sea-going courses through, for example, the maintenance of facilities within the institutions and the training of instructors?
- (c) Please provide details about the Sea-going Training Incentive Scheme (SGTIS) currently offered by the Government. What are the application procedures for prospective cadets? How many cadets benefit from the Scheme each year? What is the percentage of cadets awarded incentives among the total number of cadets? How many cadets who have been awarded incentives join the maritime industry after graduation?

Asked by: Hon. TANG Ka-piu

Reply:

- (a) The information on seafarers¹ for the past three years (i.e. from 2010 to 2012) are provided in the following tables:

2010

	Age						Sex		Academic qualification	Sea service
	21-30	31-40	41-50	51-60	61-70	71-80	M	F		
Certificate holders	77	123	95	365	273	24	942	15	Note 1	Note 2
Master	2	7	17	120	101	4	247	4	Note 1	Note 3
Chief Engineer	0	0	3	23	41	8	75	0	Note 1	Note 3

2011

	Age						Sex		Academic qualification	Sea service
	21-30	31-40	41-50	51-60	61-70	71-80	M	F		
Certificate holders	129	140	102	353	262	24	993	17	Note 1	Note 2
Master	2	13	16	118	97	4	245	5	Note 1	Note 3
Chief Engineer	1	0	3	21	40	8	73	0	Note 1	Note 3

2012

	Age						Sex		Academic qualification	Sea Service
	21-30	31-40	41-50	51-60	61-70	71-80	M	F		
Certificate holders	182	149	105	339	239	16	1006	24	Note 1	Note 2
Master	6	17	15	114	89	4	238	7	Note 1	Note 3
Chief Engineer	1	2	3	20	37	6	69	0	Note 1	Note 3

Note 1 : Holders of Class 3 Certificate of Competency (CoC) (Sea-going) or above have completed at least secondary education, and holders of Class 3 CoC (River Trade) or above have completed at least Form 3 education.

Note 2 : Candidates for Class 3 CoC (Deck Officer) should serve not less than 36 months of qualified sea service²; and candidates for Class 3 CoC (Engineer Officer) shall serve not less than six months of qualified seagoing service.

Note 3 : Candidates for Class 1 CoC (Master Mariner) for sea-going or river trade should serve not less than 36 months of qualified sea service³ upon obtaining a Class 3 CoC, and candidates for Class 1 CoC (Chief Engineer) for sea-going or river trade shall serve not less than 36 months or 24 months respectively upon obtaining a Class 3 CoC.

¹ Only holders of Certificates of Competency (Sea-going or River Trade), who are Hong Kong residents, are included.

² Remission of sea service may be granted according to the training attained.

³ Remission of sea service may be granted according to the capacity served.

- (b) The Marine Department (MD) takes part in the Education and Careers Expo every year to promote maritime career, and the cost involved in 2012-13 was \$0.6 million. The MD also collaborates with the industry to organise public events (e.g. roadside exhibitions for the “Day of the Seafarer” in 2012), and gives presentations and career talks in universities and VTC training institutes with an aim to drawing public attention to and youngsters’ interest in maritime careers. Most recently, a presentation was given to the Law Faculty of the Chinese University of Hong Kong on 28 February 2013. As announced in the Budget 2013-14, the Administration will designate \$100 million to establish a training fund for maritime and aviation transport, so as to sustain and expand various schemes and scholarships, and to implement other new initiatives for supporting training for the shipping and aviation industry.
- (c) The SGTIS aims to attract Hong Kong youngsters to join sea-going training with a view to developing their future careers in the port and maritime industries. In 2010, the Finance Committee of the Legislative Council approved an injection of \$19.2 million into the SGTIS to continue its operation. Applicant for the SGTIS must be a Hong Kong permanent resident and registered with the MD as a seafarer. The applicant should also be a graduate from a maritime training institute, or has taken approved courses recognised by the MD. Under the SGTIS, the applicant will receive \$5,000 per month⁴ from the Government for a sea-going training period of not more than 24 months⁵. In addition, the applicant may also apply for the reimbursement of the first examination fee after passing the Class 3 CoC examination. The majority of applicants, who have obtained Class 3 CoC, will continue to serve on board ships for pursuing a higher professional qualification. From 2010 to 2012, a total of 105 cadets have enrolled in the SGTIS. The number of sea-going cadets issued with Employment Registration Book⁶ and the number of cadets awarded incentives from the SGTIS in the past three years are shown in the following table:

	Number of Sea-going Cadets Issued with Employment Registration Book	Number of Cadets awarded Incentives from the SGTIS
2010	49	26
2011	50	39
2012	71	40

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 3.4.2013

⁴ The incentive payment is made upon completion of sea-going training on board individual ship.

⁵ Applicant from maritime training institute will be qualified to sit for Class 3 CoC (Deck/Engineer Officer) examinations within the period.

⁶ Each registered seafarer shall have an Employment Registration Book for his sea service employment record. Persons issued with Employment Registration Book may not join ship or apply for the SGTIS.

Examination of Estimates of Expenditure 2013-14
**CONTROLLING OFFICER'S REPLY TO
 INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)049

Question Serial No.

2958

Head : 100 - Marine Department

Subhead :

Programme :

Controlling Director of Marine

Officer :

Director of Bureau : Secretary for Transport and Housing

Question :

Regarding the engagement of “agency workers”, please provide the following information:

	2012-13 (latest position)
Number of contracts with employment agencies (EAs)	()
Contract sum for each EA	()
Total expenditure on the commission paid to each EA	()
Term of service for each EA	()
Number of agency workers supplied by EA contracts	()
Details of positions of the agency workers supplied by EA contracts	
Monthly wages of agency workers supplied	
• \$30,001 or above	()
• \$16,001 to \$30,000	()
• \$8,001 to \$16,000	()
• \$6,501 to \$8,000	()
• \$6,240 to \$6,500	()
• Below \$6,240	()
Year of service of agency workers	
• More than 15 years	()
• 10 to 15 years	()
• 5 to 10 years	()
• 3 to 5 years	()
• 1 to 3 years	()
• Less than 1 year	()
Percentage of agency workers out of the total number of staff of the Department	()

	2012-13 (latest position)
Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the Department	()
Number of agency workers with paid meal breaks	()
Number of agency workers without paid meal breaks	()
Number of agency workers under five-day work week	()
Number of agency workers under six-day work week	()

Figures in () denote year-on-year changes in percentage as compared with 2011-12

Asked by : Hon. WONG Kwok-hing

Reply :

The information requested is set out below:

	Type of Contract	2012-13 ^{Note 1}
Number of contracts with EAs	Others	12 (+20%)
	T-contract ^{Note 2}	22 (+83.33%)
Contract sum for each EA (in \$ million)	Others	0.024 to 0.622 ^{Note 3}
	T-contract ^{Note 2}	0.184 to 2.442 ^{Note 3}
Total expenditure on the commission for each EA	The contracts that the Marine Department (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 the MD.	
Term of service for each EA	Others	3 months to 24 months ^{Notes 3 & 4}
	T-contract ^{Note 2}	1 month to 12 months ^{Note 3}
Number of agency workers supplied by EA contracts	Others	27 (+12.5%)
	T-contract ^{Note 2}	19 ^{Note 5} (+58.33%)

	Type of Contract	2012-13 ^{Note 1}
Details of positions of the agency workers supplied by EA contracts	As the manpower supplied by EAs is used for meeting urgent and short-term service needs, agency workers are generally referred to as temporary workers and are not assigned any specific post titles. Hence, the information requested is unavailable.	
Monthly wages of agency workers supplied <ul style="list-style-type: none"> • \$30,001 or above • \$16,001 to \$30,000 • \$8,001 to \$16,000 • \$6,501 to \$8,000 • \$6,240 to \$6,500 • Below \$6,240 	Others	- 2 (-50%) 24 (+1,100%) 1 (-94.44%) - -
	T-contract ^{Note 2}	T-contract is centrally administered by the Office of the Government Chief Information Officer (OGCIO). The contracts OGCIO entered into with EAs specify the service fee charged by the latter in providing agency workers but do not specify the wages of agency workers. Hence, the information requested is unavailable.
Year of service of agency workers <ul style="list-style-type: none"> • More than 15 years • 10 to 15 years • 5 to 10 years • 3 to 5 years • 1 to 3 years • Less than 1 year 	According to the contracts that the MD entered into with EAs, EAs may arrange any of their employees to work in the MD or arrange replacement agency workers during the contract period for different reasons. Hence, the MD does not keep information on the years of service of agency workers.	
Percentage of agency workers out of the total number of staff of the Department (%) ^{Note 6}	Others	1.95 (+13.37%)
	T-contract ^{Note 2}	1.37 (+59.3%)

	Type of Contract	2012-13 ^{Note 1}
Percentage of expenditure on procurement of agency service out of the total salary expenditure of staff of the Department	Others	0.45 (-2.17%)
	T-contract ^{Note 2}	1.15 (+29.21)
Number of agency workers with paid meal breaks Number of agency workers without paid meal breaks	The contracts that the MD entered into with EAs do not specify whether EAs have to pay for the meal breaks of agency workers. As agency workers are employees of EAs, whether the meal breaks is paid or not is determined by EAs and their employees when signing the contracts. Hence, the information requested is unavailable.	
Number of agency workers under five-day work week	Others	24 (+33.33)
	T-contract ^{Note 2}	19 (+58.33)
Number of agency workers under six-day work week	Others	0
	T-contract ^{Note 2}	0
Number of agency workers working on shift pattern	Others	3 (-50%)
	T-contract ^{Note 2}	0

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

Notes:

1. Position as at 28.2.2013.
2. T-contract refers to term contract centrally administered by the Office of the Government Chief Information Officer.
3. As the information provided is in a range, year-on-year changes cannot be worked out.
4. One of the contracts was engaged to meet service needs which entailed irregular work pattern.
5. Three of the 19 T-contract workers were engaged under two contracts each.
6. 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.

Name in block letters

FRANCIS H. P. LIU

Post Title

Director of Marine

Date

3.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)050

Question Serial No.

2959

Head: 100 - Marine Department Subhead:

Programme:

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the engagement of “outsourced workers”, please provide the following information:

	2012-13 (the latest position)
Number of outsourced service contracts	()
Total amount paid to outsourced service providers	()
Length of contract for each outsourced service provider	()
Number of outsourced workers engaged through outsourced service providers	()
Distribution of the positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology)	
Monthly wages of outsourced workers	
• \$30,001 or above	()
• \$16,001 to \$30,000	()
• \$8,001 to \$16,000	()
• \$6,501 to \$8,000	()
• \$6,240 to \$6,500	()
• Below \$6,240	()
Length of employment of outsourced workers	
• More than 15 years	()
• 10 to 15 years	()
• 5 to 10 years	()
• 3 to 5 years	()
• 1 to 3 years	()
• Less than 1 year	()

	2012-13 (the latest position)
Percentage of outsourced workers out of the total number of staff of the Department	()
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department	()
Number of workers with paid meal breaks	()
Number of workers without paid meal breaks	()
Number of workers under five-day work week	()
Number of workers under six-day work week	()

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

Asked by: Hon. WONG Kwok-hing

Reply:

The information requested is set out below:

	2012-13 (the latest position ^{Note 1})
Number of outsourced service contracts	3 242 (-10.7%)
Total amount paid to outsourced service providers (\$ million)	163.273 (+10.3%)
Length of contract for each outsourced service provider	1 day to 60 months
Number of outsourced workers engaged through outsourced service providers ^{Note 2}	187 (+2.7%)
Distribution of the positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology)	security, cleaning, terminal-related services, land transport, vessel maintenance, launch service, anti-rodent service
Monthly wages of outsourced workers ^{Note 3}	
• \$30,001 or above	0 (-)
• \$16,001 to \$30,000	0 (-)
• \$8,001 to \$16,000	11 (+450%)
• \$6,501 to \$8,000	153 (+41.7%)
• \$6,240 to \$6,500	8 ^{Note 4} (-)
• Below \$6,240	5 ^{Note 4} (-92.3%)
Length of employment of outsourced workers	The Marine Department (MD) does not keep information on the length of employment of outsourced workers.
• More than 15 years	
• 10 to 15 years	
• 5 to 10 years	
• 3 to 5 years	
• 1 to 3 years	
• Less than 1 year	

	2012-13 (the latest position ^{Note 1})
Percentage of outsourced workers out of the total number of staff of the Department	There is no specification of the number of workers required under some of the outsourced service contracts. Hence, the information requested is unavailable.
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department	Since the amount paid to outsourced service providers in some cases cover the non-staff costs such as charges for hiring coaches / launches, buying materials, etc., it is not directly comparable to the total salary expenditure of staff of the Department.
Number of workers with paid meal breaks Number of workers without paid meal breaks	The contracts that the MD entered into with outsourced service providers do not specify whether outsourced service providers have to pay for the meal breaks of their workers. As these workers are employees of outsourced service providers, whether the meal breaks are paid or not is determined by outsourced service providers and their employees when signing the contracts. Hence, the information requested is unavailable.
Number of workers under five-day work week Number of workers under six-day work week	As workers are employees of outsourced service providers, whether they are under five-day work week or six-day work week is determined by outsourced service providers and their employees when signing the contracts. Hence, the information requested is unavailable.

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

Notes

1. Position as at 28.2.2013.
2. 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.
3. The contractors are required to provide us with the monthly wages of non-skilled workers to ensure their compliance with the minimum wage. Hence, only the monthly wages of non-skilled workers have been included in this reply.
4. The salaries of these outsourced workers are not below the statutory minimum wage.

Name in block letters:	FRANCIS H. P. LIU
Post Title:	Director of Marine
Date:	3.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)051

Question Serial No.

3144

Head: 100 - Marine Department Subhead:

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:

	2012-13 (latest position)
Number of NCSC staff	()
Details of NCSC positions	
Total expenditure on the salaries of NCSC staff	()
Monthly wages of NCSC staff	
• \$30,001 or above	()
• \$16,001 to \$30,000	()
• \$8,001 to \$16,000	()
• \$6,501 to \$8,000	()
• \$6,240 to \$6,500	()
• Below \$6,240	()
Year of service of NCSC staff	
• 15 years or above	()
• 10 to 15 years	()
• 5 to 10 years	()
• 3 to 5 years	()
• 1 to 3 years	()
• Less than 1 year	()
Number of NCSC staff appointed as civil servants	()
Number of NCSC staff who had chances for appointment as civil servants through open recruitment but have failed to do so	()
Percentage of NCSC staff out of the total number of staff in the Department	()
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department	()

	2012-13 (latest position)
Number of NCSC staff with paid meal breaks	()
Number of NCSC staff without paid meal breaks	()
Number of NCSC staff under five-day work week	()
Number of NCSC staff under six-day work week	()
Number of NCSC staff applying for paternity leave	()
Number of NCSC staff granted approval for paternity leave	()

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

Asked by: Hon. WONG Kwok-hing

Reply:

	2012-13 (latest position) ^{Note 1}
Number of NCSC staff	11 (-52.2%)
Details of NCSC positions	1 Contract Surveyor of Ships (Engineer and Ship) 2 General Workers 2 Office Executives 2 Marine Accident Inspectors 1 Nautical Charting Technician 1 Contract Shipping Safety Officer 1 Nautical Officer (Training) 1 Engineering Officer (Training)
Total expenditure on the salaries of NCSC staff	\$4.147 million (-19.9%)
Monthly wages of NCSC staff	
• \$30,001 or above	4 (+100%)
• \$16,001 to \$30,000	5 (-28.6%)
• \$8,001 to \$16,000	2 (-85.7%)
• \$6,501 to \$8,000	0 (-)
• \$6,240 to \$6,500	0 (-)
• Below \$6,240	0 (-)
Year of service of NCSC staff	
• 15 years or above	0 (-)
• 10 to 15 years	0 (-)
• 5 to 10 years	0 (-100%)
• 3 to 5 years	1 (-)
• 1 to 3 years	5 (-44.4%)
• Less than 1 year	5 (-54.5%)
Number of NCSC staff appointed as civil servants ^{Note 2}	0 (-100%)

	2012-13 (latest position) ^{Note 1}
Number of NCSC staff who had chances for appointment as civil servants through open recruitment but have failed to do so ^{Note 3}	0 (-)
Percentage of NCSC staff out of the total number of staff in the Marine Department (MD)	0.8 (-50%)
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of the staff of the Department	1.1 (± 0%)
Number of NCSC staff with paid meal breaks	9 (-40%)
Number of NCSC staff without paid meal breaks	2 (-75%)
Number of NCSC staff under five-day work week	11 (-52.2%)
Number of NCSC staff under six-day work week	0 (-)
Number of NCSC staff applying for paternity leave	0 (-)
Number of NCSC staff granted approval for paternity leave	0 (-)

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

Notes

1. Position as at 31.12.2012.
2. It refers to those NCSC staff of the MD who were subsequently selected through open recruitment and appointed to civil service posts of the same rank within the MD. The candidate(s) joined the civil service through an open, fair and competitive process.
3. It refers to those NCSC staff of the MD who were subsequently not selected through open recruitment for appointment to civil service posts of the same rank within the MD.

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 3.4.2013

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

Reply Serial No.

THB(T)052

Question Serial No.

3041

Head: 100 - Marine Department Subhead:

Programme: (3) Local Services

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the utilisation of typhoon shelters in the past three years (i.e. 2010-11, 2011-12 and 2012-13), the numbers and types of vessels involved, and the estimated expenditure on typhoon shelter management in 2013-14. Will any study be conducted on the possible increase in the existing area or the number of typhoon shelters? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

According to the Marine Department (MD)'s record, the numbers and types of vessels observed in typhoon shelters in the past three years (i.e. calendar years of 2010, 2011 and 2012) are provided in the tables at Annex. As the management of typhoon shelters was performed by the patrol resources for the regulation of local vessels under Programme (3), no separate breakdown of expenditure was estimated for this specific work.

Over the years, the MD has been conducting assessment of the supply and demand of typhoon shelter space on an overall territory-wide basis at regular intervals. The last assessment was conducted in 2009. According to the latest update in 2012, the existing supply of typhoon shelters and sheltered anchorages can meet the demand up to 2025.

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 3.4.2013

Table I – The Numbers and Types of Vessels Observed in Typhoon Shelters in the Year of 2010

	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't Launch	Total
	Ferry	Launch	Others	DSL	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel			
Aberdeen TS	3	34	30	0	47	7	0	6	108	6	587	69	512	0	11	1420
Causeway Bay TS	No record															
Cheung Chau TS	2	26	0	0	39	6	4	0	7	0	232	40	32	0	3	391
Hei Ling Chau TS	0	1	0	1	3	0	13	0	0	0	0	0	0	0	2	20
Kwun Tong TS	10	26	0	100	0	25	0	0	0	0	22	0	20	53	10	266
New Yau Ma Tei TS	45	0	0	220	15	25	0	0	0	0	35	25	140	25	0	530
Rambler Channel TS	0	2	0	28	5	8	0	0	0	40	10	0	3	82	2	180
Sam Ka Tsuen TS	0	3	0	0	4	0	0	0	0	0	40	0	3	0	0	50
Shaukeiwan TS	3	13	0	0	15	3	0	0	33	0	300	0	78	0	8	453
To Kwa Wan TS	12	53	0	79	0	23	0	0	0	0	15	0	23	18	5	228
Tuen Mun TS	0	21	0	48	21	17	10	22	4	37	216	6	21	59	7	489
Yim Tin Tsai TS	0	0	0	0	0	0	0	0	0	0	3	0	21	0	3	27
Shuen Wan TS	No record															

Note: The figures refer to the highest occupancy of each typhoon shelter in 2010.

DSL means dumb steel lighter; Gov't means Government; and TS means Typhoon Shelter.

Table II – The Numbers and Types of Vessels Observed in Typhoon Shelters in the Year of 2011

	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't Launch	Total
	Ferry	Launch	Others	DSL	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel			
Aberdeen TS	33	34	48	0	28	16	0	0	108	38	639	75	375	0	0	1394
Causeway Bay TS	0	28	3	1	0	0	0	10	5	6	58	0	139	0	0	250
Cheung Chau TS	3	30	0	0	42	5	5	0	7	0	250	38	40	0	3	423
Hei Ling Chau TS	4	0	0	4	0	2	0	0	0	15	2	0	0	0	0	27
Kwun Tong TS	0	4	0	33	0	0	0	0	0	0	0	0	0	14	1	52
New Yau Ma Tei TS	2	54	40	188	30	36	0	14	5	43	32	0	40	15	7	506
Rambler Channel TS	0	5	0	25	8	5	0	8	0	18	9	6	8	85	3	180
Sam Ka Tsuen TS	0	1	0	0	1	0	0	0	0	0	28	0	25	0	0	55
Shaukeiwan TS	4	11	0	0	15	2	0	0	33	0	220	0	55	0	1	341
To Kwa Wan TS	0	15	0	68	0	13	0	0	0	64	0	0	2	1	0	163
Tuen Mun TS	0	35	0	65	36	25	4	30	4	60	180	30	50	102	10	631
Yim Tin Tsai TS	0	0	0	0	0	0	0	0	0	0	0	0	14	0	2	16
Shuen Wan TS	0	8	0	0	4	0	0	0	0	2	47	50	36	0	4	151

Note: The figures refer to the highest occupancy of each typhoon shelter in 2011.

DSL means dumb steel lighter; Gov't means Government; and TS means Typhoon Shelter.

Table III – The Numbers and Types of Vessels Observed in Typhoon Shelters in the Year of 2012

	<u>Class I</u>			<u>Class II</u>							<u>Class III</u>		<u>Class IV</u>	River Trade Vessel	Gov't Launch	Total
	Ferry	Launch	Others	DSL	Cargo Vessel	Tug	Dangerous Goods Carrier	Special Purpose Vessel	Stationary Vessel	Others	Fishing Vessel	P4 Sampan	Pleasure Vessel			
Aberdeen TS	19	60	65	0	57	14	0	0	96	69	602	0	532	0	5	1519
Causeway Bay TS	0	35	3	0	0	0	0	15	5	10	60	0	120	0	0	248
Cheung Chau TS	3	34	0	0	27	11	0	0	24	0	202	38	41	0	2	382
Hei Ling Chau TS	4	0	0	5	15	1	0	0	0	0	1	0	0	2	2	30
Kwun Tong TS	2	0	0	14	0	4	0	6	0	16	0	0	0	32	6	80
New Yau Ma Tei TS	9	55	43	157	31	28	0	16	5	19	23	0	61	42	5	494
Rambler Channel TS	0	5	0	15	6	5	0	0	0	60	16	18	0	75	2	202
Sam Ka Tsuen TS	2	5	0	0	2	0	0	0	0	0	45	0	3	0	0	57
Shaukeiwan TS	3	13	5	0	10	0	0	0	30	0	262	0	20	0	0	343
To Kwa Wan TS	1	2	0	58	8	18	0	5	0	84	0	0	7	0	0	183
Tuen Mun TS	0	18	0	60	15	25	9	13	4	52	235	29	35	85	7	587
Yim Tin Tsai TS	0	0	0	0	0	0	0	0	0	0	0	0	25	0	2	27
Shuen Wan TS	0	11	0	0	0	0	0	0	0	10	4	28	14	0	3	70

Note: The figures refer to the highest occupancy of each typhoon shelter in 2012.

DSL means dumb steel lighter; Gov't means Government; and TS means Typhoon Shelter.

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

Reply Serial No.

THB(T)053

Question Serial No.

3042

Head: 100 - Marine Department Subhead:

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

The Marine Department (MD) introduced a new e-business service in 2011 to enhance the efficiency of the application and approval processes for the issue of Hong Kong licences. Please advise this Committee on: the number of applications made through the electronic system since its launch; the savings in resources and expenditure brought about by the system; the measures to be introduced by the MD in 2013-14 to further attract more ships to register in Hong Kong, so as to strengthen its status as a maritime centre; and the details of the resources and expenditure involved.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The electronic system for the issue of Hong Kong licences was launched in April 2011. By the end of February 2013, the total number of licences issued electronically was 3 947. The system has saved time for processing and promoted a paperless working environment, thus saving paper as well as storage space for hard copies. There is no separate breakdown on the savings after the introduction of this electronic system.

Continuous enhancement of the quality of Hong Kong registered ships has always been on the work agenda of the MD to attract shipowners to place their ships on the Hong Kong Shipping Register, thus strengthening the status of Hong Kong as an international maritime centre. Recently, the MD has introduced a system requiring every ship management company to establish a quality assurance system for better monitoring of the quality of Hong Kong registered ships. The system has been fully implemented since January 2013. No additional resources are required.

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 3.4.2013

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

Reply Serial No.

THB(T)054

Question Serial No.

0060

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 is stated that the Administration will continue to oversee the implementation of the Shatin to Central Link (SCL). In this connection, please advise on:

- (a) the current progress of the SCL works;
- (b) the respective figures on patronage of the East Rail Line (EAL) and Ma On Shan (MOS) Line of the MTR in the past three years (2010-2012) and the anticipated changes in patronage of these two lines prior to the commissioning of the SCL;
- (c) the respective figures on passenger throughput at the Lo Wu, Sheung Shui, Tai Wai and Kowloon Tong stations in the past three years (2010-12) and the anticipated changes in passenger throughput at these stations prior to the commissioning of the SCL;
- (d) the respective figures on passenger-on-track cases on the EAL and MOS Line, service disruptions caused by such incidents and the average time of such service disruptions in the past three years (2010-12), given that the MTR Corporation Limited (MTRCL) has indicated that retrofitting of platform screen doors (PSDs) on the EAL and MOS Line will be carried out in tandem during the construction of the SCL; and
- (e) whether resources have been reserved to assist the MTRCL in taking short-term measures to alleviate possible overcrowding in EAL stations in the next few years.

Asked by: Hon. CHAN Hak-kan

Reply:

- (a) After funding approval was given by the Finance Committee of the Legislative Council in May 2012, the main construction works of SCL commenced in July 2012.

At Shatin, the portal of the tunnel passing through Lion Rock is under construction.

The improvement works at the stations along the Ma On Shan Line have commenced. The foundation works of the pedestrian links at Tsz Wan Shan and the construction of the diaphragm walls of the extension of Diamond Hill Station are in progress. With the implementation of the temporary traffic management scheme on Ma Tau Wai Road in December 2012, the construction of the diaphragm walls for the Ma Tau Wai Station has commenced. The piling works for the To Kwa Wan Station are in progress. Overall, the project is progressing on schedule.

- (b) & (c) The average daily patronage of the EAL and MOS Line from 2010 to 2012 are as follows:

	2010	2011	2012
EAL	942 000	980 000	1 022 000
MOS Line	120 000	127 000	135 000

The average daily passenger throughputs at the Lo Wu, Sheung Shui, Tai Wai and Kowloon Tong Stations from 2010 to 2012 are as follows:

		2010	2011	2012
Lo Wu Station	In	116 000	121 000	122 000
	Out	119 000	123 000	125 000
Sheung Shui Station	In	128 000	133 000	141 000
	Out	124 000	130 000	136 000
Tai Wai Station	In	71 000	76 000	82 000
	Out	66 000	71 000	77 000
Kowloon Tong Station	In	86 000	88 000	94 000
	Out	89 000	91 000	96 000

Before the commissioning of the SCL Tai Wai to Hung Hom Section in 2018, it is expected that the Express Rail Link will come into service in 2015. The Government will monitor whether the demand for Guangdong-Kowloon Through Train service will be reduced in consequence. If so, the Government will explore whether rail capacity can be released to strengthen local EAL service. When the SCL Tai Wai to Hung Hom Section is in service in 2018, it is estimated that approximately 23% (about 74 000 passengers per day) of southbound passengers from the New Territories will switch to use the SCL to travel to urban areas. The signalling system of EAL will be upgraded in 2020 under the SCL project to enable an increase in train frequency, which will increase the carrying capacity of the EAL by about 12 000 passengers per day.

According to MTRCL, the patronage and passenger throughput of EAL and MOS Line experienced a larger than expected increase from 2010 to 2012 as shown

above, as a result of economic growth and increased tourist arrivals. MTRCL's latest forecast shows that the growth of patronage and passenger throughput of EAL and MOS Line will be less than 1.5% per annum from now until the commissioning of SCL.

(d) The figures on passenger-on-track cases at the EAL and MOS Line from 2010 to 2012 and the information on service disruptions caused by such incidents are as follows:

Number of passenger-on-track cases (figures in brackets denote number of cases causing service disruption)			
	2010	2011	2012
EAL	45(17)	40(24)	47(20)
MOS Line	4(2)	4(1)	2(0)

Time of service disruptions* caused by passenger-on-track cases (number of cases)						
	2010		2011		2012	
	EAL	MOS Line	EAL	MOS Line	EAL	MOS Line
3 – 7 minutes	10	2	15	1	14	0
8 – 30 minutes	5	0	8	0	5	0
31 – 60 minutes	2	0	1	0	1	0
at or over 61 minutes	0	0	0	0	0	0

* This refers to trains failing to reach stations within three minutes of scheduled arrival times.

(e) MTRCL employed more than 200 additional Platform Assistants in the past two years for the EAL and MOS Line to ensure smooth passenger flow during peak hours. MTRCL will closely monitor the situation and will increase the manpower if necessary. On the part of the Transport Department (TD), it conducts on-site inspections at train stations on train service arrangements and station facilities from time to time and, where necessary, discusses with MTRCL measures required to maintain platform order. The monitoring work is undertaken by existing staff of TD as part of their normal duties and no additional resources will be involved.

Name in block letters: JOSEPH Y T LAI
 Post Title: Permanent Secretary for
Transport and Housing (Transport)
 Date: 22.3.2013

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

Reply Serial No.

THB(T)055

Question Serial No.

0061

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 is stated that the Administration will continue to oversee the introduction of new measures to enhance road safety. What is the specific plan to enhance public and drivers' awareness of cycling safety? What is the expenditure involved? Please also provide the respective figures on accidents and casualties involving cycling in the 18 districts of the territory in the past three years (i.e. 2010-11 to 2012-13).

Asked by: Hon. CHAN Hak-kan

Reply:

The Government attaches great importance to cycling safety. With a view to preventing cycling accidents, the Transport Department (TD), the Hong Kong Police Force (HKPF) and the Road Safety Council (RSC) have been enhancing public awareness of cycling safety through publicity and education.

In 2013-14, the TD will continue with the broadcasting of the educational video "Safe Cycling: Rules and Tips" in the Department's Licensing Offices. It will also arrange with other government departments, e.g. the Leisure and Cultural Services Department, the Department of Health, etc. and the local sports institutes to broadcast the video at their public venues to promote cycling safety for cyclists, motorists and pedestrians. In addition, cycling safety related information such as safe riding tips, cycling related regulations, etc. is included in the "Cycling Information Centre" on the TD's website and will be updated from time to time. The HKPF will also conduct enforcement campaigns targetting misbehaving cyclists to enhance public awareness of cycling safety. The above work is carried out by the TD, the HKPF and other relevant departments as part of their normal duties. There is no separate breakdown on the expenditure for the work concerned.

The RSC will continue to put emphasis on the promotion of cycling safety in 2013-14. It will join hands with the HKPF, the TD and other non-governmental bodies to organise different education and publicity activities to educate and enhance the awareness of various road users such as cyclists, motorists and pedestrians on cycling safety. The relevant activities which the RSC plans to organise in 2013-14 include:

- large-scale carnivals to promote cycling safety during the summer;
- distribution of different promotional leaflets on cycling safety;
- free training courses on proper cycling techniques and knowledge at various primary and secondary schools; and
- broadcast of announcements of public interests featuring the Olympic medallist, Ms Lee Wai-sze, Sarah.

The estimated expenditure on the promotion of cycling safety by the RSC in 2013-14 is \$650,000.

The number of bicycle accidents and casualties by 18 District Council districts for the past three financial years (2010-13) are at the Annex.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>19.3.2013</u>

**Number of bicycle accidents and casualties by District Council districts,
in Financial Years of 2010-11, 2011-12 and 2012-13⁽¹⁾**

District Council district	Number of accidents			Number of casualties ⁽²⁾		
	April 2010 - March 2011	April 2011 - March 2012	April 2012 - February 2013 ⁽¹⁾	April 2010 - March 2011	April 2011 - March 2012	April 2012 - February 2013 ⁽¹⁾
Central and Western	9	19	14	9	19	15
Wan Chai	13	19	15	13	20	17
Eastern	19	21	25	20	22	29
Southern	10	10	17	13	10	19
Yau Tsim Mong	45	49	37	45	52	37
Sham Shui Po	34	32	36	36	33	39
Kowloon City	14	15	15	14	15	16
Wong Tai Sin	8	20	25	8	24	26
Kwun Tong	17	35	46	22	38	49
Kwai Tsing	21	33	36	22	33	38
Tsuen Wan	49	69	66	52	71	67
Tuen Mun	126	177	160	132	184	167
Yuen Long	317	391	402	325	399	410
North	190	249	236	199	256	240
Tai Po	410	520	563	428	538	592
Sha Tin	492	621	635	514	649	647
Sai Kung	27	32	40	28	36	42
Islands	104	118	125	107	124	128

Notes : (1) Figures for 2013 are provisional and up to February only.

(2) The casualty figures include cyclists, pedestrians and other road users involved in bicycle accidents.

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

Reply Serial No.

THB(T)056

Question Serial No.

0765

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 logistics site with an area of about two hectares in Tsing Yi reserved by the Government, will the Administration advise on:

- (a) the amount of resources to be earmarked for the development of the logistics site, and the specific planning and project details including the time-table concerned;
- (b) the estimated economic benefits to be brought about by the development of the logistics site; and
- (c) whether the Administration has made any assessment on the economic benefits of changing the use of the site reserved for logistics to housing development, and how does it compare with the economic benefits generated from the logistics development?

Asked by: Hon. CHAN Han-pan

Reply:

- (a) Logistics facilities as a kind of commercial operation have always been developed by the private sector. The Government mainly seeks to identify and make available suitable land for logistics use. After confirming a site is suitable for logistics development, we will take steps to release the site to the market through open tender. For the Tsing Yi site, we plan to conduct the open tendering exercise in March 2013. We will specify terms in the land lease to ensure that the site can only be used for the provision of third-party logistics services. Based on past experience, it may take about four years to complete construction of the logistics facility after disposal of the site.

- (b) Based on the maximum gross floor area to be permitted at the site and the existing operation of the logistics sector, the Tsing Yi site is estimated to provide about 1 900 jobs, yielding some \$800 million worth of economic benefits annually.
- (c) The Tsing Yi site is zoned “Other Specified Uses” annotated “Container Related Uses” on the Tsing Yi Outline Zoning Plan to cater for container related uses including logistics centre. As residential development is not a permitted use under the above zoning, we have not conducted any assessment on the economic benefits likely to be generated if the site was used for residential development.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>21.3.2013</u>

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

Reply Serial No.

THB(T)057

Question Serial No.

0766

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 development of logistics cluster in Tuen Mun West, will the Administration advise on:

- (a) the estimated amount of resources to be allocated for the planning of and feasibility study on the development of logistics service cluster in Tuen Mun West, the specific details of the project, and the time-table for the planning and works of the development;
- (b) whether any assessment has been made on the concrete benefits of the development of logistics service cluster in Tuen Mun West, the cost-effectiveness of relevant investments, the economic benefits to Hong Kong, and whether any assessment has been made on its competitiveness in comparison with neighbouring countries/regions and the Mainland?

Asked by: Hon. CHAN Han-pan

Reply:

- (a) In 2013-14, the Administration will conduct a traffic impact assessment on a site of 3.6 hectares in Area 49 and a site of 6.4 hectares in Area 38 in Tuen Mun, to ascertain their feasibility to be used for logistics development. In addition, an ecological assessment will be conducted for the site in Area 49 in view of its proximity to the butterfly overwintering site at Siu Lang Shui. The total costs for these studies are estimated at \$1.5 million. The study results are expected to be available within 2014. Subject to confirmation of feasibility and the outcome of district consultation, the sites will be used for logistics development.

- (b) The logistics sites identified in Tuen Mun are strategically located to support airfreight operations as it will only take about ten minutes to travel from Tuen Mun West to the Airport upon completion of the Tuen Mun-Chek Lap Kok Link. Based on the maximum gross floor area permitted and the existing operation of the logistics sector, the proposed logistics development in Tuen Mun West is estimated to provide about 5 600 jobs, yielding \$2.4 billion worth of economic benefits annually. While logistics operators in the South China region have the advantage of cost competitiveness, Hong Kong has an edge in handling and distributing high-value goods to markets in the region, given its efficient intermodal transport network, its status as a free port, and a sound legal system to protect intellectual property.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>20.3.2013</u>

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

Reply Serial No.

THB(T)058

Question Serial No.

0767

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 development of the logistics industry in Tsing Yi and Tuen Mun West, will the Administration please advise on:

- (a) the amount of resources to be allocated for the assessment of traffic volume and pressure generated by the logistics development in Tsing Yi and Tuen Mun West, and the specific details;
- (b) the amount of resources to be allocated for the improvements and design of road network to facilitate the logistics development in Tsing Yi and Tuen Mun West, and the specific details; and
- (c) the amount of resources earmarked for conducting noise and environmental impact assessment for the logistics development projects in Tsing Yi and Tuen Mun West, and the specific details?

Asked by: Hon. CHAN Han-pan

Reply:

- (a) &
- (b) A traffic impact assessment (TIA) was completed for the logistics site of about two hectares in Tsing Yi at a cost of \$1.12 million. Pursuant to the TIA findings, road improvement measures will be implemented to enhance traffic capacity in the area concerned. They include construction of bypass free-flow lanes at Tsing Yi Roundabout No. 2, and modification works at the junction between Tsing Yi Road and Tsing Hung Road. The critical portion of the improvement works will be completed in 2016 at an estimated cost of about \$4 million.

As regards the proposed logistics development in Tuen Mun Areas 38 and 49, we will conduct a TIA to examine the traffic impacts and propose traffic improvement measures. The TIA is estimated to cost about \$1.2 million and results are expected to be available within 2014.

- (c) The TIAs cover an assessment of traffic noise to be generated from the proposed logistics development sites. As regards other possible environmental impacts, since the proposed development is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499), an environmental impact assessment is not required.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>25.3.2013</u>

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

Reply Serial No.

THB(T)059

Question Serial No.

0768

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 proposal of constructing Container Terminal 10 (CT10) at Southwest Tsing Yi, please advise on:

- (a) the estimated amount of resources to be used by the Administration to study the construction of CT10; whether the study covers the individual utilisation rate of all existing container terminals in Hong Kong; if yes, the details; if not, the reasons for that;
- (b) whether the study includes a comparison of the development and competitiveness of local container terminals with those in neighbouring countries/regions and the Mainland; if yes, the details; if not, the reasons for that; and
- (c) whether the study will include an assessment to see if the cost-effectiveness of our investment in developing logistics facilities in Tsing Yi and Tuen Mun West and the construction of CT10 is in proportion to competitiveness?

Asked by: Hon. CHAN Han-pan

Reply:

- (a) In 2013-14, we have earmarked about \$1.15 million for conducting two studies related to the proposal of developing CT10 at Southwest Tsing Yi, viz the preliminary feasibility study (PFS) and the study on the Strategic Development Plan for Hong Kong Port 2030 (HK Port 2030). The capacity of the different facilities in Hong Kong Port (HKP), such as the container terminals, will be studied in the context of port cargo forecasts in the HK Port 2030.

- (b) The HK Port 2030 will conduct an updated market assessment of the HKP and identify the HKP's hinterland, the cost and the quality of port and related services, taking into account different perspectives as compared with other major ports in the region.
- (c) The PFS will assess the technical feasibility, environmental acceptability as well as the resources involved in the development of CT10. The HK Port 2030 will update the port cargo forecasts, recommend how to make more efficient use of the existing port facilities, and review the future development plan for the HKP. It will also examine the economic and financial viability of developing CT10 based on the updated port cargo forecasts. The proposed logistics development in Tsing Yi and Tuen Mun West will not be examined under the PFS.

Name in block letters: JOSEPH Y T LAI

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

Date: 22.3.2013

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

Reply Serial No.

THB(T)060

Question Serial No.

0771

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 improvement of ferry services, will the Administration please advise on:

- (a) the amount of resources to be allocated for the formulation of policies on ferry to effectively improve ferry services and the details;
- (b) given that the fleet incur the largest expenditure in current ferry operation, whether the Administration will allocate resources to study the purchase of vessels by the government with daily operation taken up by enterprises so as to make the fares more affordable to the public; if yes, the details; if not, the reasons for that; and
- (c) in order that the fares are set at levels more affordable to the public, whether the Administration will consider allocating resources to study the fare stabilisation mechanism which includes the setting up of stabilisation fund for fare or vessel fuel prices to ease the pressure of ferry fare increase; if yes, the details; if not, the reasons for that?

Asked by: Hon. CHAN Han-pan

Reply:

(a) The Government completed a review on ferry services for outlying islands in 2010. The review recommended a package of special helping measures to enhance the long-term financial viability of the six major outlying island ferry routes¹, and maintain fare stability. The Finance Committee approved a new commitment of \$114,963,000 in November 2010 for the implementation of these special helping measures during the current three-year licence period of these six ferry routes from April / July 2011² to March / June 2014. The

¹ The six ferry routes are "Central – Cheung Chau"; "Inter-islands" serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; "Central – Mui Wo"; "Central – Peng Chau"; "Central – Yung Shue Wan"; and "Central – Sok Kwu Wan". They accounted for about 72% of the average daily patronage of all outlying island ferry services in 2012.

² The licence period for "Central – Mui Wo" route commenced on 1 April 2011 and those for the remaining five routes commenced on 1 July 2011.

formulation of policy on ferry services has been part and parcel of Transport and Housing Bureau and Transport Department's work and has been absorbed by the recurrent resources allocated to the Bureau and Department.

(b) During the review on ferry services for outlying islands in 2010, the Government looked into the option of buying ferries for operation by contractors. The conclusion at the time was that if the Government were to purchase vessels for the six major outlying island ferry routes, it would have incurred a capital cost of almost \$1.7 billion in 2010. Having regard to our established policy that public transport services should be operated by the private sector on commercial principles, and considering the need for prudent use of public resources, the Government considered this option not feasible.

(c) The Government had also examined various fuel-related mechanisms including fuel surcharge or fuel subsidy in the review on ferry services for outlying islands in 2010, with a view to identifying means to stabilise ferry fares. The conclusion at the time was that a fuel surcharge would mean shifting the burden of fuel cost to passengers. This could be unfair to passengers, and would reduce the incentive for ferry operators to economise and to increase efficiency. And, a fuel subsidy would go against the principle that our public transport system should be run on the basis of prudent commercial principle, and would have wide read-across implications. The Government considered the package of special helping measures mentioned in part (a) above the best option to stabilise ferry fares.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>22.3.2013</u>

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

Reply Serial No.

THB(T)061

Question Serial No.

0781

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:

Given the general public concern over expensive fares of public transport services, will the Administration allocate resources to study the establishment of fare stabilisation mechanism to ease the burden of travelling expenses on the public? If yes, the details; if not, the reason for that?

Asked by: Hon. CHAN Han-pan

Reply:

To ensure that our public transport services are efficient and is of high service quality, it is the Government's established policy that public transport services are run by the private sector in accordance with prudent commercial principles. The Government has also established mechanisms to regulate fares of major public transport services to ensure that the fare levels are reasonable, taking into consideration public affordability and acceptability.

As regards the proposal of setting up a fare stabilisation fund, the Government needs to ensure proper use of public money and have to avoid providing wrong incentives that undermine the operators' efforts in cost saving and enhancement of efficiency. If taxpayers are to bear, in full or in part, the increase in the expenditure of public transport services as the case may be under a fare stabilisation fund, it may be perceived as the Government offering direct subsidy and transferring benefits to the public transport operators in contradiction to the established policies and philosophy of public finance.

Name in block letters: JOSEPH Y T LAI

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

Date: 25.3.2013

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

Reply Serial No.

THB(T)062

Question Serial No.

0782

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 uneven utilisation of the three road harbour crossings (RHCs), will the Administration plan to allocate resources for studying the need for the fourth RHC in Hong Kong in the long run? If yes, the details; if not, the reasons for that?

Asked by: Hon. CHAN Han-pan

Reply:

A number of factors have to be considered in relation to any proposal to construct a fourth road harbour crossing (RHC). First, we would need to secure land for the provision of the entrance/exit of the new crossing for connecting to the existing road system and assess whether the existing roads to be connected have spare capacities to cope with the traffic generated by the new crossing. This will not be easy. The construction works involved will also create environment-related issues such as reclamation and air/noise impacts on the neighbouring areas. A project of this kind requires long lead time for planning and implementation, and would therefore not provide a timely solution to address the congestion problem at the Cross-Harbour Tunnel (CHT), which has long been a public concern.

To address the congestion problem at CHT, the Administration has put forward three toll adjustment options as proposed measures to improve the traffic distribution among the RHCs on 8 February 2013 for a three-month public consultation. Overall speaking, the options could reduce the traffic queue at CHT by 30% to 40% during rush hours by diverting some traffic from CHT to the Eastern Harbour Crossing, thereby improving the traffic distribution among the RHCs. If there is sufficient support in the community, the Administration will discuss with the tunnel franchisee concerned, seek funding from the Finance Committee of the Legislative Council, and take forward the necessary legislative

procedures with a view to conducting a 12-month trial of the preferred option in the second half of 2014 to test its effectiveness.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>21.3.2013</u>

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

Reply Serial No.

THB(T)063

Question Serial No.

0792

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 uneven utilisation of the three road harbour crossings (RHCs), will the Administration advise :

- (a) how much resources will be allocated for the continuous efforts to study and take forward possible measures to rationalise the utilisation of the three RHCs;
- (b) whether the buying back of the Western Harbour Crossing (WHC) is one of the possible measures to be considered and taken forward; if yes, the details; if not, the reasons for that;
- (c) whether the study will include assessment and comparison of the respective cost of buying back the WHC and the construction of the fourth RHC; if yes, the details; if not, the reasons for that?

Asked by: Hon. CHAN Han-pan

Reply:

- (a) The Government commissioned in November 2008 a consultancy study on rationalising the utilisation of the RHCs for a comprehensive analysis of all relevant factors that would affect the distribution of traffic amongst the three RHCs with the objective of identifying the optimum level of traffic for the three RHCs, taking into account their geographic locations and the capacity of the connecting road networks, and recommending feasible options that cover the necessary financial, organisational and legal mechanisms to achieve the optimum traffic situation. The consultancy fee for the study was \$7.998 million.

Subsequently, in the first quarter of 2011, the Government completed a three-month public consultation exercise on the findings and recommendations of the consultancy

study. Thereafter, in May 2011 the Transport Department (TD) engaged a consultant to carry out “Detailed Traffic Assessment of Toll Arrangements for Road Harbour Crossings” to study and modify toll adjustment options, taking into account the public’s and the trade’s concerns expressed during the aforementioned public consultation in 2011, and analyse various traffic implications under different toll adjustment options. This consultancy work is estimated to cost \$0.844 million up to the end of March 2013.

On 8 February 2013, the Administration put forward three toll adjustment options as proposed measures to improve the traffic distribution among the RHCs for a three-month public consultation. All three options involve different degrees of upward toll adjustments at the CHT and downward toll adjustments at the Eastern Harbour Crossing (EHC) so as to divert some traffic from the CHT to the EHC, thereby alleviating the traffic congestion at the CHT. We have proposed to effect the downward toll adjustments at the EHC through reimbursing the tunnel users. We estimate that the amount of reimbursement would range from about \$160 million to \$270 million per year, depending on which toll adjustment option is to be implemented.

On the other hand, we estimate that there will be additional revenue from increasing CHT tolls ranging from about \$150 million to \$430 million per year, depending on which toll adjustment option is to be implemented. Taking into account such additional revenue, the net financial implication to the Government for adopting any one of the three options would range from a net revenue of about \$160 million to a net expenditure of about \$50 million per annum.

Additional time-limited staffing resources will be required for the TD to take up the work arising from the preparation and implementation of the trial of the selected toll adjustment option. The additional resources required will be sought in accordance with the established resources allocation mechanism.

- (b) The Administration has examined the option of buying back of the WHC. In and by itself, buying back the WHC will not provide a solution to the need to rationalise the utilisation of the three RHCs. Although the WHC itself has spare capacity, its connecting roads, in particular those in Central, are already congested. These roads will not be able to cope with additional traffic from the CHT during the morning and evening rush hours where relief is most needed. This constraint may only be overcome when the Central-Wanchai Bypass comes into operation in end 2017. We believe that the proposed toll adjustment options, which could reduce the traffic queue at the CHT by 30% to 40% during rush hours, would be a more effective solution to address the congestion problem at the CHT.
- (c) In the light of reasons in (b) above, we have not done any cost assessment for the buying back of the WHC. As for the suggestion of constructing a fourth RHC, a number of factors have to be considered. First, we would need to secure land for the provision of the entrance/exit of the new crossing for connecting to the existing road system, and assess whether the existing roads to be connected have spare capacities to cope with the traffic generated by the new crossing. This will not be easy. The

construction work involved will also create environment-related issues such as reclamation and air/noise impacts on the neighbouring areas. A project of this sort requires a long lead time for planning and implementation, and would therefore not provide a timely solution to address the long-standing congestion problem at the CHT.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>27.3.2013</u>

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

Reply Serial No.

THB(T)064

Question Serial No.

0353

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 is mentioned in the Budget Speech that the Administration “shall conduct a feasibility study on the proposed development and shall release the logistics sites in Tuen Mun West in phases”. How much resources has been earmarked in 2013-14 for conducting the feasibility study and when will the study results be available?

Asked by: Hon. CHAN Kam-lam

Reply:

In 2013-14, the Administration will conduct a traffic impact assessment on two sites in Tuen Mun West, comprising a site of 3.6 hectares in Area 49 and a site of 6.4 hectares in Area 38, to ascertain their feasibility to be used for logistics development. In addition, an ecological assessment will be conducted for the site in Area 49 in view of its proximity to the butterfly overwintering site at Siu Lang Shui. The total costs for these studies are estimated at \$1.5 million. The study results are expected to be available within 2014.

Name in block letters: JOSEPH Y T LAI

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

Date: 19.3.2013

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

Reply Serial No.

THB(T)065

Question Serial No.

0355

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 is mentioned in the Budget Speech that the Administration is conducting a study on “the proposal of constructing Container Terminal 10 (CT10) at Southwest Tsing Yi”. How much resources has been earmarked in 2013-14 for conducting the study?

Asked by: Hon. CHAN Kam-lam

Reply:

In 2013-14, we have earmarked about \$1.15 million for conducting two studies relating to the proposal of developing CT10 at Southwest Tsing Yi, viz the preliminary feasibility study and the Study on the Strategic Development Plan for Hong Kong Port 2030.

Name in block letters: JOSEPH Y T LAI

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

Date: 19.3.2013

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

Reply Serial No.

THB(T)066

Question Serial No.

0361

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 Universal Accessibility Programme, please set out in tabular form the respective study progress and funding situation of the various promulgated projects. For those proposed works that have not been promulgated, what action will be taken by the Administration?

Asked by: Hon. CHAN Kam-lam

Reply:

The new policy on Universal Accessibility (UA) announced by the Administration in August 2012 retrofits barrier-free access (BFA) facilities such as lifts to existing public walkways (i.e. footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) so as to facilitate access of the public. Under the UA Programme, the Administration has consulted the District Councils (DCs) in the first quarter of 2013 on proposals suggested by the public involving about 250 public walkways (referred to as the Expanded Programme) on the priority for implementation, and will proceed to conduct preliminary technical feasibility studies for the selected priority projects. In parallel, we will continue to pursue the Original Programme (consisting of about 170 projects for retrofitting of BFA facilities to meet the recommendations of the Equal Opportunities Commission).

The present position of the UA Programme is as follows -

Projects	Current Position
Original Programme	Construction works of ten projects are underway. The construction works of another 24 projects have just commenced. The remaining some 140 projects are at planning/ design stage.

Expanded Programme	The HyD has just completed the consultation with the 18 DCs on the priority of implementation. Each DC has been invited to select three priority projects. The HyD will start preliminary technical feasibility study of the selected priority projects within 2013-14. The detailed design and construction of the projects preliminarily found to be technically feasible will be taken forward as soon as possible.
--------------------	--

For the ten projects of the Original Programme with construction works underway, a funding of \$292.1 million in money-of-the-day prices to cover the costs of construction of ten projects as well as the design for other projects in the Original Programme was approved under PWP Item No. 6167TB by the Financial Committee (FC) of the Legislative Council in July 2011. With the approval of the FC in January 2013, a new block allocation Subhead 6101TX – Universal Accessibility Programme has been created for taking forward the UA Programme, including the Expanded Programme and the remaining projects of the Original Programme. An allocation of \$187.272 million for 2013-14 was approved by the FC. We will follow the established practice of other block allocation subheads and apply to the FC every year an allocation on a lump-sum basis in accordance with the estimated expenditure for the projects of the UA programme in the coming years.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 28.3.2013

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

Reply Serial No.

THB(T)067

Question Serial No.

0539

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

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

“Central – Cheung Chau”	Details of application from the ferry operator and the amount applied for	Progress of reimbursement and the amount approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions		

“Inter-islands”	Details of application from the ferry operator and the amount applied for	Progress of reimbursement and the amount approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions		
“Central – Mui Wo”	Details of application from the ferry operator and the amount applied for	Progress of reimbursement and the amount approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions		
“Central – Peng Chau”	Details of application from the ferry operator and the amount applied for	Progress of reimbursement and the amount approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		

(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions		

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

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

Asked by: Hon. CHAN Kam-lam

Reply:

The Finance Committee of the Legislative Council approved on 5 November 2010 funding of \$114.963 million straddling over four financial years from 2011-12 onwards for providing special helping measures during the three-year new licence period of the six major outlying island ferry routes, namely Central – Cheung Chau; Inter-islands serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; Central – Mui Wo; Central – Peng Chau; Central – Yung Shue Wan; and Central – Sok Kwu Wan.

As at 6 March 2013, the amount applied respectively by the six ferry routes and approved by the Administration for reimbursement of the relevant items are given in the following tables –

“Central – Cheung Chau”	Details of application from the ferry operator and the amount applied for	Progress of reimbursement and the amount approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	\$311,500	\$311,500
(b) Reimbursing pier water charges	\$89,000	\$89,000
(c) Reimbursing pier cleansing and electricity charges	\$2,148,000	\$2,148,000
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$2,040,000	\$2,040,000

“Inter-islands”	Details of application from the ferry operator and the amount applied for	Progress of reimbursement and the amount approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	The only vessel operating on the Inter-islands ferry route is hired from another ferry operator, and the hiring charge has already included the relevant annual vessel survey fee and private mooring charge. The operation of the route also does not incur pier water, cleansing and electricity charges because the piers used by the route are either landing steps (i.e. Chi Ma Wan) or the relevant charges are absorbed by other ferry routes using the same piers (i.e. Peng Chau, Mui Wo and Cheung Chau).	
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$216,900	\$216,900

“Central – Mui Wo”	Details of application from the ferry operator and the amount applied for	Progress of reimbursement and the amount approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	\$199,700	\$199,700
(b) Reimbursing pier water charges	\$42,000	\$42,000
(c) Reimbursing pier cleansing and electricity charges	\$1,548,100	\$957,600
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$1,369,400	\$1,369,400

“Central – Peng Chau”	Details of application from the ferry operator and the amount applied for	Progress of reimbursement and the amount approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	\$95,200	\$83,700
(b) Reimbursing pier water charges	\$11,600	\$11,600
(c) Reimbursing pier cleansing and electricity charges	\$785,300	\$442,600
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$2,039,100	\$1,629,400

“Central – Yung Shue Wan”	Details of application from the ferry operator and the amount applied for	Progress of reimbursement and the amount approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	\$80,800	\$62,900
(b) Reimbursing pier water charges	\$10,000	\$10,000
(c) Reimbursing pier cleansing and electricity charges	\$1,029,300	\$848,400
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$1,483,500	\$917,000

“Central – Sok Kwu Wan”	Details of application from the ferry operator and the amount applied for	Progress of reimbursement and the amount approved by the Administration
(a) Waiving annual vessel survey fee and private mooring fee	\$36,000	\$32,300
(b) Reimbursing pier water charges	\$1,600	\$1,600
(c) Reimbursing pier cleansing and electricity charges	\$172,600	\$142,300
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$275,900	\$211,400

The progress of reimbursement varies because of differences in the submission time of applications and the lead time required to process them.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 25.3.2013

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

Reply Serial No.

THB(T)068

Question Serial No.

0540

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 schemes for pedestrian subway to be implemented in Causeway Bay, pedestrian footbridge to be implemented in Mong Kok, and the Pedestrian Environment Improvement Scheme to be implemented in Yuen Long Town, please respond to the following questions:

- (a) the latest progress of the three schemes
- (b) the respective consultants' fees involved in the three schemes

Asked by: Hon. CHAN Kam-lam

Reply:

(a) and (b):

The progress and the consultancy fees involved for the three proposed pedestrian environment improvement schemes are set out in the table below-

Proposed Scheme	Latest Position	Consultancy Fees so far (\$ million)
Causeway Bay Pedestrian Subway System	The Highways Department (HyD) commissioned a feasibility study for the proposal in 2011. As part of the feasibility study, the HyD has conducted two rounds of public engagement and is studying the comments collected.	3.29

Proposed Scheme	Latest Position	Consultancy Fees so far (\$ million)
Mong Kok Footbridge System	The preliminary technical feasibility study has been completed using in-house resources. The HyD is planning to engage consultants to carry out further investigations, covering the programme and method of construction, traffic impact during construction, utility diversion requirements, etc.	Nil
Yuen Long Town Pedestrian Improvement Scheme	<p>A number of improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment taking into account the views gathered from the public engagement exercise in 2009 to 2010.</p> <p>So far, two minor schemes (viz widening the existing footpath of Kau Yuk Road and straightening the pedestrian crossings at the junction of Kau Yuk Road and Tai Tong Road; as well as implementation of no-stopping restrictions at On Shun Street) were completed in 2011. The HyD will complete other minor schemes as early as possible.</p> <p>The HyD commissioned a feasibility study on the major schemes (such as the footbridge system along the Yuen Long Nullah) in September 2011 and aims to complete the study within 2013. In March 2013, the HyD will launch the next stage of public engagement to collect public views on the major schemes.</p>	6.12

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

28.3.2013

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

Reply Serial No.

THB(T)069

Question Serial No.

0541

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 the Administration advise on the progress of the Study on the Strategic Development Plan for Hong Kong Port 2030 and the feasibility study for Container Terminal 10 (CT10), as well as the respective consultancy fees involved?

Asked by: Hon. CHAN Kam-lam

Reply:

In 2013-14, the Administration will continue to oversee the preliminary feasibility study for CT10 at Southwest Tsing Yi and the Study on the Strategic Development Plan for Hong Kong Port 2030. The two studies are expected to be completed by mid-2013. We have earmarked about \$1.15 million in 2013-14 for conducting the two studies.

Name in block letters: JOSEPH Y T LAI

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

Date: 19.3.2013

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

Reply Serial No.

THB(T)070

Question Serial No.

0542

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 the Administration provide relevant details on its efforts “to review the current regulatory regime and measures governing the licensing and operation of passenger-carrying vessels”?

Asked by: Hon. CHAN Kam-lam

Reply:

The review is on-going. It will take into account any recommendations which may be contained in the report on the Lamma Island vessel collision incident to be submitted by the Commission of Inquiry to the Chief Executive.

Name in block letters: JOSEPH Y T LAI

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

Date: 19.3.2013

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

Reply Serial No.

THB(T)071

Question Serial No.

2365

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 “To support training for the local shipping and aviation industry, I propose to designate \$100 million to establish a training fund for maritime and aviation transport, so as to sustain and expand various schemes and scholarships, and to implement other new initiatives. This will help attract young people to enrol in related skills training and degree programmes and join the industry upon graduation, providing a wealth of vibrant and competitive talent for the industry.” as mentioned in paragraph 85 of the Budget Speech, the Bureau is invited to present the details of the plan of injecting \$100 million to establish a training fund for maritime and aviation transport, including the amount of scholarships to be provided, the courses involved and the number of people expected to receive training.

Asked by: Hon. CHIANG Lai-wan

Reply:

We are working with the relevant stakeholders in devising the implementation details and action plan for the training fund. We will provide the relevant information when seeking funding approval from the Finance Committee of the Legislative Council in due course.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

20.3.2013

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

Reply Serial No.

THB(T)072

Question Serial No.

2375

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 is mentioned in paragraph 32 of the Budget Speech that “On air transport, the Airport Authority Hong Kong (AA) has commenced an environmental impact assessment and other planning for the three-runway system, which is expected to cope with air traffic demand up to at least 2030. The Government will decide on the development of the three-runway system when all relevant information is available.” In this connection, has the Bureau earmarked provisions for the development of the system? If yes, what are the details?

Asked by: Hon. CHIANG Lai-wan

Reply:

According to the Master Plan 2030 of the AA, the three-runway system involves a major expansion programme with an estimated cost of HK\$136.2 billion (money-of-the-day prices). At present, the AA is working on the statutory Environmental Impact Assessment and other related planning work including the associated design details and financing arrangements for the project. The Government will make a decision as to whether to proceed with the implementation of the three-runway system when all relevant information is available. Should a decision be made to proceed with the development of the three-runway system, the Government will consider together with the AA the relevant funding arrangements for the project and, where necessary, seek funding approval from the Legislative Council.

Name in block letters: JOSEPH Y T LAI

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

Date: 21.3.2013

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

Reply Serial No.

THB(T)073

Question Serial No.

1291

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:

When will the review and update of the Railway Development Strategy 2000 be completed? Please provide the progress of the relevant work and when will the review and update results be made public?

Asked by: Hon. CHUNG Kwok-pan

Reply:

In March 2011, the Government commissioned consultants to conduct a study for the Review and Update of the Railway Development Strategy 2000, with a view to updating the long-term railway development blueprint of Hong Kong in the light of the latest developments of society. We carried out the Stage 1 public engagement exercise from April to July 2012 to consult the public on the proposals of three major regional railway corridors. We are conducting the Stage 2 public engagement exercise from 21 February to 20 May 2013 to discuss the proposals of seven local enhancement schemes for the existing railway lines.

Upon completion of the Stage 2 public engagement exercise, the consultants will optimise the planning for major regional railway corridors and local enhancement schemes based on the views collected at both stages of the exercise. The entire study is expected to be completed in 2013. The Government will consider the consultants' final recommendations and explore the way forward for different railway projects having regard to transport demand, cost-effectiveness and the pace of development of new development areas, with a view to reporting the results to the public in 2014.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

25.3.2013

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

Reply Serial No.

THB(T)074

Question Serial No.

1949

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 are the estimated expenditure and staffing provision for the environmental impact assessment (EIA) and other related planning for the three-runway system of the airport? What are the details, estimated expenditure and staffing provision for the related study on the project's implications on fisheries resources?

Asked by: Hon. HO Chun-yin, Steven

Reply:

The Airport Authority Hong Kong (AA) is the project proponent of the proposed third-runway project, and is responsible for conducting the statutory EIA. The AA has engaged a number of specialist consultants to conduct EIA-related studies on a wide range of environmental issues, including impact on fisheries. The AA is actively engaging the relevant stakeholders, including the fishermen and relevant organisations, in gauging their views regarding the proposed third-runway project. As part of the EIA process, the AA will propose mitigation measures to minimise the impact on fisheries. The AA estimated that the cost for the EIA would be over HK\$100 million.

As the development of the proposed three-runway system is a large-scale project involving complicated engineering, funding and environmental issues, the Finance Committee of the Legislative Council has approved the establishment of an Airport Expansion Project Coordination Office (AEPCO) in the Transport Branch of the Transport and Housing Bureau to closely steer and monitor the work of the AA and to co-ordinate efforts of all relevant parties in taking forward the planning stage of work. The AEPCO comprises three directorate officers and eight non-directorate officers in various disciplines of Administrative Officer, Engineer, Executive Officer as well as clerical and secretarial staff. The annual staff cost for these posts, in terms of notional annual mid-point salary, is \$9,937,200.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 26.3.2013

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

Reply Serial No.

THB(T)075

Question Serial No.

3117

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 departmental records management work over the past three years (up to 2012):

- (a) Please provide information on the number and rank of officers designated to perform such work. If no officer is designated for such work, please provide information on the number of officers and the hours of work involved in records management duties, and the other duties they have to undertake in addition to records management;
- (b) Please list in the table below information on programme and administrative records which have been closed pending transfer to the Government Records Service (GRS) for appraisal:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents

- (c) Please list in the table below information on programme and administrative records which have been transferred to the GRS for retention:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

(d) Please list in the table below information on records which have been approved for destruction by the GRS:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

Asked by: Hon. HO Sau-lan, Cyd

Reply:

The information requested regarding the departmental records management work in the Transport Branch of the Transport and Housing Bureau [THB(TB)] over the past three years is provided below:

- (a) According to the guidelines issued by the GRS, a Senior Executive Officer has been designated as the Departmental Records Manager (DRM) to oversee records management practices in THB(TB), in addition to personnel and other general administration matters. He is assisted by ten Assistant DRMs of the Executive Officer and Accounting Officer grades in various divisions/sections/units, who are also responsible for other executive and accounting duties. Routine records management work, e.g., filing and registry work, is undertaken by one Confidential Assistant, one Assistant Clerical Officer and two Clerical Assistants on a full-time basis.
- (b) Records with approved retention periods which have been closed pending transfer to the GRS for appraisal are listed below:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents
Administrative records	1980 to 2013	190 files in 9.69 linear metres	One to seven years	No
Administrative records	1982 to 2011	4 files in 0.16 linear metres	Three to five years	Yes

- (c) There is no record which has been transferred to the GRS for retention.

(d) Information on records which have been approved for destruction by the GRS is as follows:

Category of records	Years covered by the records	Number and linear metres of records	Year that approval was granted by the GRS	Retention period approved by the GRS	Are they confidential documents
Administrative records	1980 to 2009	693 files in 41.03 linear metres	2012	One to seven years	No
Programme records	1982 to 2000	949 files in 37.96 linear metres	2011	Five years	No

Name in block letters: JOSEPH Y T LAI
 Post Title: Permanent Secretary for
Transport and Housing (Transport)
 Date: 27.3.2013

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

Reply Serial No.

THB(T)076

Question Serial No.

1478

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 is mentioned under *Matters Requiring Special Attention in 2013-14* that the Transport Branch will continue to seek 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. Will the Administration advise on:

- (a) the specific details of the co-operation programme and its progress;
- (b) whether Hong Kong has any mechanism and come into agreement with the Mainland and Macao in division of work; if yes, the details; and
- (c) the respective figures on flights between Hong Kong and the Mainland and between Hong Kong and Macao, as well as the figures on Mainland and Macao passengers who took connecting international flights at Hong Kong in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13)?

Asked by: Hon. IP LAU Suk-yee, Regina

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. The enhancement measures, based on the principles of joint airspace planning, use of common standards and harmonised flight procedure design, are to be implemented in phases.

Through the collaborative efforts of the working group, a number of measures have been implemented. For example, two additional handover points, with corresponding air routes, between the Hong Kong and Guangzhou Flight Information Regions have been established

in 2006 and 2011 respectively. This measure allows aircraft to enter the Mainland from Hong Kong through the PRD airspace via more handover points, thereby reducing significantly the traffic complexity in the airspace around the Hong Kong International Airport (HKIA), and enhancing airspace management efficiency. Furthermore, the Zhuhai Terminal Area has been adjusted in 2011 to enhance the airspace capacity and operational efficiency.

In 2013-14, the Civil Aviation Department (CAD) will continue to participate in the working group. Through discussions in the working group, the CAD will continue to coordinate with the Mainland and Macao civil aviation authorities to enhance the use of airspace, with a view to further increasing the air transport capability in the PRD region.

We do not compile statistics on the number of Mainland and Macao passengers who took connecting international flights at the HKIA, and the number of flights operated between Hong Kong and Macao. The number of flights operated between Hong Kong and the Mainland in the past five years is as follows -

	Hong Kong to Mainland	Mainland to Hong Kong
2008-09	42 995	43 629
2009-10	37 177	37 213
2010-11	43 464	43 502
2011-12	46 169	46 283
2012-13 (as at January 2013)	39 638	39 679

Name in block letters: JOSEPH Y T LAI
 Post Title: Permanent Secretary for
Transport and Housing (Transport)
 Date: 20.3.2013

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

Reply Serial No.

THB(T)077

Question Serial No.

1479

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 Transport Branch has mentioned that it will continue to review licensing policy during 2013-14. Given that there were media reports on the serious abuse of trade licences, will the Administration please advise:

- (a) the respective figures on reported and prosecuted cases of abuse of trade licences in the past three years (i.e. 2010-11, 2011-12 and 2012-13); and
- (b) how the licensing policy and monitoring mechanism will be improved to combat the abuse of trade licences?

Asked by: Hon. IP LAU Suk-ye, Regina

Reply:

- (a) The figures on reported and prosecuted cases of abuse of trade licences in the past three years are as follows –

Year	Number of reported cases of abuse of trade licences	Number of prosecuted cases of abuse of trade licences
2010-11	7	14
2011-12	12	15
2012-13	9	14

- (b) The Transport Department (TD) is responsible for processing the applications for trade licence. Applicants are required to produce valid and full documentary proof of business transactions in the trade such as invoices, bills of lading, contracts, etc. to support their applications. The TD issues trade licence only when all the requirements are fully met.

By way of legislative amendment in July 2012, the Administration further strengthened the monitoring mechanism to prevent abuse of trade licences. The Road Traffic (Registration and Licensing of Vehicles) (Amendment) (No. 2) Regulation 2012 prescribes how the register of journeys for each trade licence should be kept and the detailed journey information to be recorded, as well as the requirement of carrying a duplicate copy of the register on board the vehicle upon which the trade licence is used in order to facilitate enforcement by the Hong Kong Police Force (HKPF). The new legislation requires all holders of trade licences to keep detailed authorisation records containing particulars of the persons authorised by licence holders to use the trade licence. To ensure that a trade licence will only be used by the licence holder or persons authorised by the licence holder concerned, persons authorised to use a trade licence are required to carry along the written authorisation and a duplicate copy of the relevant register of journeys showing at least the latest 30 journeys for inspection on request by any Police officer or the Commissioner for Transport. Contravention of any of these requirements is an offence liable to prosecution and may also result in cancellation of trade licence. In addition to the HKPF's road-side enforcement, the TD requires holders of trade licences to produce from time to time the register of journeys and the authorisation records for checking.

The TD will continue to monitor the use of trade licences and implement improvement measures when necessary to ensure that trade licences are only used for the permitted purposes.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>20.3.2013</u>

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

Reply Serial No.

THB(T)078

Question Serial No.

1480

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 Transport Branch has mentioned that it will continue to take forward the environmental impact assessment (EIA) in relation to the three-runway system and to engage various stakeholders for the development of the third runway. Will the Administration advise on:

- (a) the latest progress of the EIA, and the proposed time-table for the construction of the third runway given that the Administration has mentioned that it is expected to be completed in 2023; and
- (b) how the existing airport facilities will be enhanced to meet the needs of the local aviation industry prior to the completion of the new runway?

Asked by: Hon. IP LAU Suk-yee, Regina

Reply:

- (a) In March 2012, the Government gave in-principle approval for the Airport Authority Hong Kong (AA) to adopt the three-runway system as the future development option for Hong Kong International Airport for planning purpose. Since August 2012 upon receiving the Study Brief from the Environmental Protection Department, the AA has been working on the relevant statutory EIA covering assessments on such areas as air quality, marine ecology and fisheries, Chinese White Dolphins, noise, etc. The EIA is expected to be completed in around two years. At the same time, the AA is conducting other related planning work, including the associated design details and financing arrangements. When all relevant information is available, the Government will make a decision on whether to proceed with the implementation of the three-runway system. Upon obtaining all statutory approvals as well as funding approval of the Finance Committee of the Legislative Council, the construction works will start and the three-runway system is expected to commence operation in 2023.

- (b) To cope with the projected growth in air traffic demand in the medium term, the AA is pursuing the midfield expansion project, which includes, as the first phase, the building of a new midfield concourse with 20 aircraft parking stands, a new cross-field taxiway and the extension of the existing automated people mover to the midfield concourse. Works on the first phase of the midfield expansion project began in late 2011 for completion in 2015. The AA will commence the Scheme Design for the second phase of Midfield Development in the second quarter of 2013 with a view to building another ten remote aircraft parking stands to support the two-runway operation up to its design capacity.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>20.3.2013</u>

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

Reply Serial No.

THB(T)079

Question Serial No.

1494

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:

For the development of high value-added logistics services, the Government has reserved two logistics sites at Tsing Yi and Tuen Mun to facilitate the clustering of companies involved in various operations and services for the industry so as to capitalise advantages of synergy.

- (a) Has the Government consulted the industry and the public on the two proposals?
- (b) How will the Government ensure that these logistics sites and facilities are favoured and gainfully used by the industry? How much resources will be allocated by the Administration for introducing incentives to attract logistics companies to these sites?

Asked by: Hon. IP LAU Suk-yee, Regina

Reply:

- (a) In our on-going efforts to identify suitable land for logistics development, we have kept members of the Hong Kong Logistics Development Council (LOGSCOUNCIL) informed of the progress of our site search exercise at Tsing Yi and Tuen Mun West. Members of LOGSCOUNCIL are supportive of the proposals. Further, we consulted the Kwai Tsing District Council on the Tsing Yi site in October 2012, and the Tuen Mun District Council on the sites in Tuen Mun Areas 38 and 49 in early March 2013.

We understand that the local community is generally concerned about traffic impacts of logistics development. Before taking forward a proposed development, we will conduct traffic impact assessment (TIA) and consult the relevant district council on the TIA results and the proposed traffic improvement measures, if any.

- (b) Generally speaking, sites at Tsing Yi and Tuen Mun West should be well-positioned for logistics development due to their strategic location and their good connectivity to major road infrastructures, the port or the airport. For example, two sites in Tsing Yi were tendered out successfully in December 2010 and February 2012 respectively. In view of the strong demand for modern logistics facilities to meet development needs, the Government will continue to identify suitable sites, such as the ones which are the subject of this Question. We will stipulate in the land lease that the sites can only be used for the provision of third-party logistics services.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>21.3.2013</u>

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

Reply Serial No.

THB(T)080

Question Serial No.

1495

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:

- (a) Regarding the 7 500 jobs in various trades to be provided upon completion of the logistics facilities at Tsing Yi and Tuen Mun West, what are the trades concerned?
- (b) Will the Administration advise on the time-table for the construction of the two logistics facilities?
- (c) How much resources will be earmarked by the Administration for the construction and development of the two logistics projects?
- (d) How did the Government arrive at the projection that these facilities would yield \$3 billion worth of economic benefits annually?

Asked by: Hon. IP LAU Suk-yee, Regina

Reply:

- (a) The provision of high value-added logistics services is likely to involve jobs of different skill sets, including warehouse operators, workers performing logistics services such as labelling and packaging, IT personnel, supervisory and management staff, etc.
- (b)&(c) To ascertain the feasibility of using the Tsing Yi site for logistics development, a traffic impact assessment (TIA) was completed at a cost of \$1.12 million. We plan to release the site to the market through open tendering in March 2013 for the construction of purpose-built logistics facilities and the provision of third-party logistics services. According to past experience, the developer may take about four years to complete construction of logistics facilities after disposal of the site.

As for the proposed logistics development in Tuen Mun Areas 38 and 49, a feasibility assessment will be conducted to examine the traffic and ecological impacts at an estimated total cost of about \$1.5 million. The assessment results are expected to be available within 2014. We will proceed with disposal of the sites subject to confirmation of feasibility and the outcome of district consultation.

- (d) The estimate was made based on the maximum gross floor area permitted at the sites and information on the existing operating situation of the logistics sector.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>20.3.2013</u>

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

Reply Serial No.

THB(T)081

Question Serial No.

1496

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:

- (a) Regarding air and sea communications and logistics development, the provision for 2013-14 is 43.3% higher than the 2012-13 original estimates. What are the reasons for that?
- (b) Of the provision of \$75 million, how much will be allocated for:
- (i) identifying sites for logistics development in the Kwai Tsing area;
 - (ii) promoting e-logistics;
 - (iii) providing training for the freight logistics sector; and
 - (iv) promoting the role of Hong Kong as the preferred international transportation and logistics hub in Asia?

Asked by: Hon. IP LAU Suk-yee, Regina

Reply:

- (a) The provision for 2013-14 is 43.3% higher than the 2012-13 original estimates. This is mainly due to the additional salaries and operating expenses for the Airport Expansion Project Coordination Office (AEPCO) which was established in July 2012. The provision for AEPCO was not included in the 2012-13 original estimates.
- (b) (i) The work relating to the identification and provision of sites for logistics development is undertaken by the existing staff of the bureaux/departments concerned as part of their normal duties. There is no separate breakdown of provision for this particular task.
- (ii) With the support of the Hong Kong Logistics Development Council (LOGSCOUNCIL), the Administration has provided a sponsorship of some \$0.8 million to the GS1 Hong Kong and the Li & Fung Institute of Supply Chain

Management & Logistics (the project team) to conduct a feasibility study on cross-boundary supply chain visibility across Guangdong, Hong Kong and other areas in Asia (the study). The study aims to explore the feasibility and effectiveness of establishing a platform for tracing real-time movement of goods across different places. The first payment of the sponsorship at \$0.5 million was made to the project team in 2011-12. The remaining payment of \$0.3 million will be made upon completion of the study this year.

- (iii) The Administration made a one-off sponsorship of \$1 million to the Chartered Institute of Logistics and Transport in Hong Kong and the Hongkong Association of Freight Forwarding and Logistics Association Limited in 2007-08 for designing and implementing a vocational training programme (the Programme) tailored to the frontline staff of the freight logistics sector. The Programme is being launched in phases to enhance the skills and capabilities of the freight logistics workforce by offering practical knowledge that is crucial for freight operations. No separate provision is required this year.
- (iv) In 2013-14, about \$3.3 million has been earmarked for organising visits, international conference and other marketing activities to promote Hong Kong's role as a regional transportation and logistics hub, as well as an international maritime centre.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>26.3.2013</u>

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

Reply Serial No.

THB(T)082

Question Serial No.

0764

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 is mentioned in paragraph 85 (p. 25) of the Budget Speech that to support training for the local shipping and aviation industry, new initiatives will be implemented to help attract young people to enrol in related degree programmes and join the industry upon graduation. In this connection, will the Administration inform this Committee of:

- (a) the specific measures and financial expenditure involved; and
- (b) the number of local degree programmes relating to the shipping and aviation industry?

Asked by: Hon. LAM Tai-fai

Reply:

- (a) To support training for the local shipping and aviation industry, the Administration will designate \$100 million to establish a training fund for maritime and aviation transport, so as to sustain and expand various schemes and scholarships, and to implement other new initiatives. The objective is to help attract young people to enrol in related skills training and degree programmes and join the industry upon graduation, providing the necessary new blood for the industry. We are working with the relevant stakeholders in devising the implementation details and action plan for the training fund. We will provide relevant information when seeking funding approval from the Finance Committee of the Legislative Council.
- (b) In Hong Kong, there are three degree programmes that are directly related to the shipping industry. They are the Bachelor Degree and Master Degree programmes in International Shipping and Transport Logistics offered by the Hong Kong Polytechnic University, and the Master of Laws (Maritime and Transportation Law) offered by the City University of Hong Kong.

There are also local degree programmes which provide different technical streams or elective courses related to aviation, such as the Bachelor Degree and Master Degree programmes in Mechanical Engineering offered by the Hong Kong Polytechnic University.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>21.3.2013</u>

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

Reply Serial No.

THB(T)083

Question Serial No.

2446

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:

- (a) What are the figures on the annual throughput of the existing container terminals in Hong Kong in the past ten years (i.e. from 2003-04 to 2012-13)?
- (b) What is the estimated amount of the total investment for Container Terminal 10 (CT10)? How much economic benefit is expected to be brought about to Hong Kong by CT10 upon its completion? What is the projection of its business turnover in the first five years?

Asked by: Hon. LEUNG, Kenneth

Reply:

- (a) The throughput handled at the Kwai Tsing Container Terminals in the past ten years is provided below:

Year	Throughput handled at Kwai Tsing Container Terminals (Twenty-Foot Equivalent Units (TEUs)) (’000)
2003	12 070
2004	13 425
2005	14 284
2006	16 048
2007	17 322
2008	17 726
2009	15 159
2010	17 098
2011	17 416
2012	17 475

- (b) In 2013-14, the Administration will continue to oversee the preliminary feasibility study (PFS) for CT10 at Southwest Tsing Yi and the Study on the Strategic Development Plan for Hong Kong Port 2030 (HK Port 2030). The PFS will assess the technical feasibility, environmental acceptability as well as the resources involved in the development of CT10. The HK Port 2030 will update the port cargo forecasts, to recommend how to make more efficient use of the existing port facilities, and review the future development plan for Hong Kong Port. It will also examine the economic and financial viability of developing CT10 based on the updated port cargo forecasts. Upon completion of the studies, 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.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>25.3.2013</u>

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

Reply Serial No.

THB(T)084

Question Serial No.

2450

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 has been three years since the Legislative Council approved the funding for the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) and the XRL is expected to be commissioned in 2015. However, the “co-location” arrangement has not been announced.

- (a) What is the progress of the study on “co-location” by the Administration? Are the preliminary findings of the study available?
- (b) Has the Administration contacted any relevant Mainland departments on the “co-location” arrangement? If yes, please provide a list of the Mainland departments that the Administration contacted in the past 3 years (i.e. 2010-11, 2011-12 and 2012-13), including the names of the departments, dates of meetings, items discussed and expenditure involved. If no, what are the reasons?
- (c) As regards the study on “co-location”, what is the specific work plan in 2013-14? What are the manpower and specific amount involved?

Asked by: Hon. LEUNG, Kenneth

Reply:

The arrangements for co-location of boundary crossing facilities (BCF) in the West Kowloon Terminus (WKT) of the XRL involve complicated legal and constitutional issues. The Government is studying the relevant arrangements with related parties, including the Mainland authorities. Most recently, the Secretary for Transport and Housing exchanged general views with the Mainland authorities on this subject when he visited Beijing in December 2012. 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 (CIQ) arrangements as early as possible.

The manpower and expenditure in taking forward the CIQ arrangements for the XRL are absorbed by existing resources, and as such no additional manpower and expenditure are involved.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>25.3.2013</u>

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

Reply Serial No.

THB(T)085

Question Serial No.

2451

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

Programme: (2) Land and Waterborne Transport
(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:

- (a) Please provide the total traffic volume of air, land and sea communications (including passenger traffic and freight) between Hong Kong and the Mainland over the past five years (i.e. 2008-09, 2009-10, 2010-11, 2011-12 and 2012-13); and
- (b) Has the Administration made use of the data and conducted relevant policy study on the traffic volume between the two places; if yes, the details and the manpower resources and expenditure involved; if not, the reasons for that?

Asked by: Hon. LEUNG, Kenneth

Reply:

- (a) The total traffic volume between Hong Kong and the Mainland for 2008 – 2012 is provided below –

Calendar Year	Land Passenger Traffic ⁽¹⁾		Sea Passenger Traffic ⁽³⁾		Air Passenger Traffic	Cargo Throughput by all modes
	Passenger flow (2-way) (in million)	Vehicular flow ⁽²⁾ (2-way) (in million)	Passenger flow (2-way) (in million)	Vessel Trips (2-way) (in million)	Trips (in million)	Tonnes (in million)
2008	166.1	6.8	5.4	0.06	10.1	138.2
2009	169.9	7.1	4.4	0.06	9.5	128.8
2010	181.8	7.4	4.5	0.06	10.9	142.4
2011	190.6	7.7	4.8	0.06	11.7	141.4
2012*	202.6	7.9	4.7	0.05	12.3	135.7

* Provisional figure.

Notes:

- (1) Including all land-based boundary control points at Hung Hom, Lo Wu, Lok Ma Chau, Lok Ma Chau Spur Line, Man Kam To, Sha Tau Kok and Shenzhen Bay Port.
 - (2) Traffic flow generated by passenger vehicles including private cars and coaches, as well as shuttle buses that operate between San Tin Public Transport Interchange and Huanggang Port in Shenzhen.
 - (3) Including the Hong Kong-Macau Ferry Terminal, China Ferry Terminal and Tuen Mun Ferry Terminal, which ceased operation on 1 July 2012.
- (b) We conduct various studies to facilitate our formulation and review of transport policies on Hong Kong's internal and external transport, including but not limited to those on the traffic between Hong Kong and the Mainland. For instance, to map out our long-term railway development blueprint up to 2031, a consultancy study on the Review and Update of the Railway Development Strategy 2000 for Hong Kong commenced in March 2011. Separately, we would also make use of the results of the regular cross-boundary travel surveys and forecasts conducted by the Planning Department.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)086

Question Serial No.

2496

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 initiative to further liberalise our air services regime with aviation partners, how many countries are expected to enter into related agreements with the Administration in 2013-14 and what is the estimated provision?

Asked by: Hon. LEUNG, Kenneth

Reply:

We have been liberalising our air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international hub and the primary gateway to the Mainland. So far, Hong Kong has signed Air Services Agreements with 61 aviation partners. To further expand Hong Kong's air services regime, we will seek to further liberalise the air services arrangements with existing partners such as the Mainland, Turkey, Egypt, Russia, South Africa, Bangladesh, Thailand, Cambodia, Vietnam, Indonesia and Singapore, etc. We will also seek to negotiate new air services agreements when opportunities arise and when there are identified mutual interests with potential aviation partners. These tasks are undertaken by the staff of the Transport Branch of the Transport and Housing Bureau as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

Name in block letters: JOSEPH Y T LAI

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

Date: 21.3.2013

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

Reply Serial No.

THB(T)087

Question Serial No.

2497

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 mentioned that it will rationalise and optimise the efficient use of the airspace in partnership with the Mainland and Macao. Will the Administration advise this Committee on the specific work plan; the provisions involved; and whether a study on joint airspace management with the authorities in the Pearl River Delta (PRD) region will be conducted in the coming year? If yes, what are the manpower and specific provisions involved? If not, what are the reasons?

Asked by: Hon. LEUNG, Kenneth

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 PRD region. The enhancement measures, based on the principles of joint airspace planning, use of common standards and harmonized flight procedure design, are to be implemented in phases.

Through the collaborative efforts of the working group, a number of measures have been implemented. For example, two additional handover points, with corresponding air routes, between the Hong Kong and Guangzhou Flight Information Regions have been established in 2006 and 2011 respectively. This measure allows aircrafts to enter the Mainland from Hong Kong through the PRD airspace via more handover points, thereby reducing significantly the traffic complexity in the airspace around the Hong Kong International Airport (HKIA), and enhancing airspace management efficiency. Furthermore, the Zhuhai Terminal Area has been adjusted in 2011 to enhance the airspace capacity and operational efficiency.

In 2013-14, the Civil Aviation Department (CAD) will continue to participate in the working group. Through discussions in the working group, the CAD will continue to coordinate with the Mainland and Macao civil aviation authorities to enhance the use of airspace in the PRD region, with a view to further increasing the air transport capability in the PRD region.

The above co-ordination work is undertaken by existing CAD staff as part of their normal duties and no additional expenses are involved.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>21.3.2013</u>

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

Reply Serial No.

THB(T)088

Question Serial No.

2499

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:

As the franchise granted to the Kowloon Motor Bus Company will expire in 2017, will the Administration advise this Committee whether it will study the franchises granted to existing franchised bus companies and other feasible modes of operation? If yes, what are the manpower resources and specific amount of money involved? If not, what are the reasons?

Asked by: Hon. LEUNG, Kenneth

Reply:

Franchise arrangements for bus services have served the community well over the years in that proper and efficient bus services, including those for socially desirable routes in remote areas, as well as continued investment for long-term planning and development of bus services, are ensured through franchises. The Administration has no plan to introduce other modes of operation. According to the Public Bus Services Ordinance (Cap. 230), the Chief Executive in Council may grant to any company registered under the Companies Ordinance (Cap. 32) the right to operate public bus service. In considering the granting of new franchises on expiry of existing ones, factors such as whether an operator has the capability of providing proper and efficient services and whether it is willing to further invest in franchised bus operation will be taken into account. The franchises of the Citybus Limited in respect of its franchise for the Hong Kong and cross-harbour routes, the New Lantao Bus Company (1973) Limited and the Kowloon Motor Bus Company (1933) Limited (KMB) will expire on 1 June 2016, 1 March 2017 and 1 July 2017 respectively. Two time-limited posts will be created in the Transport Department to assist in handling the tasks involved from later this year to 2017. The annual staff costs of the two posts, in terms of notional annual mid-point salary, are as follows –

Rank	No. of Post	Annual Staff Cost
Senior Transport Officer	1	\$824,820
Transport Officer II	1	\$378,300

Name in block letters: JOSEPH Y T LAI

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

Date: 25.3.2013

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

Reply Serial No.

THB(T)089

Question Serial No.

0146

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 provide details on:

- (a) how the provisions in 2012-13 were used to organise visits to the Mainland and abroad to promote the awareness of the strengths of Hong Kong as an international maritime centre (IMC) and a regional logistics hub; and
- (b) how the provisions in 2013-14 would be used to reinforce Hong Kong's position as an international maritime centre.

Asked by: Hon. LEUNG Kwan-yuen, Andrew

Reply:

- (a) In 2012-13, the Hong Kong Maritime Industry Council and the Hong Kong Port Development Council visited Ningbo in September 2012 and Dalian in November 2012 to promote the comprehensive and quality maritime services offered by Hong Kong. The Hong Kong Logistics Development Council also conducted a visit to Qianhai in May 2012 and met with representatives from the public and private sectors of Shenzhen to learn about the latest development of and collaboration opportunities with the Qianhai Area. The total expenditure of the visits was \$412,069.
- (b) In 2013-14, the Administration will continue with its effort to reinforce Hong Kong's position as an IMC through various initiatives. We will conclude the Consultancy Study on Enhancing Hong Kong's Position as an IMC; continue to finance the five existing incentive and scholarship schemes for training maritime personnel at technical and professional levels and support other new initiatives to help build a pool of knowledge-based and skilled workforce for the maritime sector; and continue to organise publicity activities and conferences/ seminars to promote Hong Kong's

maritime services. The estimated expenditure for carrying out these initiatives is \$12.7 million.

Furthermore, the Financial Secretary has announced in Budget 2013-14 that the Administration will designate \$100 million to establish a training fund for maritime and aviation transport, so as to sustain and expand various schemes and scholarships, and to implement other new initiatives. The \$100 million fund will include approximately \$20 million already in the balances of the five existing incentive and scholarship schemes. We are working with the relevant stakeholders in devising the implementation details and action plan for the training fund. We will seek funding approval from the Finance Committee of the Legislative Council as soon as possible.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>26.3.2013</u>

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

Reply Serial No.

THB(T)090

Question Serial No.

1082

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 ferry services between Hong Kong Island and Kowloon, will the Administration inform this Committee of the following:

- (a) To enhance the long-term financial viability of ferry services, the Administration has taken various measures to help ferry operators. These include taking over pier maintenance responsibility, waiving fuel duty, and reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme. What are the related expenditures in the past three years (2010-11, 2011-12 and 2012-13) since the implementation of these measures? What is the expenditure for each subsidised item? In future, will the Administration increase the expenditure for the relevant subsidised items and consider introducing new subsidised items?
- (b) Will the Administration review its long-standing policy such as considering the purchase of vessels for operators, increasing future estimated expenditure to develop waterfront amenity and complementary facilities to inject sightseeing elements into ferry services, and, in collaboration with such institutions as the Hong Kong Tourism Board, enhance the promotion of Hong Kong ferry services to overseas and Mainland tourists? If not, the reasons for that? What is the progress of the Administration's efforts in exploring measures to assist ferry operators in expanding their sources of revenue, such as letting advertisement places and relaxing the area for shops at the ferry piers?

Asked by: Hon. LEUNG Mei-fun, Priscilla

Reply:

The Government has been providing various measures to enhance the long-term financial viability of ferry services. These include taking over pier maintenance responsibility, waiving fuel duty, and reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme.

For inner harbour ferry services, the expenditure involved in taking over pier maintenance responsibilities has been 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). There is no expenditure involved in waiving fuel duty. The expenditure involved in reimbursing pier rentals and exempting vessel licence fees for ferry operators under the Elderly Concessionary Fares Scheme for financial years 2010-11 to 2012-13 is as follows:

Financial year	2010-11 (\$ million)	2011-12 (\$ million)	2012-13 (as at end of February 2013) ^{Note} (\$ million)
Reimbursing pier rentals	0.42	0.33	0.34
Exempting vessel licence fees	0.04	0.04	0.03

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

Since their implementation, these measures have been useful in reducing the operating cost of inner harbour ferry operators. The Administration will continue to monitor the effectiveness of these measures.

It is Government's established policy that public transport services (including ferry) are operated by the private sector in accordance with commercial principles in order to provide efficient and quality public transport services. Inner harbour ferry services are regarded as supplementary transport services and there are other alternative modes for the public. In this connection, the Administration has no plan to change the mode of operation of existing inner harbour ferry services.

There are at present sightseeing tour services operated by ferry service operators in the market. The Hong Kong Tourism Board also promotes ferry services in the Victoria Harbour. The Administration will continue to develop waterfront open space and related supporting facilities in accordance with local development planning.

At present, ferry operators are allowed to sublet surplus space at ferry piers, and the revenue so generated can be used to cross-subsidise ferry operation. The Government will continue to facilitate ferry operators to sublet any surplus space they may have.

Name in block letters: JOSEPH Y T LAI
 Post Title: Permanent Secretary for
Transport and Housing (Transport)
 Date: 25.3.2013

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

Reply Serial No.

THB(T)091

Question Serial No.

1090

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 Government plans to promote the development of high value-added logistics services through the construction of dedicated facilities which will help shorten operating time and reduce logistics and inventory costs. Apart from reserving sites at Tsing Yi and Tuen Mun West for logistics development, will the Administration allocate additional provisions for manpower training, ancillary traffic facilities, industrial transformation and so on in the coming three years (2013-14, 2014-15 and 2015-16)? If yes, what are the details? If not, what are the reasons?

Asked by: Hon. LEUNG Mei-fun, Priscilla

Reply:

Apart from providing land for the logistics industry to construct modern logistics facilities, with the support of the Hong Kong Logistics Development Council (LOGSCOUNCIL), the Administration has been providing sponsorship for initiatives on facilitating adoption of e-logistics, manpower training, and promotion of logistics services so as to help enhance the competitiveness of the industry and strengthen Hong Kong's position as a regional logistics hub.

In 2013-14, we will continue to monitor the implementation of projects under our sponsorship, including the "Feasibility Study on Cross Border Supply Chain Visibility across Guangdong, Hong Kong and Asia", development of the "Secure Air Freight Enclosure" for the On-board Trucker Information System, and the Training Programme for the Freight Logistics Sector. The Administration will continue to explore other initiatives to meet the development needs of the industry in consultation with the LOGSCOUNCIL.

The Administration will continue to monitor local traffic condition, introduce traffic improvement measures, and develop transport infrastructures as necessary to meet local traffic demand.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>25.3.2013</u>

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

Reply Serial No.

THB(T)092

Question Serial No.

1457

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 2013-14, the Transport and Housing Bureau (Transport Branch) will maintain policy overview regarding the development of the Lantau Logistics Park. In this regard, will the Administration advise on:

- (a) whether it has started the relevant planning and study, in particular considering the development of the logistics park in a holistic manner, taking into account the development plans of the Lantau Island; and
- (b) whether it has estimated when the initial policy proposal will be formulated; if yes, the details; if not, the reasons for that?

Asked by: Hon. LO Wai-kwok

Reply:

(a)&(b) The Government will be launching the Stage 2 Public Engagement for the study on "Enhancing Land Supply Strategy – Reclamation outside Victoria Harbour and Rock Cavern Development" in March 2013. The consultation will cover proposed reclamations at a few sites, including one at Siu Ho Wan on Lantau Island, and public comments on the future land uses including logistics development would be welcome. We will keep in view the development of the Lantau Logistics Park, taking into account the consultation results on the proposed Siu Ho Wan reclamation site, the needs of the logistics sector, as well as the global and local economic situation. In the meantime, as short to medium term support measure for the logistics industry, we will release a logistics site of about two hectares at Tsing Yi on the market in March 2013, and will conduct feasibility studies on the development of logistics facilities in Area 38 and Area 49 in Tuen Mun.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

20.3.2013

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

Reply Serial No.

THB(T)093

Question Serial No.

2528

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 Bureau has mentioned that it is working closely with the logistics industry to promote e-logistics. Will the Administration provide relevant information, including the ways of co-operation, the relevant expenditures in the past three years (i.e. 2010-11, 2011-12 and 2012-13), schedule of progress and details?

Asked by: Hon. POON Siu-ping

Reply:

With the support of the Hong Kong Logistics Development Council (LOGSCOUNCIL), the Administration funded the implementation of the "Sponsorship Programme to Support Small and Medium Logistics Service Providers in Information Technology Applications" (the Programme) through two separate payments of \$1.2 million in 2009-10 and \$0.8 million in 2010-11 respectively. The Programme aimed to encourage the wider use of information technology (IT) by providing sponsorship to five selected logistics small and medium enterprises (SMEs) to apply IT in the areas of warehouse management, cargo tracking, or cross docking system. After completion of the Programme, we provided \$76,000 in 2011-12 to sponsor the organisation of a seminar during the International ICT Expo in April 2011 to showcase the results of IT applications by the participating SMEs, and to share the benefits and experience gained.

The Administration has also provided a sponsorship of some \$0.8 million to the GS1 Hong Kong and the Li & Fung Institute of Supply Chain Management & Logistics (the project team) to conduct a feasibility study on cross-boundary supply chain visibility across Guangdong, Hong Kong and other areas in Asia (the study). The study aims to explore the feasibility and effectiveness of establishing a platform for tracing real-time movement of goods across different places. Phase 1 of the study, involving desktop research and

interviews with logistics stakeholders, has been completed. The project team is getting prepared to commence pilot case studies in Phase 2 to examine the operational and technical issues in implementing cross-boundary supply chain visibility. The first payment of \$0.5 million was made to the project team in 2011-12 and the remaining payment of \$0.3 million will be made upon completion of the study this year.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>25.3.2013</u>

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

Reply Serial No.

THB(T)094

Question Serial No.

3087

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 is suggested in paragraph 85 of the Budget Speech that \$100 million be designated to establish a training fund for maritime and aviation transport. In this connection, will the Administration advise this Committee on:

- (a) the fund's specific measures for training local maritime and aviation talents; and
- (b) the estimated number of personnel to be attracted to the shipping and aviation industry and the major trades involved?

Asked by: Hon. POON Siu-ping

Reply:

The Transport Branch of the Transport and Housing Bureau is working with the relevant stakeholders in devising the implementation details (including targeted personnel) and action plan for the training fund. We will provide relevant information when seeking funding approval from the Finance Committee of the Legislative Council.

Name in block letters: JOSEPH Y T LAI

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

Date: 21.3.2013

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

Reply Serial No.

THB(T)095

Question Serial No.

0255

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 32 of the Budget Speech, the Government mentions that it will decide on the development of the three-runway system when all relevant information is available. Will the Government inform this Committee the information that needs to be considered as mentioned in this paragraph. Will the Administration estimates the influences caused by the expansion plan as proposed by some local governments within the South East Asian district? Given that Hong Kong International Airport (HKIA) has lost its first place in the Global Airport Rankings in the World Airport Awards in 2012, what kind of measures will the Administration introduce in order to enhance the competitiveness and services (in terms of efficiency and quality) of the HKIA before the opening of the third runway?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The HKIA is one of the world's busiest passenger and cargo airports. Over the years, the HKIA has been named over 50 times by travellers around the world and industry practitioners as the finest airport in the world. At present, there are over 100 airlines operating about 6 700 flights per week, serving about 170 destinations worldwide.

Over the years, we have been pursuing various measures to enhance our airport's connectivity and strengthen the competitiveness of Hong Kong's status as an international and regional aviation centre. In particular, we, together with the Airport Authority Hong Kong (AA) and its business partners, invest heavily in aviation infrastructure to provide world-class services to facilitate travellers and business development. For example, the new Civil Aviation Department Headquarters with a new air traffic control system, as well as a new cargo terminal will be coming on-stream in phases. To cope with air traffic demand in the medium term up to 2020, the AA is pursuing the midfield expansion project, which includes the building of a new midfield concourse with 20 aircraft parking stands, a new cross-field taxiway and the extension of the existing automated people mover to the

midfield concourse. Upon completion of the project, the HKIA will be able to handle 10 million more passengers each year.

To cater for the projected growth in air traffic demand in the long run, in March 2012, the Government gave an in-principle approval for the AA to adopt the three-runway system as the future development option for the HKIA for planning purpose. The AA is working on the statutory Environmental Impact Assessment (EIA) which is a crucial step before moving ahead with the development of the three-runway system. The EIA is expected to be completed in around two years. At the same time, the AA is conducting other related planning work, including the associated design details and financing arrangements. When the relevant information is available, the Government will make a final decision as to whether to proceed with the implementation of the three-runway system.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>22.3.2013</u>

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

Reply Serial No.

THB(T)096

Question Serial No.

0611

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 90 of the Budget Speech, the Government has listed out the future projects of the railway networks of Hong Kong. Yet, the Administration fails to mention that local railway network is on the verge of saturation and the ageing problem of the railway network has brought numerous accidents and disorder to the local community. Given that railway is the backbone of local transportation network, what kind of contingency measures will the Administration introduce in the case of a complete breakdown of services of local railway network?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

To ensure a high quality performance and the good condition of train service systems and equipment, the MTR Corporation Limited (MTRCL) has in place a stringent maintenance regime as well as a comprehensive programme to upgrade and renew assets. Preventive and corrective maintenance works are carried out in different areas, including civil engineering structures, railway tracks, signalling system, power supply system, overhead lines, passenger trains, engineering trains and buses. The Electrical and Mechanical Services Department as the regulatory authority on railway safety will carry out inspections from time to time to ensure compliance. Risk of a systemic complete breakdown of the railway should be extremely low.

To ensure stable and reliable power supply, the MTRCL's power supply system is supported by the Hongkong Electric Company Limited (HEC) and the CLP Power Hong Kong Limited (CLP). The transmission systems of the HEC and the CLP are interconnected to enable provision of emergency support to each other during generator failure. Further, the power supply network for the MTRCL is divided into sections. Any power failure will be confined to the respective section areas. Therefore, the risk of

complete paralysis of the railway system due to significant power outages should also be extremely low.

In the event of partial disruption of railway services, depending on its seriousness, the Emergency Transport Coordination Centre of the Transport Department (TD) will notify other public transport service operators and relevant government departments and institutions to co-ordinate and implement emergency plans in a timely fashion. The TD will also disseminate relevant messages, such as emergency bus service arrangements and updated traffic information to the public through the media and other channels, so as to facilitate passengers identifying appropriate alternative services or changing their journeys to minimise the impact of the incident on them.

The MTRCL has also drawn up various contingency measures for all MTR lines and the Light Rail together with the TD and the Hong Kong Police Force. Such contingency measures would enable the MTRCL to finish repair works and resume service the soonest possible, while disseminating incident information to the public, maintaining effective crowd control at affected stations, and, where necessary, arranging emergency bus services.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>25.3.2013</u>

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

Reply Serial No.

THB(T)097

Question Serial No.

1601

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 91 of the Budget Speech, the Government has listed out major road projects, including Central-Wan Chai Bypass, Island Eastern Corridor Link, the second tunnel for Tseung Kwan O and Tuen Mun-Chek Lap Kok Link. Does the Government estimate the manpower acquired for the completion of these projects? Does Hong Kong have sufficient construction workers for these projects alongside with the public housing construction projects? The Administration has mentioned that it would follow its existing policy and mechanism in dealing with labour importation. Will the Government inform this Council the detailed planning for labour importation? Will there be any benchmark for the starting labour importation and which specific industry will start importing labour first?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The estimated number of jobs created for the road projects mentioned in the question is tabulated below –

Project	Estimated number of jobs created
Works for the Central-Wan Chai Bypass and Eastern Corridor Link	about 6 400
Detailed Design and Site Investigation Works for the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT)	about 70
Detailed Design Consultancy, Site Investigation and Advance Works for the Tuen Mun-Chek Lap Kok Link (TM-CLKL)	about 380

We will estimate the number of jobs to be created for the construction of the TKO-LTT during the detailed design stage. As regards the construction of the TM-CLKL, we are finalising the details of the project and will report the same to the Legislative Council when we seek funding approval for the project in the second quarter of 2013.

The construction workers for the major road projects (e.g. Central-Wan Chai Bypass etc.) and public housing construction projects are of different trades and have different skills requirements.

For public housing construction, the Housing Authority (HA) has been using a lot of mechanised construction methods, precast elements and prefabrication which are less labour intensive. The HA will continue to develop the precast technique to further enhance quality and safety, and to reduce labour content in public housing construction.

According to the Labour Department, the Supplementary Labour Scheme (SLS) has been in place since 1996 to help individual employers with genuine recruitment difficulties to import workers at technician level or below. The SLS is monitored by the Labour Advisory Board with six employer members and six employee members to implement the policy that local workers should be given priority in filling job vacancies available in the labour market. The SLS is open for use by eligible employers of all industries without any order of precedence.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>5.4.2013</u>

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

Reply Serial No.

THB(T)098

Question Serial No.

1994

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 the Budget Speech that “Regarding the proposal of constructing Container Terminal 10 (CT10) at Southwest Tsing Yi, we are conducting a study to examine the technical feasibility and assess the environmental impact of the proposal.” Will the Administration advise on:

- (a) the Bureau’s estimated expenditure in this area in 2013-14;
- (b) the number of officials responsible for the work and their respective ranks;
- (c) the items contained in the concrete work plan; and
- (d) the progress or time-table for 2013-14?

Asked by: Hon. SIN Chung-kai

Reply:

- (a) to (d) In 2013-14, the Administration will continue to oversee the preliminary feasibility study (PFS) for CT10 at Southwest Tsing Yi and the Study on the Strategic Development Plan for Hong Kong Port 2030 (HK Port 2030). The PFS will assess the technical feasibility, environmental acceptability as well as the resources involved in the development of CT10. The HK Port 2030 will update the port cargo forecasts, recommend how to make more efficient use of the existing port facilities, and review the future development plan for Hong Kong Port. The two studies are expected to be completed by mid-2013. We have earmarked about \$1.15 million in 2013-14 for conducting the two studies. Existing manpower has been deployed to oversee the two studies as part of their normal duties.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

21.3.2013

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

Reply Serial No.

THB(T)099

Question Serial No.

1995

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 Study on the Strategic Development Plan for Hong Kong Port 2030 (HK Port 2030) is also under way to update port cargo growth forecasts and explore how to make better use of the existing port facilities to support future development" as mentioned in the Budget Speech, will the Administration advise on:

- (a) the Bureau's estimated expenditure in this area in 2013-14;
- (b) the number of officials responsible for the work and their respective ranks;
- (c) the items contained in the concrete work plan; and
- (d) the progress or timetable for 2013-14?

Asked by: Hon. SIN Chung-kai

Reply:

- (a) to (d) In 2013-14, the Administration will continue to oversee the HK Port 2030. The HK Port 2030 will update the port cargo forecasts, recommend how to make more efficient use of the existing port facilities, and review the future development plan for Hong Kong Port. The HK Port 2030 is expected to be completed by mid-2013. We have earmarked about \$0.67 million in 2013-14 for conducting the HK Port 2030. Existing manpower has been deployed to oversee the HK Port 2030 as part of their normal duties.

Name in block letters: JOSEPH Y T LAI

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

Date: 21.3.2013

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

Reply Serial No.

THB(T)100

Question Serial No.

0310

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 operation of three passenger ferry terminals (Tuen Mun Ferry Terminal, China Ferry Terminal and Hong Kong-Macau Ferry Terminal) is mentioned under Head 100. Will the Administration advise:

- (a) whether the SkyPier at the airport will be opened for public use as an exit-entry point as in the case of the three terminals mentioned under the Programme, or does it only provides pier services for passengers of air services, and the annual expenditure and manpower involved for the SkyPier;
- (b) the daily operating monetary figures involved for the SkyPier;
- (c) the details of the tenancy agreement between the SkyPier and its contractor (Hong Kong International Airport Ferry Services Limited) and the amount involved;
- (d) the current process of using the SkyPier, the formalities required to be completed by passengers for using the pier services, and how the pier services are connected to the air services;
- (e) the passenger throughput of the SkyPier last year (i.e. 2012); and
- (f) whether the Government will consider opening the SkyPier for public use, e.g. providing domestic ferry services?

Asked by: Hon. TANG Ka-piu

Reply:

- (a)&(b) The main purpose of the SkyPier is to provide convenient and speedy ferry services for air-to-sea/sea-to-air transit passengers travelling between Hong Kong and the Pearl River Delta (PRD) region and Macao. The Airport Authority Hong Kong (AA) operates the SkyPier in accordance with the Deed of Security signed with the Government and is required to meet the security

requirements for transit passengers and baggage. The existing SkyPier is located within the Airport Restricted Area at the Hong Kong International Airport (HKIA) where customs, immigration and quarantine facilities are not provided. If the SkyPier is to be opened for use by non-transit passengers, it would require expansion to fit in the necessary facilities and increase the handling capacity of the pier. As the relevant works would incur substantial capital investment and manpower requirement, it is not cost-effective based on current situation.

Furthermore, cross-boundary ferry terminals are planned and provided by the Government on a territory-wide basis. It is expected that the two existing cross-boundary ferry terminals (i.e. Hong Kong-Macau Ferry Terminal and China Ferry Terminal) managed by the Government would still have sufficient capacity to meet the projected demand in the foreseeable future.

In view of the above, together with an additional cross-boundary option to be provided by the Hong Kong-Zhuhai-Macao Bridge in 2016 for travelling between Hong Kong and Macao as well as Hong Kong and cities on the western part of the PRD region, we do not have plan to open the SkyPier for general immigration purposes.

As the SkyPier is operated and funded by the AA, there is no resource incurred under the Marine Department and the Transport Branch of Transport and Housing Bureau.

- (c) The AA awarded the licence to the Hong Kong International Airport Ferry Terminal Services Limited (the licensee) which has the exclusive right to procure cross boundary ferry services between the SkyPier and ports in the PRD region and Macao. The licensee also provides passenger transfer services, e.g. ticketing services, baggage handling, vessel berthing and staging services, etc. at the SkyPier. As the Government is not a party to the licence agreement, we are not in a position to advise on the amount involved.
- (d) Transit passengers with a valid air ticket or counterfoil of the boarding pass for travel within 24 hours of arrival at SkyPier, a valid ferry ticket and a valid travel document and visa (if required) can, without going through immigration procedures at the airport, board departing flight to other destinations or take a ferry at the SkyPier to destinations in the PRD region or Macao via SkyPier.
- (e) In 2012, the transit passenger throughput of SkyPier was about 2.6 million.
- (f) As the SkyPier is located within the Airport Restricted Area at the HKIA, it is not accessible by non-transit passengers. Nonetheless, the Government has conducted public tenders for operation of a licensed domestic ferry service between Tuen Mun Ferry Pier and an unused pier at Chek Lap Kok (which is

near the SkyPier) in 2010 and 2011 having regard to local request. However, in both exercises no tender submission could meet the basic tender and service requirements. The results of the two tender exercises also indicate that the proposed domestic ferry service is not financially viable. In light of the above, the Government has shelved the plan to introduce the service.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>21.3.2013</u>

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

Reply Serial No.

THB(T)101

Question Serial No.

3249

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 is mentioned in the Budget Speech that “There are about 700 shipping-related companies in Hong Kong, offering a wide range of services such as shipping management, agency, finance, legal services and arbitration, and a large number of jobs.” Will the Administration set out in detail:

- (a) the number of the various shipping-related jobs mentioned above by category and occupation, as well as the estimated number of employees currently engaged respectively; and
- (b) the respective number of local residents and people admitted via various admission schemes such as the Quality Migrant Admission Scheme and the Admission Scheme for Mainland Talents and Professionals among these employees?

Asked by: Hon. TANG Ka-piu

Reply:

- (a) There are over 700 shipping-related companies operating in Hong Kong. They provide a variety of maritime services, such as ship agency and management, ship owning and operation, ship broking, marine insurance, inland water transport etc. These companies offer around 55 000 jobs, covering maritime professionals such as ship agents, ship managers, ship brokers, as well as supporting staff. The above figures have not taken into account the companies and employment opportunities engaging in selected maritime services, like ship finance, and maritime legal and arbitration services, the information on which is not readily available.
- (b) We have no such information.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 21.3.2013

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

Reply Serial No.

THB(T)102

Question Serial No.

3250

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 "...to designate \$100 million to establish a training fund for maritime and aviation transport..." as mentioned in the Budget Speech, will the Administration please advise on the following:

- (a) The details of the plan in respect of the fund, the estimated places and number of local young people to be assisted respectively, and the mode and period of training;
- (b) Whether it is necessary for the young people to work in the shipping and aviation industry for a certain period of time after completion of the relevant training; if yes, for how long; and
- (c) In addition to nurturing the related talents, whether the Administration has policies and plans to boost jobs in other trades by attracting shipping and aviation companies to station and set up offices in Hong Kong?

Asked by: Hon. TANG Ka-piu

Reply:

The training fund will be used in sustaining and expanding various schemes and scholarships, and implementing other new initiatives. The objective is to help attract young people to enrol in related skills training and degree programmes and join the industry upon graduation, providing the necessary new blood for the industry. The Transport Branch of the Transport and Housing Bureau is working with the relevant stakeholders in devising the implementation details and action plans for the training fund. We will provide relevant information when seeking funding approval from the Finance Committee of the Legislative Council.

In addition to nurturing the related talents, the Administration will continue with its effort to reinforce Hong Kong's position as an international maritime centre (IMC) through various initiatives. We will conclude the Consultancy Study on Enhancing Hong Kong's Position as an IMC. Furthermore, we will continue to organise local and overseas promotion activities and conferences/ seminars, in collaboration with Invest Hong Kong where appropriate, to promote Hong Kong's maritime and aviation services with a view to attracting more companies in target markets, such as Europe and the Mainland, to set up or expand their businesses in Hong Kong.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)103

Question Serial No.

1917

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 Financial Secretary has mentioned that the Government will seek funding approval for the detailed design of a second tunnel linking Tseung Kwan O and urban Kowloon. Will the Administration advise on the breakdown of expenditure for the whole tunnel project, the timeframe for the funding applications to be made for various items, the commissioning time of the tunnel, and whether the procedures involved can be expedited? If yes, what are the implications on the expenditure?

Asked by: Hon. TIEN Pei-chun, James

Reply:

On 9 January 2009, the Finance Committee (FC) of the Legislative Council (LegCo) approved an estimate of \$198.9 million in money-of-the-day prices for the engagement of consultants to undertake the preliminary design of the Tseung Kwan O – Lam Tin Tunnel (TKO-LTT) and the associated site investigation works. The preliminary design of the TKO-LTT project has now been substantially completed. We have carried out the Environmental Impact Assessment (EIA) and submitted the EIA report to the Environmental Protection Department for approval. We aim to publish the proposed works under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in the Gazette in mid-2013.

Funding proposal for the detailed design and site investigation for the project (at an estimated cost of \$196.0 million in money-of-the-day prices) was supported by the LegCo Panel on Transport and the Public Works Subcommittee on 22 February 2013 and 13 March 2013 respectively. Funding approval will be sought from the FC in May 2013.

We will assess the cost of the construction works of the TKO-LTT upon completion of the detailed design and associated site investigation works. If all the preparatory work and gazettal procedures (including handling of objections, if any) could be taken forward smoothly, and subject to funding approval by the FC, the construction works of the TKO-LTT may commence in about three years' time. On current estimate, it will take about five years to complete the construction works.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>26.3.2013</u>

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

Reply Serial No.

THB(T)104

Question Serial No.

1816

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 review of the fare adjustment mechanism of the MTR Corporation Limited (MTRCL), please set out:

- (a) the respective number, in tabular form, of incidents on service being delayed for more than eight minutes, 30 minutes, one hour and over one hour on various railway lines in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13), as well as the number of passengers affected;
- (b) among the above incidents, the number of cases involving human fault of the MTRCL in tabular form and by the above classification;
- (c) the fare adjustment rates, in tabular form, of various light rail lines in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13);
- (d) the carrying capacity, in tabular form, of various light rail lines per direction in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13);
- (e) the average train loading, in tabular form, of various light rail lines during peak hours and non-peak hours in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13);
- (f) the patronage (number of passengers per hour), in tabular form, of various light rail lines during peak hours and non-peak hours in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13); and
- (g) the operating cost, in tabular form, of various light rail lines in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13)

Asked by: Hon. TIEN Puk-sun, Michael

Reply:

- (a) The MTRCL does not maintain separate statistics on the number of passengers affected in each service delay. The numbers of service delays for individual railway lines for the years from 2008 to 2012 are set out below –

Delay Range	Year	Kwun Tong Line	Tsuen Wan Line	Island Line	Tseung Kwan O Line	Tung Chung Line	Disney-land Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
8-30 minutes	2008	22	17	11	9	22	1	8	55	6	14	57
	2009	20	12	7	14	12	4	11	66	3	12	66
	2010	22	18	11	25	21	3	11	54	6	18	74
	2011	29	19	9	17	24	3	12	72	8	15	78
	2012	27	23	9	14	19	9	6	41	2	10	80
31-60 minutes	2008	0	1	1	1	0	1	0	6	1	1	1
	2009	0	2	0	1	0	1	0	7	1	0	1
	2010	2	0	0	0	0	1	0	5	0	0	4
	2011	1	0	0	0	2	0	0	3	0	0	5
	2012	0	1	0	1	0	0	1	3	0	0	2
More than 60 minutes	2008	1	0	0	0	0	0	0	1	0	0	3
	2009	1	0	1	0	0	0	0	2	0	0	2
	2010	0	1	0	0	0	0	0	0	1	0	1
	2011	0	0	0	0	0	1	0	1	0	0	1
	2012	0	0	1	0	0	0	0	1	0	1	3

- (b) The numbers of service delays caused by human factors for the years from 2008 to 2012 are set out below –

Delay Range	Year	No. of Service Delays caused by Human Factors
8-30 minutes	2008	18
	2009	16
	2010	21
	2011	20
	2012	16
31-60 minutes	2008	0
	2009	1
	2010	1
	2011	1
	2012	0
More than 60 minutes	2008	1
	2009	0
	2010	0
	2011	0
	2012	1

- (c) The overall fare adjustment rates of the whole railway network including the Light Rail for the years from 2008 to 2012 are set out below–

Year	Overall Fare Adjustment Rate
2008	0%
2009	0%
2010	+2.05%
2011	+2.2%
2012	+5.4%

- (d) The hourly carrying capacity of the various Light Rail routes are listed below -

Light Rail Route No.	Hourly Carrying Capacity (Per Direction)				
	2008	2009	2010	2011	2012
505	2 068	2 068	2 326	2 326	2 326
507	2 068	2 068	2 489	2 489	2 489
610	2 068	2 068	2 068	2 215	2 215
614	1 075	1 075	1 075	1 075	1 075
614P	1 075	1 075	1 344	1 344	1 344
615	1 034	1 034	1 034	1 034	1 034
615P	1 075	1 075	1 344	1 344	1 344
705	4 301	4 301	4 838	5 376	5 376
706	3 763	3 763	4 838	5 376	5 376
751	2 880	2 880	2 880	2 880	2 880
751P	1 344	1 344	1 680	1 680	1 680
761P	5 514	5 514	5 973	5 973	5 973
Total	28 265	28 265	31 889	33 112	33 112

It should be noted that in 2010 and 2011, the MTRCL increased the frequencies of certain busier Light Rail routes and deployed more coupled-set Light Rail vehicles to enhance the Light Rail service in response to the increased passenger demand on these routes.

(e) and (f) As the Light Rail adopts an open design, there may be Light Rail vehicles of more than one route calling at the same stop. There is no information on which route a passenger will take after he/she purchases a ticket or validates his/her Octopus card at a stop. The train loading figures of the Light Rail are obtained through observation surveys conducted by the MTRCL. No survey was conducted for the loading figures in 2008 and during non-peak periods in 2011 and 2012.

	Light Rail				
	2008	2009	2010	2011	2012
Average train loading during peak periods	-	88%	82%	84%	85%
Average train loading during non-peak periods	-	37%	40%	-	-

(g) The MTRCL does not have the operating cost for each Light Rail route. The operating cost of Light Rail is included in the Corporation's overall transport operations expenses.

Name in block letters: JOSEPH Y T LAI
 Post Title: Permanent Secretary for
Transport and Housing (Transport)
 Date: 26.3.2013

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

Reply Serial No.

THB(T)105

Question Serial No.

1820

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 measures for traffic distribution among the three road harbour crossings (RHCs) being considered and taken forward by the Administration, will the Administration advise:

- the half-yearly vehicular flow, in tabular form, of private car, taxi, bus and goods vehicle of the Cross Harbour Tunnel (CHT) in the five years after its toll increase on 1 September 1999;
- the impacts of the CHT's toll increase since 1 September 1999 on the Eastern Harbour Crossing (EHC); the half-yearly vehicular flow, in tabular form, of private car, taxi, bus and goods vehicle of the EHC in five years thereafter; and
- the expenditures for the measures to be considered by the Administration for traffic distribution among the three RHCs.

Asked by: Hon. TIEN Puk-sun, Michael

Reply:

- The half-yearly vehicular flows (average daily flow) of private car, taxi, bus and goods vehicle of the Cross-Harbour Tunnel (CHT) in the five years after its toll increase on 1 September 1999 are tabulated below:

CHT				
Year/Month	Private Car	Taxi	Bus	Goods Vehicle
1999 / 03 - 1999 / 08	80 000*		9 000	23 000
After CHT toll increase on 1 September 1999 [#]				
1999 / 09 - 2000 / 02	47 000	28 000	9 000	25 000
2000 / 03 - 2000 / 08	47 000	31 000	9 000	26 000
2000 / 09 - 2001 / 02	49 000	32 000	9 000	25 000
2001 / 03 - 2001 / 08	47 000	31 000	9 000	25 000

2001 / 09 - 2002 / 02	48 000	31 000	9 000	25 000
2002 / 03 - 2002 / 08	46 000	31 000	10 000	26 000
2002 / 09 - 2003 / 02	47 000	31 000	10 000	25 000
2003 / 03 - 2003 / 08	46 000	29 000	9 000	25 000
2003 / 09 - 2004 / 02	46 000	33 000	10 000	25 000
2004 / 03 - 2004 / 08	45 000	32 000	10 000	25 000

* Only combined total flow for private car and taxi was available before the toll increase at the CHT took effect on 1 September 1999.

The toll increase at the CHT on 1 September 1999 involved a toll increase of \$10 for private cars and \$4 for motorcycles, whilst tolls for other vehicles have remained unchanged.

- (b) The half-yearly vehicular flows (average daily flow) of private car, taxi, bus and goods vehicle of the Eastern Harbour Crossing (EHC) of the five years after CHT's toll increase on 1 September 1999 are tabulated below:

EHC				
Year/Month	Private Car	Taxi	Bus	Goods Vehicle
1999 / 03 - 1999 / 08	45 000*		3 000	17 000
After CHT toll increase on 1 September 1999 [#]				
1999 / 09 - 2000 / 02	40 000	10 000	3 000	16 000
2000 / 03 - 2000 / 08	40 000	10 000	3 000	16 000
2000 / 09 - 2001 / 02	41 000	11 000	3 000	15 000
2001 / 03 - 2001 / 08	41 000	11 000	3 000	16 000
2001 / 09 - 2002 / 02	43 000	10 000	3 000	15 000
2002 / 03 - 2002 / 08	42 000	10 000	3 000	15 000
2002 / 09 - 2003 / 02	42 000	10 000	3 000	15 000
2003 / 03 - 2003 / 08	40 000	9 000	3 000	14 000
2003 / 09 - 2004 / 02	42 000	10 000	3 000	14 000
2004 / 03 - 2004 / 08	41 000	10 000	3 000	15 000

* Only combined total flow for private car and taxi was available before the toll increase at the CHT took effect on 1 September 1999.

The toll increase at the CHT on 1 September 1999 involved a toll increase of \$10 for private cars and \$4 for motorcycles, whilst tolls for other vehicles have remained unchanged.

- (c) The Government commissioned in November 2008 a consultancy study on rationalising the utilisation of the RHCs for a comprehensive analysis of all relevant factors that would affect the distribution of traffic amongst the three RHCs with the objective of identifying the optimum level of traffic for the three RHCs, taking into account their geographic locations and the capacity of the connecting road networks, and recommending feasible options that cover the necessary financial, organisational and legal mechanisms to achieve the optimum traffic situation. The consultancy fee for the study was \$7.998 million.

Subsequently, in the first quarter of 2011, the Government completed a three-month public consultation exercise on the findings and recommendations of the consultancy study. Thereafter, in May 2011, the Transport Department engaged a consultant to carry out “Detailed Traffic Assessment of Toll Arrangements for Road Harbour Crossings” to study and modify toll adjustment options, taking into account the public’s and the trade’s concerns expressed during the aforementioned public consultation in 2011, and analyse various traffic implications under different toll adjustment options. The consultancy work is estimated to cost \$0.844 million up to the end of March 2013.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>26.3.2013</u>

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

Reply Serial No.

THB(T)106

Question Serial No.

0559

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 is mentioned in paragraph 30 of the Budget Speech that the Administration is conducting a study on the proposed construction of Container Terminal 10 (CT10) at Southwest Tsing Yi. Will the Administration advise this Committee on the following:

- (a) the specific details of the study and the expenditure involved; when the study findings will be made public and whether an extensive consultation will be conducted;
- (b) the number of road repair and resurfacing works conducted in the vicinity of the container terminals in the Kwai Tsing district in the last decade and the expenditure involved;
- (c) whether Tsing Yi is the only site considered in the study for constructing CT10; if yes, the reasons; if not, the studies on other sites; whether expenditure is involved; and
- (d) whether the Administration has, when taking Tsing Yi into consideration, considered and assessed the capacity of Tsing Yi, the various impacts on local residents in terms of traffic, noise, environment and road conditions and the impact on marine ecology nearby because of reclamation needed for the proposed terminal; if yes, the detailed justifications; if not, the reasons for that?

Asked by: Hon. TO Kun-sun, James

Reply:

- (a)&(d) In 2013-14, the Administration will continue to oversee the preliminary feasibility study (PFS) for CT10 at Southwest Tsing Yi (SWTY) and the Study on the Strategic Development Plan for Hong Kong Port 2030 (HK Port 2030). The PFS will assess the technical feasibility, environmental acceptability as well as the resources involved in the development of CT10. The HK Port 2030 will update the port cargo forecasts, recommend how to make more efficient use of the existing port facilities, and review the future development plan for Hong Kong Port. The two studies are expected to be completed by mid-2013. We have earmarked

about \$1.15 million in 2013-14 for conducting the two studies. Upon completion of the studies, 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 the scale for developing CT10. The study findings will be announced after the completion of the studies.

- (b) There have been about 42 numbers of resurfacing works carried out on roads near existing container terminals in Kwai Tsing District for the past ten years. The total expenditure involved for the above works is about \$18.8 million.
- (c) As announced in the 2008-09 Budget, two sites have been identified initially for the proposed CT10 Development i.e. Northwest Lantau and SWTY. As extensive reclamation would be required for the site at Northwest Lantau which may affect the ecological environment, the Government decided to study the feasibility of using the SWTY site for the proposed CT10 development.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>25.3.2013</u>

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

Reply Serial No.

THB(T)107

Question Serial No.

0697

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:

- (a) It is mentioned in (paragraph 25 of) the 2013-14 Budget Speech delivered by the Financial Secretary that in order to consolidate the trading and logistics industry, logistics sites at Tsing Yi and Tuen Mun have been reserved for the development of logistics facilities. Is the project conducted under the supervision of the Transport and Housing Bureau? If yes, is the work the same as those mentioned under the *Brief Description* of 2012-13 and the *Brief Description* of 2013-14? What are the manpower and operational expenses involved for the project?
- (b) If the answer is negative, which department will be responsible for monitoring and implementing the project? What are the manpower and operational expenses involved?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

To meet industry's demand for land to construct modern logistics facilities, the Transport Branch of the Transport and Housing Bureau coordinates and oversees efforts of relevant government departments in the identification and provision of suitable logistics sites. The work involved includes the conduct of feasibility assessments, development and implementation of necessary traffic improvement measures, district consultation, and arrangements for disposal of the sites as appropriate. The above work is undertaken by the existing staff of the bureaux/departments concerned, except for the feasibility assessments which are normally conducted by external consultants. The traffic impact assessment for the Tsing Yi site was completed at a cost of \$1.12 million. The feasibility assessment to examine the traffic and ecological impacts of the proposed logistics development in Tuen Mun Areas 38 and 49 is estimated to cost around \$1.5 million.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 20.3.2013

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

Reply Serial No.

THB(T)108

Question Serial No.

0698

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:

There will be an increase of \$17.8 million for 2013-14 compared with 2012-13 because of the full-year effect of filling of vacancies and operational expenses. What is the allocation of the amount? What are the duties of the posts to be filled? Which of the work or projects do the increased operational expenses belong to?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

Under Programme (3), the increase in provision for 2013-14 over the revised estimate for 2012-13 by 17.8 million is mainly due to :

- (a) the full-year effect of filling vacancies in the Airport Expansion Project Coordination Office which was established in July 2012 (+\$3.55 million); It comprises three directorate posts and eight non-directorate posts in various disciplines of the Administrative Officer, Engineer, Executive Officer as well as clerical and secretarial grades, to closely steer and monitor the work of the Authority Authority Hong Kong (AA) and to co-ordinate efforts of all relevant parties in taking forward the planning stage of work;
- (b) the increase in operating expenses for various projects (+\$15.01 million), including the consultancy service on monitoring and verification work on the scheme designs carried out by the AA for reclamation, Terminal 2 expansion and infrastructure/concourse, the consultancy service for an independent Environment Impact Assessment (EIA) review of the EIA conducted by the AA, the public engagement exercise for the proposal to develop Container Terminal 10 at Southwest Tsing Yi, and the enhancement of the regulatory regime of the Airport Transport Licencing Authority for local airlines; and
- (c) the partial offsetting of the increased provision by the reduced cashflow requirements for non-recurrent items (-\$1.37 million).

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 26.3.2013

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

Reply Serial No.

THB(T)109

Question Serial No.

0699

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) The *Brief Description* of 2012-13 mentions that the Administration “oversaw the implementation of helping measures for the six major outlying island ferry routes”. What are the specific details of the helping measures?
- (b) When will the mid-term review on these measures to be conducted in 2013-14 start and when will the review report be submitted?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (a) To enhance the long-term financial viability of the six major outlying island ferry routes¹ and maintain fare stability, the Government has been providing special helping measures to these six ferry routes. In November 2010, the Finance Committee of the Legislative Council approved a commitment of \$114.963 million for the implementation of the special helping measures for the current three-year licence period from April / July 2011² to March / June 2014, as follows:
- (i) waiving annual vessel survey fee and private mooring fee;
 - (ii) reimbursing pier electricity, water and cleansing charges;
 - (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 established arrangement;
 - (iv) reimbursing vessel maintenance cost;
 - (v) reimbursing revenue foregone due to provision of child fare concessions;

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

² The licence period for “Central – Mui Wo” route commenced on 1 April 2011 and those for the remaining five routes commenced on 1 July 2011.

- (vi) reimbursing vessel insurance cost; and
 - (vii) re-launching a “visiting scheme to outlying islands” by providing fare subsidy to encourage institutions such as schools, non-governmental organisations, community and local groups to organise activities to the outlying islands served by the six ferry routes.
- (b) The Government is conducting the mid-term review of the six major outlying island ferry routes. The review includes examination of, amongst other things, the latest financial position and service level of the six ferry routes, as well as the utilisation of the special helping measures mentioned in (a). The Government aims to complete the review by mid-2013.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>20.3.2013</u>

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

Reply Serial No.

THB(T)110

Question Serial No.

0700

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 are the specific monitoring indicators for the monitoring of the operation of cross-boundary ferry services mentioned under the *Brief Description* of 2012-13 and the *Brief Description* of 2013-14? Will a mid-term review be conducted to see if the services are effectively used? Will there be public consultation on their operation to encourage existing service providers and attract new ones?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

There are currently two cross-boundary ferry terminals (CBFTs) in operation in Hong Kong, namely the Hong Kong-Macau Ferry Terminal (MFT) in Sheung Wan and the China Ferry Terminal (CFT) in Tsim Sha Tsui, both of which are managed by the Government. At present, the two CBFTs operate 13 cross-boundary ferry routes connecting Hong Kong with Macao and 11 Mainland ports. All the cross-boundary ferry services are operated by private companies on commercial principles and the destinations as well as their sailing frequencies are determined by the operators in accordance with market demand. Nonetheless, Marine Department (MD) does liaise closely with the ferry operators on issues regarding terminal and ferry operations, including service punctuality and passenger safety. Effective and stable services are provided at the two CBFTs, with 99% of trips on schedule. The MD will ensure that their berthing slot allocation mechanism is able to cope with the need of ferry operators in responding to market demand. In processing applications for berthing slots, the MD will give certain priority to existing routes with high utilisation and new routes. We have no plan for the time being to conduct public consultation on the operation of cross-boundary ferry services.

The MD also reviews the use of CBFTs from time to time, with a view to continuously improving terminal facilities and operation and providing a more desirable environment for

passengers. For example, pursuant to the Review of the Use of Cross-boundary Ferry Terminals carried out in 2008, we have carried out and completed upgrading works at the CFT and the MFT in December 2011 and August 2012 respectively.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>22.3.2013</u>

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

Reply Serial No.

THB(T)111

Question Serial No.

0701

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 it is mentioned under the *Brief Description* of 2012-13 that the Administration “introduced legislative amendments to enhance the safety of public light bus (PLB) operation”, the initiative is not found in the *Brief Description* of 2013-14. Has the relevant work been completed? Is it necessary to follow up through enforcement? If yes, how to enforce?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The legislative amendments to enhance the safety of PLB operation were enacted on 13 April 2012. The new piece of legislation imposes a maximum speed of 80 kilometres per hour for PLBs, mandates the installation of speed limiter on all PLBs, requires the display of PLB driver identity plate on PLB by PLB drivers, mandates an electronic data recording device (EDRD) (commonly called black box) on all newly registered PLBs and requires PLB drivers to attend and complete pre-service training course. The last two measures have not yet come into effect as the Transport Department (TD) needs time to complete the necessary preparation.

Subsequent to the enactment of the new law, the Hong Kong Police Force (HKPF) has carried out multiple territory-wide enforcement exercises, targeting PLB operational safety issues, such as speeding and whether speed limiters have been installed as required, tampering with speed limiters, etc. The HKPF will continue to carry out enforcement action to deter violation of the legal requirements.

The TD is working with EDRD suppliers to identify and approve suitable models for installation on newly registered PLBs. It is also in the process of selecting and designating training schools and formulating the relevant Code of Practice for the provision of the

pre-service course. The Administration aims to introduce the necessary subsidiary legislation and commencement notice for the Legislative Council's approval within 2013 to give effect to these two measures.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>20.3.2013</u>

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

Reply Serial No.

THB(T)112

Question Serial No.

0824

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 Financial Secretary has mentioned in the 2013-14 Budget Speech that “To support training for the local shipping and aviation industry, I propose to designate \$100 million to establish a training fund for maritime and aviation transport, so as to sustain and expand various schemes and scholarships, and to implement other new initiatives. This will help attract young people to enrol in related skills training and degree programmes and join the industry upon graduation...” (paragraph 85). Who is responsible for monitoring and operating the fund? Is there any review mechanism?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The Transport Branch of the Transport and Housing Bureau is working with the relevant stakeholders in devising the implementation details and action plan for the training fund. We will provide relevant information when seeking funding approval from the Finance Committee of the Legislative Council in due course.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

20.3.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)113

Question Serial No.

0321

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 “continue to oversee the construction and the operational arrangements of the Hong Kong section of the XRL”, please advise on the latest work progress of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL). Please also set out in detail the operational expenses in 2012-13 and the financial expenditure for the current financial year (2013-14).

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

The construction of the Hong Kong section of the XRL commenced in January 2010. The foundation works of the West Kowloon Terminus are substantially completed and the underground structural works are underway. The works of the tunnel sections are progressing well. The scheduled completion date of the Hong Kong section of the XRL is 2015. Separately, we will continue to discuss and study the operational arrangements of the XRL and related issues through the various task forces established with the Mainland authorities.

The project is still at the construction stage. The expenditure in the financial year 2012-13 is about \$11.9 billion, and the forecast expenditure for the financial year 2013-14 is about \$13.7 billion.

Name in block letters: JOSEPH Y T LAI

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

Date: 25.3.2013

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

Reply Serial No.

THB(T)114

Question Serial No.

3090

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:

As the Transport Branch of the Transport and Housing Bureau (THB(T)) will continue to consider and take forward possible measures to rationalise the utilisation of the three Road Harbour Crossings (RHCs) during 2013-14, what are the estimated changes in manpower and expenses needed for the relevant work in 2013-14 in comparison with 2012-13? Is it necessary to increase manpower in 2013-14? If yes, what is the respective increase in civil service staff and non-civil service contract staff? Has the Bureau set any specific targets and timetable for the relevant study? If yes, what are the details? If not, what are the reasons?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

The Administration has put forward three toll adjustment options as proposed measures to improve the traffic distribution among the RHCs on 8 February 2013 for a three-month public consultation. If there is sufficient support in the community, the Administration will discuss with the tunnel franchisee concerned, seek funding from the Finance Committee of the Legislative Council, and take forward the necessary legislative procedures with a view to conducting a 12-month trial of the preferred option in the second half of 2014 to test its effectiveness.

As far as the THB(T) is concerned, the related work will be absorbed by existing manpower. Additional time-limited staffing resources will be required for the Transport Department to take up the work arising from the preparation and implementation of the 12-month trial. The additional resources required will be sought in accordance with the established resources allocation mechanism.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 20.3.2013

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

Reply Serial No.

THB(T)115

Question Serial No.

1667

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 Financial Secretary (FS) posted an article on 17 February 2013 entitled “Flying Dream” in his blog, recommending the work of aircraft maintenance to young people. It is a role which the heroine Kou Shibasaki took up in the Japanese television drama “Good Luck!!”. In the article, the aircraft maintenance industry in Hong Kong was said to have a good competitive edge, and locally-trained aircraft maintenance engineers “will be much sought after”. However, recruitment efforts have not been smooth and often failed to meet the targets. Many technician trainees quit their jobs within six months of employment.

As specialists such as aircraft maintenance engineers have promising prospects and, according to the FS, their professions “will be much sought after” and have “low entry thresholds for young people”, what policies do the FS has to enhance training in aircraft maintenance engineering and to promote the development of the aircraft maintenance industry in the 2013-14 financial year? What are the estimated resources for the relevant policies?

Asked by: Hon. TSE Wai-chun, Paul

Reply:

To support training for the local shipping and aviation industry, the Administration will designate \$100 million to establish a Maritime and Aviation Training Fund, so as to sustain and expand various schemes and scholarships, and to implement other new initiatives. The objective is to help attract young people to enrol in related skills training and programmes and join the industry upon graduation, providing the necessary new blood for the industry. We are working with the relevant stakeholders in devising the implementation details and action plan for the training fund. We will provide relevant information when seeking funding approval from the Finance Committee of the Legislative Council.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 21.3.2013

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

Reply Serial No.

THB(T)116

Question Serial No.

2015

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 the 2013-14 financial year, what is the difference between the Government's estimated expenditure for promoting aircraft maintenance training and the Employees Retraining Board's provision for the proposed high-end "special guard training"? Will the allocation of resources for them meet the market demand? Is there any need for adjustment?

Asked by: Hon. TSE Wai-chun, Paul

Reply:

To support training for the local shipping and aviation industry, the Administration will designate \$100 million to establish a training fund for maritime and aviation transport, so as to sustain and expand various schemes and scholarships, and to implement other new initiatives. The objective is to help attract young people to enrol in related skills training and degree programmes and join the industry upon graduation, providing the necessary new blood for the industry. We are working with the relevant stakeholders in devising the implementation details and action plan for the training fund. We will provide relevant information when seeking funding approval from the Finance Committee of the Legislative Council.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

25.3.2013

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

Reply Serial No.

THB(T)117

Question Serial No.

1226

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 Budget has proposed to designate \$100 million to establish a training fund for maritime and aviation transport. Which government department will be responsible for the allocation of the fund? What will be the funding mechanism? What is the estimated number of talents to be trained for the industry? Is it a one-off funding for the fund? What is the estimated period of operation?

Asked by: Hon. WONG Ting-kwong

Reply:

The training fund will be used in sustaining and expanding various schemes and scholarships, and implementing other new initiatives. The objective is to help attract young people to enrol in related skills training and degree programmes and join the industry upon graduation, providing the necessary new blood for the industry. The Transport Branch of the Transport and Housing Bureau is working with the relevant stakeholders in devising the implementation details and action plan for the training fund. We will provide relevant information when seeking funding approval from the Finance Committee of the Legislative Council.

Name in block letters: JOSEPH Y T LAI

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

Date: 20.3.2013

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

Reply Serial No.

THB(T)118

Question Serial No.

2419

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:

When overseeing the works of the Shatin to Central Link (SCL), how can the Transport and Housing Bureau (the Bureau) ensure that the works will not disrupt the daily life of Kowloon residents and the traffic of the district? How does the Bureau plan for the traffic of the affected areas?

Asked by: Hon. WONG Yuk-man

Reply:

We closely monitor the execution of the works of the SCL. We will ensure that the Highways Department (HyD), the Transport Department (TD) and other relevant departments will continue to carefully scrutinise proposals submitted by the contractors of the MTR Corporation Limited (MTRCL), and to monitor the works to ensure that the proposed construction methods, temporary traffic management schemes (TTMS) and environmental mitigation measures would not only comply with the statutory requirements and standards, but also cause the least disturbance to the communities concerned. We will work with the departments and the MTRCL to ensure that the works are carried out properly and issues are speedily addressed.

The HyD, in conjunction with the TD and the MTRCL, consult the relevant District Councils on key issues arising from the implementation of the SCL (including major TTMS) from time to time. The MTRCL has also set up Community Liaison Groups to collect views from the relevant stakeholders in the community.

The Transport Branch of the Bureau, together with the relevant departments, will monitor the TTMS during its implementation and, if required, carry out necessary adjustments, until its completion, to ensure satisfactory traffic condition in the areas concerned.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 25.3.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)119

Question Serial No.

2202

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 2013-14, what are the provisions for the salaries of the positions of Director of Bureau, Deputy Director of Bureau and Political Assistant respectively?

Asked by: Hon. WU Chi-wai

Reply:

For budgetary purposes, the provisions for the salary in respect of the positions of Director of Bureau, Deputy Director of Bureau and Political Assistant to Director of Bureau in the Transport and Housing Bureau for 2013-14 are \$3.38 million, \$2.37 million and \$1.18 million respectively.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

25.3.2013

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

Reply Serial No.

THB(T)120

Question Serial No.

2218

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 the Bureau will “oversee the granting of new franchises to New World First Bus Services Limited, Long Win Bus Company Limited and Citybus Limited (Franchise for Airport and North Lantau Bus Network).” Given that members of the public have strived for the development of a real-time bus arrival information system before the granting of new franchises, will resources be allocated to assist the aforementioned bus companies to improve the provision of relevant information?

Asked by: Hon. WU Chi-wai

Reply:

The Long Win Bus Company Limited (LW) and the Citybus Limited (Citybus) in respect of its franchise for the Airport and North Lantau bus network (Franchise 2) have committed to improve the provision of real-time bus arrival information under their new franchises. Indeed, before its new franchise took effect in May 2013, the Citybus (Franchise 2) has since December 2012 been providing real-time bus arrival information through its website and smart phones on all its Airport routes. The LW has planned to embark on a trial on the provision of real-time bus arrival information on selected routes by mid-2013. As for the New World First Bus Services Limited, it has committed to provide, by mid-2013, scheduled bus arrival information at major bus stops and on the company’s website for selected routes with more infrequent users or lower frequencies.

Whilst it is the responsibility of the franchised bus companies to provide suitable operational information to their passengers at their cost, the Administration will continue to encourage them to explore further improvement in the provision of passenger information having regard to factors such as passenger needs, technical feasibility and cost-effectiveness.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 20.3.2013

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

Reply Serial No.

THB(T)121

Question Serial No.

2219

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 expenditure involved for the initiative to “review the fare adjustment arrangement for franchised bus service”? Will the Bureau consider introducing regional interchange concessions and mileage-based fare systems, as well as standardising the various fare scales? If yes, what are the details?

Asked by: Hon. WU Chi-wai

Reply:

The work involved in the review of the Fare Adjustment Arrangement (FAA) for franchised buses will be absorbed by the existing resources of the Transport Branch of the Transport and Housing Bureau and the Transport Department (TD).

The FAA is the basket of factors that the Administration will take into account in assessing franchised bus fare increase applications for the purposing of making recommendations to the Chief Executive in Council. Such factors include:

- (a) changes in operating costs and revenue;
- (b) forecasts of future costs, revenue and return;
- (c) the need to provide the operator with a reasonable rate of return. Reference should be made to the Weighted Average Cost of Capital of the franchised bus industry;
- (d) public acceptability and affordability. Reference should be made to the change in Composite Consumer Price Index (CCPI) and change in Median Monthly Household Income;

- (e) the quality and quantity of service provided; and
- (f) a formula of supportable fare adjustment rate for reference = $0.5 \times \text{Change in Wage Index for the Transportation Section} + 0.5 \times \text{Change in CCPI} - 0.5 \times \text{Productivity Gain}$. The fare level will not be adjusted automatically according to the formula outcome.

The upcoming review will examine whether there is room for improving the individual factors of the current FAA basket, in order to ensure that public interests will continue to be protected whilst sustaining the healthy development of bus services.

The existing fare scales adopted by the franchised bus companies are basically distance-based, but there are different fare scales taking into account factors such as the nature of different route groups and their respective operational needs and environment. To better meet passenger demand, enhance bus operation efficiency, alleviate traffic congestion, and reduce roadside emissions, the TD has been encouraging the bus companies to improve existing bus-bus interchange (BBI) schemes or introduce new BBI schemes, to make available more route choices and destinations, as well as offering more fare concessions. The TD will, in collaboration with the franchised bus companies, continue to develop BBI schemes and fare concession arrangements, so as to better meet passenger demand and bus operational needs.

Name in block letters:	JOSEPH Y T LAI
Post Title:	Permanent Secretary for Transport and Housing (Transport)
Date:	26.3.2013

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

Reply Serial No.

THB(T)122

Question Serial No.

2220

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 seek to rationalise and optimise the efficient use of the airspace in the Pearl River Delta (PRD) region in partnership with the civil aviation authorities of the Mainland and Macao, and to open up more air routes to and from the Mainland industry.” What is the number of flights increased for the Hong Kong International Airport (HKIA) because of such work in the past three financial years (2010-11, 2011-12 and 2012-13)? What is the expenditure involved? If there is no such information available, what are the reasons?

Asked by: Hon. WU Chi-wai

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 PRD region. Through the collaborative efforts of the working group, a number of measures have been implemented to enhance airspace efficiency in the PRD region. The work is undertaken by the Civil Aviation Department’s existing staff as part of their normal duties under Programme (3) and there are no additional expenses involved.

There is no separate information compiled on the number of flights increase due to the enhancement measures. In the past three years, the total number of flights at the HKIA is as follows:

	Number of flights at HKIA
2010-11 (actual)	316 354
2011-12 (actual)	339 133
2012-13 (estimate)	355 500

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 21.3.2013

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

Reply Serial No.

THB(T)123

Question Serial No.

2224

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 the programme, the Administration will continue to follow up on the proposals on the provision of hillside escalator links and elevator systems. What is the progress of the various proposals? What are the manpower and expenditure involved? Will the Government give consideration to providing additional resources to expedite the implementation of all proposals so as to kick-start the next round of projects as soon as possible?

Asked by: Hon. WU Chi-wai

Reply:

The Government established a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems to determine the priority for conducting preliminary feasibility studies for the proposed works projects. The 20 proposals received at the time were evaluated in accordance with the assessment system and the results were reported to the Panel on Transport of the Legislative Council on 26 February 2010. Two proposals were screened out initially, and so 18 others were ranked. The Administration indicated at the time that preliminary feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

Among the 18 ranked projects, a total estimated capital cost of about \$700 million has been committed for two projects. Details are as follows:

Proposal	Progress	Cost Estimate (\$ million)
Pedestrian Link at Tsz Wan Shan (ranked 1st)	This link is implemented under the Shatin to Central Link project. The construction has commenced since July 2012 for completion by phases between 2014 and 2016.	608

Proposal	Progress	Cost Estimate (\$ million)
Pedestrian Link System at Yuet Wah Street (ranked 13th)	To be implemented by the Civil Engineering and Development Department in relation to the Kwun Tong Town Centre Redevelopment by the Urban Renewal Authority. Works are scheduled to commence in the second quarter of 2013 for completion in end 2015.	95

The Highways Department has completed the preliminary technical feasibility studies, with the deployment of internal resources, for eight out of nine proposals ranked top ten. These eight proposals have been preliminarily found technically feasible and will be taken forward by batches. For four of these proposals, expenses have been incurred for consultancies for further investigation and preliminary design. Details are as follows:

Proposal	Status of Preliminary Technical Feasibility Study	Expenditure incurred as at 14.3.2013 (\$ million)
Braemar Hill Pedestrian Link	completed	0.47
Lift System and Pedestrian Walkways at Cheung Hang Estate, Tsing Yi	completed	0.25
Escalator Link and Pedestrian Walkway System at Pound Lane	completed	0.38
Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	completed	-
Proposed Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	completed	-
Proposed Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road, Kwai Chung	completed	-
Pedestrian Link near Chuk Yuen North Estate	completed	-
Lift and Pedestrian Walkway System at Waterloo Hill	completed	0.16
Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	on-going	-

The Transport and Housing Bureau (Transport Branch) has been deploying in-house staff to oversee the policy.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>2.4.2013</u>

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

Reply Serial No.

THB(T)124

Question Serial No.

2225

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 initiative of taking forward measures to rationalise the utilisation of the three road harbour crossings (RHCs), will the Administration advise this Committee on:

- (a) the average daily traffic flow of the three RHCs in the past three years (i.e. 2010, 2011 and 2012) with the respective figures tabulated by vehicle type, namely private car, goods vehicle, franchised bus, taxi and public light bus;
- (b) the vehicular speeds for the three RHCs in the morning and evening peak hours in the past three years (i.e. 2010, 2011 and 2012); and
- (c) the vehicular speeds for the roads linking with the three RHCs in the morning and evening peak hours in the past three years (i.e. 2010, 2011 and 2012)? Please set out information on the vehicular speeds for the following roads:

Road	Average vehicular speed during morning and evening peak hours (kilometre (km)/hour (hr))		
	2010	2011	2012
Section of Kwun Tong Bypass near Laguna City (Eastern Harbour Crossing (EHC) bound)			
Lei Yue Mun Road (section between Lam Tin MTR Station and EHC ingress/egress)			
Eastern Corridor (section between EHC ingress/egress and Causeway Bay)			
Princess Margaret Road (Cross Harbour Tunnel (CHT) bound)			
Chatham Road North (Hung Hom Section, CHT bound)			
Gloucester Road (Central District bound)			
Canal Road Flyover (Aberdeen Tunnel bound)			

West Kowloon Highway (Western Harbour Crossing (WHC) bound)			
Connaught Road eastbound (near WHC ingress/egress)			
Connaught Road westbound (near WHC ingress/egress)			

Asked by: Hon. WU Chi-wai

Reply:

- (a) The average daily traffic flows of the three RHCs, i.e. Cross Harbour Tunnel (CHT), Eastern Harbour Crossing (EHC), and Western Harbour Crossing (WHC) over the past three years are:

Tunnel	Private Car			Taxi			Light Bus ^{Note 1}			Goods Vehicle ^{Note 2}			Bus ^{Note 3}		
	2010	2011	2012	2010	2011	2012	2010	2011	2012	2010	2011	2012	2010	2011	2012
CHT	43000	43600	43700	32300	32400	31100	2900	2800	2600	27400	26700	26000	10200	10300	10300
EHC	36600	37400	38200	13900	14900	15400	1000	900	800	11200	11300	11400	2800	2800	2800
WHC	26600	27600	29400	13600	15500	16800	2100	2000	1900	6200	6700	7200	4600	4600	4600

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

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

Note 3 : Figures include both franchised and non-franchised buses.

- (b) Based on the available data from the Car Journey Time Survey (CJTS) conducted by the Transport Department (TD), the average vehicular speeds in morning (0800 to 0930 hrs) and evening peak hours (1700 to 1900 hrs) on normal weekdays in the three RHCs over the past three years are:

Tunnel	Average Vehicular Speed ^{Note 4} (km/hr)					
	2010	2011	2012	2010	2011	2012
	Morning peak hours			Evening peak hours		
CHT	35.5	31.4	33.9	32.3	28.9	33.1
EHC	36.8	34.9	37.9	40.9	43.2	47.5
WHC	57.9	56.6	62.5	- ^{Note 5}	-	-

Note 4: The speed refers to the average speed of traffic running both directions between the toll plaza and the entrance/exit on the other side of the tunnel.

Note 5 : The car journey time survey only covers morning peak hours for the WHC.

- (c) Based on the available data from CJTS ^{Note 6} conducted by TD, the vehicular speeds at the following major connecting roads of the three RHCs in morning peak hours on normal weekdays over the past three years are tabulated below.

RHC	Road	Average Vehicular Speed (km/hr) at morning peak hours		
		2010	2011	2012
CHT	Gloucester Road (eastbound)	9.6	9.3	9.6
	Chatham Road North (southbound)	3.1	5.9	4.1
	Princess Margaret Road (southbound)	4.3	4.1	3.6
	Gascoigne Road Flyover (eastbound)	11.3	6.1	9.1
EHC	Island Eastern Corridor (westbound)	57.3	52.2	54.4
	Lei Yue Mun Road (eastbound) (near EHC Toll Plaza)	14.0	19.9	12.2
WHC	Connaught Road West Flyover (eastbound)	21.9	16.4	28.9
	Connaught Road West Flyover (westbound)	- Note 7	-	-
	West Kowloon Highway (southbound)	55.6	65.2	72.9

Note 6 : CJTS only covers the morning peak hours of the listed connecting roads.

Note 7 : The average speed data for Connaught Road West Flyover (westbound) are not available because this road section is not covered in the car journey time survey.

The objective of conducting annual CJTS is to find out the regional and overall average journey speeds of Hong Kong for each year, which aims to provide an indication of the general traffic condition, thereby monitoring the traffic congestion level in Hong Kong. The survey is not specifically designed for measuring the journey speeds of the RHCs and their connecting roads. As such, survey results over individual roads, particularly short ones, should be interpreted with caution. During morning peak hours when traffic flow is very heavy, cars are easily slowed down by weaving movements and roadside activities at the surrounding road network, thus prolonging the car journey time. Moreover, a delay of a couple of minutes would result in pronounced fluctuation in car speed, particularly for short road sections.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 27.3.2013

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

Reply Serial No.

THB(T)125

Question Serial No.

3210

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 pedestrian environment improvement schemes in Causeway Bay, Mong Kok and Yuen Long Town, will the Administration advise this Committee on the following:

- (a) the consultation conducted, expenditure involved and results for the schemes in 2012-13;
- (b) the estimated expenditure and details of work for the schemes in 2013-14; and
- (c) the expected date of commencement of the works for the schemes?

Asked by: Hon. WU Chi-wai

Reply:

(a), (b) and (c):

The progress and the consultancy fees involved for the three proposed pedestrian environment improvement schemes are set out in the table below-

Proposed Scheme	Latest Position	Estimated Consultancy Fees (\$ million)
Causeway Bay Pedestrian Subway System	The Highways Department (HyD) commissioned a feasibility study for the proposal in 2011. As part of the feasibility study, the HyD has conducted two rounds of public engagement and is studying the comments collected.	0.41 (2012-13) 0.31 (2013-14)

Proposed Scheme	Latest Position	Estimated Consultancy Fees (\$ million)
Mong Kok Footbridge System	The preliminary technical feasibility study has been completed using in-house resources. The HyD is planning to engage consultants to carry out further investigations, covering the programme and method of construction, traffic impact during construction, utility diversion requirements, etc.	Nil
Yuen Long Town Pedestrian Improvement Scheme	<p>A number of improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment taking into account the views gathered from the public engagement exercise in 2009 to 2010.</p> <p>So far, two minor schemes (viz widening existing footpath of Kau Yuk Road and straightening the pedestrian crossing at the junction of Kau Yuk Road and Tai Tong Road; as well as implementation of no-stopping restrictions at On Shun Street) were completed in 2011. The HyD will complete other minor schemes as early as possible.</p> <p>The HyD commissioned a feasibility study on the major schemes (such as the footbridge system along the Yuen Long Nullah) in September 2011 and aims to complete the study within 2013. In March 2013, the HyD will launch the next stage of public engagement to collect public views on the major schemes.</p>	<p>0.17 (2012-13)</p> <p>3.70 (2013-14)</p>

Regarding the proposed systems in Causeway Bay and Mongkok as well as the major schemes in Yuen Long, we will work out the implementation programme upon completion of the respective feasibility studies and public engagement exercises.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

28.3.2013

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

Reply Serial No.

THB(T)126

Question Serial No.

2054

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 2013-14, the Transport and Housing Bureau (Transport Branch) will continue with the Study on the Strategic Development Plan for Hong Kong Port 2030 (HK Port 2030), and examine the feasibility and the need for the development of Container Terminal 10 (CT10) at Southwest Tsing Yi. Will the Administration advise this Committee on the latest progress of the related work, and the estimated expenditure and manpower involved?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

In 2013-14, the Administration will continue to oversee the preliminary feasibility study for CT10 at Southwest Tsing Yi and the HK Port 2030. The two studies are expected to be completed by mid-2013. We have earmarked about \$1.15 million in 2013-14 for conducting the two studies. Existing manpower has been deployed to oversee the two studies as part of their normal duties.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

21.3.2013

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

Reply Serial No.

THB(T)127

Question Serial No.

2055

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:

Subsequent to the establishment of a tripartite working group comprising the civil aviation authorities of the Mainland, Hong Kong and Macao in 2004, it was not until 2011 that the Zhuhai Terminal Area was adjusted and an additional handover point between the Hong Kong and Guangzhou Flight Information Regions was established to enhance airspace management efficiency in the Pearl River Delta (PRD) region. What are the data for the Administration to evaluate the effectiveness of these measures? Regarding the initiative to rationalise and optimise the efficient use of the airspace in the PRD region and to open up more air routes to and from the Mainland, what are the work plan and target in 2013-14?

Asked by: Hon. YICK Chi-ming, Frankie

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 PRD region. The enhancement measures, based on the principles of joint airspace planning, use of common standards and harmonised flight procedure design, are to be implemented in phases.

Through the collaborative efforts of the working group, a number of measures have been implemented. For example, two additional handover points, with corresponding air routes, between the Hong Kong and Guangzhou Flight Information Regions have been established in 2006 and 2011 respectively. This measure allows aircraft to enter the Mainland from Hong Kong through the PRD airspace via more handover points, thereby reducing significantly the traffic complexity in the airspace around the Hong Kong International Airport (HKIA), and enhancing airspace management efficiency. Furthermore, the Zhuhai Terminal Area has been adjusted in 2011 to enhance the airspace capacity and operational efficiency.

The optimisation of airspace capacity is one of the critical elements that has made possible the increase in runway capacity at the HKIA. Since 2004, the HKIA runway capacity has been progressively increased from 50 movements per hour to the present 63 movements per hour. Our target is to further increase the runway capacity to 68 movements per hour by 2015.

In 2013-14, the Civil Aviation Department (CAD) will continue to participate in the working group. Through discussions in the working group, the CAD will continue to coordinate with the Mainland and Macao civil aviation authorities to enhance the use of airspace, with a view to further increasing the air transport capability in the PRD region.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>20.3.2013</u>

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

Reply Serial No.

THB(T)128

Question Serial No.

2056

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:

As our logistics industry is moving towards the provision of high value-added services, there is a need to have a more efficient and safe delivery service for high-value and high-end goods. In this regard, will the Administration advise on the estimated expenditure for promoting electronic logistics services (in particular for the small and medium enterprises) in 2013-14; the relevant work details and target; the latest progress on the development of the On-board Trucker Information System (OBTIS) by the Hong Kong Productivity Council (HKPC) and the Hong Kong Association of Freight Forwarding and Logistics Limited (HKFFA); and the estimated time that it could be officially launched for the use of the freight forwarding and logistics industry?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

With the support of the Hong Kong Logistics Development Council (LOGSCOUNCIL), the Administration has provided a sponsorship of some \$0.8 million to the GS1 Hong Kong and the Li & Fung Institute of Supply Chain Management & Logistics (the project team) to conduct a feasibility study on cross-boundary supply chain visibility across Guangdong, Hong Kong and other areas in Asia (the study). The study aims to explore the feasibility and effectiveness of establishing a platform for tracing real-time movement of goods across different places. Phase 1 of the study, involving desktop research and interviews with logistics stakeholders, has been completed. The project team is getting prepared to commence pilot case studies in Phase 2 to examine the operational and technical issues in implementing cross-boundary supply chain visibility. The study is expected to be completed this year.

As regards OBTIS, the pilot project has been successfully completed, and OBTIS is now being operated on a commercial basis by Autotoll. As at January 2013, over 1 500

truckers have subscribed to the service. To improve the functions of OBTIS and enhance airfreight security, the HKPC has obtained LOGSCOUNCIL's support to develop, in collaboration with the HKFFA, the Secure Air Freight Enclosure (SAFE). SAFE is a security device to enable real-time monitoring of air cargoes against unauthorised tampering while they are in transit from the warehouse to the airport. A pilot project to assess the functionality, operational efficiency and cost-effectiveness of SAFE was completed at a cost of about \$2.2 million. Some 130 trucks participated in the pilot project. The HKPC is compiling the test results for reporting to the LOGSCOUNCIL later this year. After that, the HKPC plans to make available the findings and the technology of SAFE for commercial use.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>25.3.2013</u>

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

Reply Serial No.

THB(T)129

Question Serial No.

2057

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 has been mentioned under *Matters Requiring Special Attention in 2013-14* that the Transport and Housing Bureau will work with the Marine Department to review the current regulatory regime and measures governing the licensing and operation of passenger-carrying vessels. What are the resources, details and timeframe involved for the initiative?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The review, which is on-going, is conducted by in-house resources thus far, and no additional expenditure has been set aside for the purpose. It will take into account any recommendations which may be contained in the report on the Lamma Island vessel collision incident, to be submitted by the Commission of Inquiry to the Chief Executive.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

25.3.2013

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

Reply Serial No.

THB(T)130

Question Serial No.

2059

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 four initiatives listed below, please advise this Committee on the latest progress of the relevant work, the specific work plan and targets in 2013-14 and the estimated expenditures involved:

- (a) identifying suitable sites for logistics development;
- (b) overseeing the provision of land for port and related uses in the Kwai Tsing area;
- (c) studying the development of the Lantau Logistics Park; and
- (d) examining ways to reinforce Hong Kong's position as an international maritime centre.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

- (a) In 2013-14, we have identified a logistics site of about two hectares at Tsing Yi which will be put on the market in March 2013. We have further identified a site of about 6.4 hectares in Tuen Mun Area 38 and 3.6 hectares in Tuen Mun Area 49 for logistics development. We will engage consultants to conduct a feasibility assessment on the traffic and ecological impacts at an estimated cost of around \$1.5 million. The other work is undertaken by the existing staff of the bureaux/departments concerned as part of their normal duties. There is no separate breakdown of expenditure for such work.
- (b) As at end-January 2013, we have tendered out over 104 hectares of land in Kwai Tsing for port back-up uses to facilitate the effective operation of the port. We will continue to identify and make available suitable former Route 8 construction sites in Kwai Tsing for port back-up use. The work involved is undertaken by the existing staff of the bureaux/departments concerned as part of their normal duties. There is no separate breakdown of expenditure for this particular task.

- (c) The Government will launch the Stage 2 Public Engagement for the study on “Enhancing Land Supply Strategy – Reclamation outside Victoria Harbour and Rock Cavern Development” in March 2013. The consultation will cover proposed reclamations at a few sites including one at Siu Ho Wan on Lantau Island, and public comments on the future land uses including logistics development are welcome. We shall keep in view the development of the Lantau Logistics Park taking into account the consultation results on the proposed Siu Ho Wan reclamation site, the needs of the logistics sector, as well as the global and local economic situation. The work involved is undertaken by the existing staff of the bureaux/departments concerned as part of their normal duties. There is no separate breakdown of expenditure for this particular task.
- (d) In 2013-14, the Administration will continue to reinforce Hong Kong’s position as an international maritime centre (IMC) through various initiatives. We will conclude the Consultancy Study on Enhancing Hong Kong’s Position as an IMC; continue to finance the five existing incentive and scholarship schemes for training maritime personnel at technical and professional levels and support other new initiatives to help build a pool of knowledge-based and skilled workforce for the maritime sector; and continue to organise publicity activities and conferences/seminars to promote Hong Kong’s maritime services. The estimated expenditure for carrying out these initiatives is \$12.7 million.

Furthermore, the Financial Secretary has announced that the Administration will designate \$100 million to establish a training fund for maritime and aviation transport, so as to sustain and expand various schemes and scholarships, and to implement other new initiatives. The \$100 million fund will include approximately \$20 million already in the balances of the five existing incentive and scholarship schemes. We are working with the relevant stakeholders in devising the implementation details and action plan for the training fund. We will seek funding approval from the Finance Committee of the Legislative Council as soon as possible.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)131

Question Serial No.

2061

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 the Administration advise on this Committee the relevant work target and expenditure involved for signing new air services agreements and further liberalising our air services regime with aviation partners by the Transport Branch of the Transport and Housing Bureau (THB(T)) in 2013-14?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

We have been liberalising our air services regime with a view to expanding Hong Kong's aviation network and strengthening our status as an international hub and the primary gateway to the Mainland. So far, Hong Kong has signed Air Services Agreements with 61 aviation partners. To further expand Hong Kong's air services regime, we will seek to further liberalise the air services arrangements with existing partners such as the Mainland, Turkey, Egypt, Russia, South Africa, Bangladesh, Thailand, Cambodia, Vietnam, Indonesia and Singapore, etc. We will also seek to negotiate new air services agreements when opportunities arise and when there are identified mutual interests with potential aviation partners. These tasks are undertaken by the staff of the THB(T) as part of their normal duties. There is no separate breakdown of expenditure for this purpose.

Name in block letters: JOSEPH Y T LAI

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

Date: 25.3.2013

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

Reply Serial No.

THB(T)132

Question Serial No.

2063

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 financial provision for 2013-14 under “Programme (3): Air and Sea Communications and Logistics Development” is \$75.1 million, which is \$17.8 million (31.1%) higher than the revised estimate for 2012-13. This is mainly due to the full-year effect of filling of vacancies in 2012-13 and the increased provision for operating expenses, partly offset by the reduced requirement for non-recurrent items. In this regard, please provide a breakdown of the increase in the estimated expenditures.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

Under Programme (3), the increase in provision for 2013-14 over the revised estimate for 2012-13 by 17.8 million is mainly due to :

- (a) the full-year effect of filling vacancies in the Airport Expansion Project Coordination Office which was established in July 2012 (+\$3.55 million);
- (b) the increase in operating expenses for various projects (+\$15.01 million), including the consultancy service on monitoring and verification work on the scheme designs carried out by the Airport Authority Hong Kong (AA) for reclamation, Terminal 2 expansion and infrastructure/concourse, the consultancy service for an independent Environment Impact Assessment (EIA) review of the EIA conducted by the AA, the public engagement exercise for the proposal to develop Container Terminal 10 at Southwest Tsing Yi, and the enhancement of the regulatory regime of the Airport Transport Licencing Authority for local airlines; and
- (c) the partial offsetting of the increased provision by the reduced cashflow requirements for non-recurrent items (-\$1.37 million).

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 26.3.2013

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

Reply Serial No.

THB(T)133

Question Serial No.

2064

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 details of the project, the latest progress and estimated expenditure involved in the Administration's work with the Hong Kong Productivity Council (HKPC) to monitor the implementation of a pilot project on the "Security Air Freight Enclosure" (SAFE) in 2012-13.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

With the support of the Hong Kong Logistics Development Council (LOGSCOUNCIL), sponsorship was provided to the HKPC to develop SAFE, in collaboration with the Hong Kong Association of Freight Forwarding and Logistics Limited. SAFE is a security device applicable to the On-board Trucker Information System (OBTIS). It seeks to enhance airfreight security by allowing real-time monitoring of air cargoes against unauthorised tampering while they are in transit from the warehouse to the airport. The HKPC has completed a pilot project to assess the functionality, operational efficiency and cost-effectiveness of SAFE at a cost of about \$2.2 million. Some 130 trucks participated in the pilot project. The HKPC is compiling the test results for reporting to the LOGSCOUNCIL later this year. After the project is completed, HKPC plans to make available the findings and the technology for commercial use.

Name in block letters: JOSEPH Y T LAI

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

Date: 25.3.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)134

Question Serial No.

2065

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 2012-13, the Administration worked with the GS1 Hong Kong and the Li & Fung Institute of Supply Chain Management & Logistics to conduct a feasibility study on supply chain visibility across Guangdong, Hong Kong and other areas in Asia. Please advise on the details, latest progress and resources involved for the study.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

With the support of the Hong Kong Logistics Development Council (LOGSCOUNCIL), the Administration has provided a sponsorship of some \$0.8 million to the GS1 Hong Kong and the Li & Fung Institute of Supply Chain Management & Logistics (the project team) to conduct a feasibility study on cross-boundary supply chain visibility across Guangdong, Hong Kong and other areas in Asia (the study). The study aims to explore the feasibility and effectiveness of establishing a platform for tracing real-time movement of goods across different places. Phase 1 of the study, involving desktop research and interviews with logistics stakeholders, has been completed. The project team is getting prepared to commence pilot case studies in Phase 2 to examine the operational and technical issues in implementing cross-boundary supply chain visibility. The study is expected to be completed this year.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

25.3.2013

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

Reply Serial No.

THB(T)135

Question Serial No.

2072

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 2013-14, the Administration will continue to take forward the proposed pedestrian schemes in Causeway Bay, Mong Kok and Yuen Long Town. What is the work target of the schemes and the estimated expenditures involved?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The progress and the consultancy fees involved for the three proposed pedestrian environment improvement schemes are set out in the table below-

Proposed Scheme	Latest Position	Consultancy Fees so far (\$ million)
Causeway Bay Pedestrian Subway System	The Highways Department (HyD) commissioned a feasibility study for the proposal in 2011. As part of the feasibility study, the HyD has conducted two rounds of public engagement and is studying the comments collected.	3.29
Mong Kok Footbridge System	The preliminary technical feasibility study has been completed using in-house resources. The HyD is planning to engage consultants to carry out further investigations, covering the programme and method of construction, traffic impact during construction, utility diversion requirements, etc.	Nil

Proposed Scheme	Latest Position	Consultancy Fees so far (\$ million)
Yuen Long Town Pedestrian Improvement Scheme	<p>A number of improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment taking into account the views gathered from the public engagement exercise in 2009 to 2010.</p> <p>So far, two minor schemes (viz widening the existing footpath of Kau Yuk Road and straightening the pedestrian crossings at the junction of Kau Yuk Road and Tai Tong Road; as well as implementation of no-stopping restrictions at On Shun Street) were completed in 2011. The HyD will complete other minor schemes as early as possible.</p> <p>The HyD commissioned a feasibility study on the major schemes (such as the footbridge system along the Yuen Long Nullah) in September 2011 and aims to complete the study within 2013. In March 2013, the HyD will launch the next stage of public engagement, to collect public views on the major schemes.</p>	6.12

Name in block letters: JOSEPH Y T LAI

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

Date: 28.3.2013

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

Reply Serial No.

THB(T)136

Question Serial No.

2074

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 has been mentioned under *Matters Requiring Special Attention in 2013-14* that the Administration will continue to monitor the operation of cross-boundary ferry services. Will the Administration advise this Committee on: the details of the relevant work and the estimates involved; whether cross-boundary ferry services will be increased this year, or a study on the future development of cross-boundary ferry services will be conducted in the light of the completion of the Hong Kong-Zhuhai-Macao Bridge (HZMB) in 2016; if yes, the details; if not, the reasons for that?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

There are two cross-boundary ferry terminals (CBFTs) in operation in Hong Kong, namely the Hong Kong-Macau Ferry Terminal in Sheung Wan and the China Ferry Terminal in Tsim Sha Tsui, both of which are managed by the Marine Department (MD). MD liaises closely with the ferry operators on issues regarding terminal and ferry operations, including service punctuality and passenger safety. At present, a total of 65 MD officers are working at the above two CBFTs in addition to the staff of other government departments. \$27.9 million has been earmarked in 2013-14 to pay for the relevant staff costs of MD.

All the cross-boundary ferry services are operated by private companies on commercial principles, and service destinations as well as sailing frequencies are determined by the operators. As HZMB is expected to be completed in 2016, the MD will, having regard to the progress of the relevant works, closely monitor the operation and patronage of the various cross-boundary ferry routes. We will also work with the Planning Department to conduct regular cross-boundary travel surveys and forecasts. The work will give consideration to economic data that have implications on passenger and freight flows, including infrastructure projects that are underway or being planned. We will make use of

such data to assess changes in the demand for cross-boundary ferry services, improve the operation and facilities of cross-boundary ferry terminals, in order to continue to meet passengers' needs and maintain the competitiveness of cross-boundary ferry services.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 28.3.2013

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

Reply Serial No.

THB(T)137

Question Serial No.

2075

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 will continue to review licensing policy and pursue effective measures to improve different licensing-related services. Please advise this Committee the latest progress of the relevant work. What are the work targets and the estimated expenditure involved? Will there be more user-friendly licensing policies? If yes, what are the details? If not, what are the reasons?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The Administration reviews the licensing policy under the Road Traffic Ordinance (Cap. 374) from time to time for improving road safety. For example, we are reviewing the age requirement for an applicant to produce a medical examination certificate issued by a registered medical practitioner when applying for issuance or renewal of driving licenses.

With a view to improving the efficiency and customer service standard of licensing-related services, the Administration will continue to explore and implement appropriate measures and re-engineering process for the issue and renewal of licences and permits. To improve its licensing-related services, the Transport Department (TD) has been implementing enhancements to the computer system that supports the registration and licensing services for vehicles and drivers. In 2011 and 2012, TD has introduced, in the e-service platform, a new service to remind MyGov users to renew their vehicle licence four months prior to the vehicle licence expiry date, and by means of enhancements of interfaces, facilitated the issue of Closed Road Permits to trade licence holders and applicants under the Ad Hoc Quota Trial Scheme. The TD has also upgraded the database servers to cater for the increase in transaction and system workload and is upgrading the operating system to enable the Licensing Offices to provide more efficient and better licensing services.

The Administration will also continue to promote submission of licensing applications through various non-counter means, including drop box, postal delivery and electronic submission in the Internet, so as to reduce the demand for counter services at the Licensing Offices. For renewal of full driving licence and vehicle licence over service counters, we will continue to encourage applicants to make advanced booking through our on-line appointment booking service (by logging on www.gov.hk/vabs or calling the 24-hour Interactive Voice Response System at 3763 8080), so as to reduce the waiting time at the Licensing Offices.

The work involved is undertaken by the staff of the Transport Branch of the Transport and Housing Bureau and TD as an integral part of their normal duties. There is no separate breakdown on the expenditure for the work concerned.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>22.3.2013</u>

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

Reply Serial No.

THB(T)138

Question Serial No.

0059

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 bus route rationalisation plans, the Administration has stated earlier that a bus route rationalisation plan under the “area approach” would be introduced in the North District. In this connection, please provide the following information:

(a) Please provide the information of last year (i.e. 2012) as set out in the following table:

Bus routes serving the North District	Patronage	Profit/ Loss

(b) How many routes will be involved in this bus route rationalisation plan to be implemented in the North District? How many passengers will be affected? What are the numbers of routes involved in route cancellation, amalgamation, route alteration, frequency reduction and service enhancement respectively? Will the resources spared from the rationalisation plan be deployed in introducing new routes?

(c) Will there be any fare concessions provided to passengers on the above plan in the North District?

(d) Before implementing the above rationalisation plan in the North District, has the Administration reserved any provision for carrying out improvement works at the respective bus stops to cope with the possible increase in passenger flow?

Asked by: Hon. CHAN Hak-kan

Reply:

(a) The information on the bus services serving the North District is appended below:

Bus routes serving the North District				
Item	Route Number	Destinations	Daily Patronage	Profit/Loss
1	70K	Wah Ming – Sheung Shui (Circular)	The average daily total patronage of these routes in 2012 was about 175 000, ranging from 80 to 18 000.	About 60% of these routes are loss making. The financial data of the bus routes cannot be released as they are commercially sensitive.
2	70X	Sheung Shui – Kwun Tong (Tsui Ping Road)		
3	73	Tai Ping – Tai Po Industrial Estate		
4	73A	Choi Yuen – Yu Chui Court		
5	73K	Sheung Shui – Man Kam To		
6	76K	Wah Ming – Long Ping Estate		
7	77K	Cheung Wah – Yuen Long (West)		
8	78K	Sheung Shui – Sha Tau Kok		
9	79K	Sheung Shui – Ta Kwu Ling		
10	261	Sam Shing – Tin Ping Estate		
11	270	Tin Ping – Tsui Lai Garden (Circular)		
12	270A	Sheung Shui – Tsim Sha Tsui East (Mody Road)		
13	273	Wah Ming – Fanling Station (Circular)		
14	273A	Choi Yuen – Wah Ming (Circular)		
15	273B	Ching Ho Estate – Sheung Shui Station (Circular)		
16	276	Tin Tsz – Sheung Shui		
17	276P	Tin Tsz – Sheung Shui		
18	276A	Tin Heng Estate – Tai Ping		
19	276B	Tin Fu – Choi Yuen		
20	277X	Luen Wo Hui – Ping Tin		
21	278K	Luen Wo Hui – Fanling Station (Circular)		
22	278X	Sheung Shui – Tsuen Wan (Nina Tower)		
23	279X	Luen Wo Hui – Tsing Yi Station		
24	N270	Sheung Shui – Sha Tin Central (Overnight service)		
25	N76	Sheung Shui – Lok Ma Chau PTI (Overnight Service)		
26	A43	Fanling (Luen Wo Hui) – Airport (Ground Transportation Centre)		
27	N42A	Fanling (Luen Wo Hui) – Tung Chung Bus Terminus (via Airport)		
28	270P	Sheung Shui – Kowloon Station (Peak only)		
29	273D	Ching Ho Estate – Wah Ming (Circular) (Peak only)		
30	273S	Wah Ming – Fanling Station (Peak only)		
31	278P	Luen Wo Hui – Tsuen Wan (Nina Tower) (Peak only)		
32	373	Sheung Shui – Sheung Wan/ Wan Chai (HKCEC) (Peak only)		
33	373A	Wah Ming – Wan Chai (HKCEC) (Peak only)		

(b) Under the proposed bus route rationalisation plan for North District drawn up using the “area approach”, 15 bus routes will be subject to change after local consultation. The proposed plan involves -

- (i) introduction of two new routes (peak-only service);
- (ii) conversion of operating period of two routes (one from whole day to peak only service; and one from peak only to whole day service)
- (iii) re-routeing of six routes;
- (iv) frequency improvement and re-routeing of three routes; and
- (v) frequency reduction of two routes.

All the resources saved from the rationalisation of the low demand services will be re-deployed to bus routes serving the district with high or new demand. As the plan involves network improvements with changes in routeing and frequency reduction, it is difficult to estimate the number of passengers affected.

(c) Under the proposed route rationalisation plan in North District, new bus-bus interchange (BBI) schemes would be introduced by making use of the Sheung Shui Station Public Transport Interchange and Wah Ming Bus Terminus in Fanling. The bus company will provide fare concessions under the BBI schemes. Under such schemes, passengers in different regions in North District can make use of their local routes to reach an extended bus network with more route choices and destinations.

(d) In order to facilitate and encourage passengers making bus-bus interchanges, the Administration and the bus company are exploring provision of enhanced passenger facilities at the Sheung Shui Station Public Transport Interchange and the Wah Ming Bus Terminus, taking into account of the site condition. The bus company is actively planning the provision of enhanced facilities including next bus arrival time display, free Wi-Fi, large route information panels with light boxes, new route signage and queue railing with seating facilities, etc. As the enhanced passenger facilities are to be provided by the bus company, the Administration has not reserved any provision for the purpose.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)139

Question Serial No.

0299

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 service development plans and applications for fare adjustment for public transport modes, would the Transport Department (TD) provide information on the fare adjustment applications from various public transport modes since the last financial year, with the rates applied for and the results, in the table below-

Public transport mode	Application date	Fare adjustment applied for	Result
e.g. Green Minibus (GMB) route No. 2	October 2012	To increase by 5%	Increased by 3.5%

Asked by: Hon. CHAN Kam-lam

Reply:

The latest situation on fare adjustments of various public transport modes in 2012-13 is as follows:

(A) Railway

Model	Application date	Fare adjustment applied for	Result
Mass Transit Railway (MTR)	Not applicable ^{Note}	Not applicable ^{Note}	Increased by 5.4%

Note: MTR fares are adjusted annually in accordance with the Fare Adjustment Mechanism under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, Nominal Wage Index (Transportation Section) and a productivity factor.

(B) Franchised Bus

Bus company	Application date	Fare adjustment applied for	Result
The Kowloon Motor Bus Company (1933) Ltd.	November 2012	To increase by a weighted average of 8.5%	Increased by a weighted average of 4.9%

(C) GMB

GMB route	Application date	Fare adjustment applied for	Result
1. HKI 69	April 2012	To increase by 11%	Increased by 3%
2. HKI 69X	April 2012	To increase by 11.8%	Increased by 3.5%
3. NT 101M	April 2012	To increase by 14.3%	Increased by 5.2%
4. NT 102	April 2012	To increase by 14.3%	Increased by 5.2%
5. NT 102B	April 2012	To increase by 14.9%	Increased by 6.8%
6. NT 102S	April 2012	To increase by 15.9%	Increased by 5.7%
7. NT 111	April 2012	To increase by 14.3%	Increased by 5.2%
8. HKI 26	April 2012	To increase by 15.4%	Increased by 9.6%
9. NT 61M	April 2012	To increase by 17.6%	Increased by 17.6%
10. Kln 18M	April 2012	To increase by 22.2%	Increased by 7.4%
11. Kln 19	April 2012	To increase by 38.9%	Increased by 8.3%
12. Kln 19M	April 2012	To increase by 16.7%	Increased by 6.7%
13. NT 93A	April 2012	To increase by 16.7%	Increased by 16.7%
14. Kln 50	April 2012	To increase by 28%	Increased by 12%
15. NT 46M	April 2012	To increase by 12.1%	Increased by 9.1%
16. NT 47M	April 2012	To increase by 18.4%	Increased by 7.9%
17. NT 90M	April 2012	To increase by 13.6%	Increased by 9.1%
18. NT 92M	April 2012	To increase by 13.6%	Increased by 9.1%
19. NT 93	April 2012	To increase by 13.6%	Increased by 9.1%
20. NT 93A	April 2012	To increase by 18.4%	Increased by 9.1%
21. Kln 54	May 2012	To increase by 10%	Increased by 7.1%
22. Kln 54S	May 2012	To increase by 10.3%	Increased by 5.4%
23. Kln 54M	May 2012	To increase by 10.8%	Increased by 6.9%
24. Kln 56	May 2012	To increase by 20.5%	Increased by 6.8%
25. Kln 17M	May 2012	To increase by 10.3%	Increased by 5.1%
26. Kln 25M	May 2012	To increase by 10.2%	Increased by 4.1%
27. Kln 25M supplementary service	May 2012	To increase by 10.8%	Increased by 5.4%
28. Kln 5M	May 2012	To increase by 10.5%	Increased by 5.3%
29. Kln 37A	May 2012	To increase by 12.1%	Increased by 6.1%
30. Kln 37M	May 2012	To increase by 12.1%	Increased by 6.1%

GMB route	Application date	Fare adjustment applied for	Result
31. Kln 48	May 2012	To increase by 10.5%	To be increased by 7%
32. Kln 49	May 2012	To increase by 10%	To be increased by 7%
33. NT 611	May 2012	To increase by 10%	Increased by 10%
34. NT 611A	May 2012	To increase by 10%	Increased by 10%
35. NT 611P	May 2012	To increase by 10%	Increased by 10%
36. NT 106	May 2012	To increase by 10.7%	Increased by 5.3%
37. NT 107	May 2012	To increase by 11.8%	Increased by 5.9%
38. NT 71	May 2012	To increase by 16.1%	Increased by 9.7%
39. NT 72	May 2012	To increase by 16.1%	Increased by 9.7%
40. NT 502	June 2012	To increase by 10%	Increased by 10%
41. NT 59K	June 2012	To increase by 9.6%	Increased by 5.5%
42. Kln 22M	June 2012	To increase by 28%	Increased by 12%
43. Kln 80M	June 2012	To increase by 8.3%	Increased by 8.3%
44. Kln 81K	June 2012	To increase by 21.2%	Increased by 15.2%
45. HKI 10	June 2012	To increase by 16.3%	Being processed
46. HKI 11	June 2012	To increase by 2.3%	Being processed
47. HKI 31	June 2012	To increase by 2.3%	Being processed
48. HKI 39C	July 2012	To increase by 6.7%	Being processed
49. HKI 39M	July 2012	To increase by 9.3%	Being processed
50. HKI 40	July 2012	To increase by 9.4%	Being processed
51. HKI 40X	July 2012	To increase by 9.4%	Being processed
52. NT 618	July 2012	To increase by 14.3%	To be increased by 7.6%
53. HKI 51	July 2012	To increase by 16%	Being processed
54. HKI 51A	July 2012	To increase by 16%	Being processed
55. HKI 51S	July 2012	To increase by 10%	Being processed
56. Kln 12	July 2012	To increase by 12.5%	Increased by 5%
57. Kln 12A	July 2012	To increase by 5%	Increased by 5%
58. Kln 12B	July 2012	To increase by 5%	Increased by 5%
59. Kln 12B special service	July 2012	To increase by 5%	Increased by 5%
60. HKI 52	July 2012	To increase by 8.8%	Being processed
61. HKI 58	July 2012	To increase by 14.8%	Being processed
62. HKI 58A	July 2012	To increase by 15%	Being processed
63. HKI 59	July 2012	To increase by 15.9%	Being processed
64. HKI 59A	July 2012	To increase by 9.4%	Being processed
65. HKI 59B	July 2012	To increase by 9.4%	Being processed
66. HKI 63	July 2012	To increase by 14.8%	Being processed
67. HKI 63A	July 2012	To increase by 12.5%	Being processed
68. HKI 45A	July 2012	To increase by 15.2%	Being processed
69. HKI 66	July 2012	To increase by 17.6%	Being processed
70. HKI 66A	July 2012	To increase by 17.6%	Being processed
71. HKI 68	July 2012	To increase by 15%	Being processed

GMB route	Application date	Fare adjustment applied for	Result
72. NT 88D	July 2012	To increase by 10.5%	Increased by 5.3%
73. NT 401	August 2012	To increase by 13.2%	Increased by 9.4%
74. NT 402S	August 2012	To increase by 10.8%	Increased by 9.2%
75. Kln 38M	August 2012	To increase by 13.3%	Increased by 10%
76. Kln 39M	August 2012	To increase by 13.3%	Increased by 10%
77. Kln 57M	August 2012	To increase by 12.5%	To be increased by 9.4%
78. NT 33	September 2012	To increase by 10.5%	Being processed
79. NT 34	September 2012	To increase by 9.1%	Being processed
80. NT 34A	September 2012	To increase by 9.1%	Being processed
81. NT 35	September 2012	To increase by 10.5%	Being processed
82. NT 77	September 2012	To increase by 10%	Being processed
83. NT 77A	September 2012	To increase by 16.7%	Being processed
84. NT 79S	September 2012	To increase by 10.6%	Being processed
85. NT 808	September 2012	To increase by 10%	Being processed
86. NT 808 special service	September 2012	To increase by 10%	Being processed
87. NT 808P	September 2012	To increase by 10%	Being processed
88. NT 809K	September 2012	To increase by 9.8%	Being processed
89. Kln 77M	September 2012	To increase by 13.8%	Being processed
90. Kln 78	September 2012	To increase by 13.6%	Being processed
91. Kln 78A	September 2012	To increase by 13.6%	Being processed
92. Kln 51M	September 2012	To increase by 12%	To be increased by 8%
93. Kln 52	September 2012	To increase by 12.8%	To be increased by 12.8%
94. Kln 53M	September 2012	To increase by 12%	To be increased by 8%
95. Kln 76A	September 2012	To increase by 10.4%	Being processed
96. Kln 76B	September 2012	To increase by 10.4%	Being processed
97. Kln 74	September 2012	To increase by 8.2%	To be increased by 6.6%
98. Kln 74S	September 2012	To increase by 8.2%	To be increased by 6.6%
99. Kln 43M	October 2012	To increase by 16.7%	Being processed
100. Kln 7	October 2012	To increase by 10.4%	Being processed
101. Kln 16	October 2012	To increase by 10.7%	Being processed
102. Kln 16A	October 2012	To increase by 12.9%	Being processed
103. Kln 16B	October 2012	To increase by 12.9%	Being processed
104. Kln 16S	October 2012	To increase by 12.9%	Being processed
105. HKI 14M	October 2012	To increase by 10%	Being processed
106. HKI 21A	October 2012	To increase by 11.1%	Being processed
107. HKI 21M	October 2012	To increase by 19%	Being processed
108. Kln 34M	October 2012	To increase by 17.9%	Being processed
109. Kln 34S	October 2012	To increase by 17.9%	Being processed

GMB route	Application date	Fare adjustment applied for	Result
110. Kln 35	October 2012	To increase by 16.7%	Being processed
111. Kln 36A	October 2012	To increase by 17.9%	Being processed
112. Kln 60	October 2012	To increase by 12.8%	Being processed
113. Kln 9M	October 2012	To increase by 13.6%	Being processed
114. NT 26	November 2012	To increase by 8.3%	Being processed
115. NT 57K	November 2012	To increase by 10.6%	Being processed
116. NT 58K	November 2012	To increase by 9.5%	Being processed
117. NT 801	November 2012	To increase by 9.8%	Being processed
118. HKI 65	November 2012	To increase by 16.7%	Being processed
119. HKI 65A	November 2012	To increase by 16.7%	Being processed
120. NT 50K	November 2012	To increase by 10.4%	Being processed
121. NT 50A	November 2012	To increase by 10.4%	Being processed
122. NT 51K	November 2012	To increase by 11.8%	Being processed
123. NT 51K supplementary service	November 2012	To increase by 10%	Being processed
124. NT 409	November 2012	To increase by 13.2%	Being processed
125. NT 409K	November 2012	To increase by 13.2%	Being processed
126. NT 20A	November 2012	To increase by 12.2%	Being processed
127. NT 20X	November 2012	To increase by 12.2%	Being processed
128. NT 20S	November 2012	To increase by 4.5%	Being processed
129. NT 20K	November 2012	To increase by 13%	Being processed
130. NT 20B	November 2012	To increase by 12.9%	Being processed
131. NT 20C	November 2012	To increase by 12.1%	Being processed
132. NT 20C special departures	November 2012	To increase by 12.6%	Being processed
133. NT 21K	November 2012	To increase by 13.7%	Being processed
134. NT 21A	November 2012	To increase by 13.2%	Being processed
135. NT 22K	November 2012	To increase by 13.8%	Being processed
136. NT 23S	November 2012	To increase by 12.8%	Being processed
137. NT 87	November 2012	To increase by 11.1%	Being processed
138. NT 87A	November 2012	To increase by 19%	Being processed
139. NT 87M	November 2012	To increase by 9.8%	Being processed
140. NT 87K	November 2012	To increase by 14.3%	Being processed
141. Kln 3	November 2012	To increase by 10.6%	Being processed
142. Kln 8	November 2012	To increase by 10%	Being processed
143. Kln 8S	November 2012	To increase by 10%	Being processed
144. Kln 8 short-working	November 2012	To increase by 10%	Being processed
145. Kln 70	November 2012	To increase by 14.3%	Being processed
146. Kln 70A	November 2012	To increase by 14.3%	Being processed
147. NT 301	November 2012	To increase by 20.7%	Being processed
148. NT 301M	November 2012	To increase by 20.7%	Being processed
149. NT 302	November 2012	To increase by 9.8%	Being processed
150. Kln 46	November 2012	To increase by 21.2%	Being processed

GMB route	Application date	Fare adjustment applied for	Result
151. Kln 69	November 2012	To increase by 20%	Being processed
152. Kln 68	November 2012	To increase by 12.2%	Being processed
153. HKI 56	December 2012	To increase by 7.2%	Being processed
154. HKI 56A	December 2012	To increase by 7.2%	Being processed
155. NT 89	December 2012	To increase by 21.6%	Being processed
156. NT 89A	December 2012	To increase by 21.6%	Being processed
157. NT 89B	December 2012	To increase by 21.6%	Being processed
158. NT 89P	December 2012	To increase by 21.6%	Being processed
159. NT 89M	December 2012	To increase by 14.3%	Being processed
160. NT 89S	December 2012	To increase by 14.3%	Being processed
161. NT 98	December 2012	To increase by 14.3%	Being processed
162. NT 411	December 2012	To increase by 23.1%	Being processed
163. Kln 83M	January 2013	To increase by 16.7%	Being processed
164. Kln 83A	January 2013	To increase by 16.7%	Being processed
165. Kln 26	January 2013	To increase by 13.7%	Being processed
166. Kln 26A	January 2013	To increase by 13.7%	Being processed
167. Kln 26X	January 2013	To increase by 13.7%	Being processed
168. Kln 26 short-working	January 2013	To increase by 14.6%	Being processed
169. HKI 43M	January 2013	To increase by 16%	Being processed
170. HKI 44M	January 2013	To increase by 11.8%	Being processed
171. HKI 47M	January 2013	To increase by 12.9%	Being processed
172. HKI 47S	January 2013	To increase by 12.9%	Being processed
173. HKI 47E	January 2013	To increase by 12.9%	Being processed
174. HKI 48M	January 2013	To increase by 12.9%	Being processed
175. NT 310M	January 2013	To increase by 14.3%	Being processed
176. NT 410	January 2013	To increase by 9.3%	Being processed
177. NT 404M	January 2013	To increase by 12.2%	Being processed
178. NT 405M	January 2013	To increase by 12.2%	Being processed
179. HKI 49M	February 2013	To increase by 14.6%	Being processed
180. HKI 50	February 2013	To increase by 12.1%	Being processed
181. NT 11	February 2013	To increase by 21%	Being processed
182. NT 11A	February 2013	To increase by 29.6%	Being processed
183. NT 11B	February 2013	To increase by 21%	Being processed
184. NT 11M	February 2013	To increase by 25%	Being processed
185. NT 11S	February 2013	To increase by 20%	Being processed
186. NT 12	February 2013	To increase by 19.8%	Being processed
187. NT 105	February 2013	To increase by 12.5%	Being processed
188. NT 105S	February 2013	To increase by 12.2%	Being processed
189. Kln 41M	February 2013	To increase by 15.6%	Being processed
190. Kln 41A	February 2013	To increase by 15.6%	Being processed
191. NT 83A	February 2013	To increase by 17.4%	Being processed
192. NT 85	February 2013	To increase by 17.4%	Being processed
193. NT 86	February 2013	To increase by 17.4%	Being processed
194. NT 86A	February 2013	To increase by 16.7%	Being processed

GMB route	Application date	Fare adjustment applied for	Result
195. NT 86M	February 2013	To increase by 17.4%	Being processed
196. NT 25K	February 2013	To increase by 7.3%	Being processed
197. NT 25A	February 2013	To increase by 7.3%	Being processed
198. NT 25B	February 2013	To increase by 6.6%	Being processed

In addition, another 44 GMB routes had applied for fare increase but their applications were either withdrawn or rejected by the TD.

(D) Taxi

Taxi	Application date	Fare adjustment applied for	Result
Urban Taxi	March 2012	Flagfall: from \$20 to \$22 To increase by 4.5%	Application shelved
New Territories Taxi	April 2012	Flagfall: from \$16.5 to \$19 Additional charges (for each luggage carried, each animal carried, and tele-booking): \$4 to \$5 To increase by 8.6%	Application shelved
Lantau Taxi	April 2012	Flagfall: from \$15 to \$17 To increase by 4.0%	Application shelved
Urban Taxi	January 2013	Flagfall: from \$20 to \$22 Incremental charge: 2-9 kilometres (km) from \$1.5 to \$1.6 To increase by 7.1%	Being processed

Taxi	Application date	Fare adjustment applied for	Result
New Territories Taxi	January 2013	Flagfall: from \$16.5 to \$19 Incremental charge: 2-8 km from \$1.3 to \$1.4 Additional charges (for each luggage carried, each animal carried, and tele-booking): \$4 to \$5 To increase by 10.7%	Being processed
Lantau Taxi	January 2013	Flagfall: from \$15 to \$18 Incremental charge: 2-20 km from \$1.3 to \$1.4 To increase by 10.6%	Being processed

(E) Licensed Ferry Service

Licensed Ferry Service	Application date	Fare adjustment applied for	Result
1. Sai Wan Ho – Sam Ka Tsuen	December 2011 (most of the processing conducted in 2012-13)	To increase by 9.1%	Increased by 9.1%
2. Sai Wan Ho – Kwun Tong	December 2011 (most of the processing conducted in 2012-13)	To increase by 9.1%	Increased by 9.1%
3. Peng Chau – Hei Ling Chau	December 2011 (most of the processing conducted in 2012-13)	To increase by 22.2% (weekdays) and 33.3% (holidays)	Increased by 22.2% (weekdays and holidays)
4. Discovery Bay – Central	November 2012	To increase by 9.5%	Being processed
5. North Point – Kwun Tong	November 2012	To increase by 20%	Being processed

Licensed Ferry Service	Application date	Fare adjustment applied for	Result
6. Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	November 2012	To increase by 15% to 16%	Being processed
7. Landing step outside Aberdeen Promenade/ Aberdeen – Ap Lei Chau – Stationary vessel outside Aberdeen Wholesale Fish Market – Ap Lei Chau	July 2012	To increase by 11% and 10% for adult and child below 12 respectively	Increased by 11% and 10% for adult and child below 12 respectively
8. Sai Kung and Kiu Tsui/Hap Mun Bay/Yim Tin Tsai/Kau Sai/Nam Fung Wan/Leung Shuen Wan	June 2012	To increase by 50% to 233%	Increased by 50% to 233%
9. Sai Kung and Kiu Tsui/Yim Tin Tsai/Leung Shuen Wan/Pak Lap/Tai Long Sai Wan/Hap Mun Bay/Kau Sai	May 2012	To increase by 50% to 167%	Increased by 50% to 167%
10. Aberdeen – Mo Tat	September 2012	To increase by 20% to 65%	Increased by 20% to 65%
11. Mo Tat – Sok Kwu Wan	September 2012	To increase by 20% to 65%	Increased by 20% to 65%

Name in block letters:

MRS INGRID YEUNG

Post Title:

Commissioner for Transport

Date:

28.3.2013

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

Reply Serial No.

THB(T)140

Question Serial No.

0300

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 are the respective numbers of environment-friendly buses owned by each franchised bus company, and the increase in such numbers in the coming three years (from 2013 to 2015)? Please reply in the following table -

Franchised bus company	Number of environment-friendly buses in 2012	Percentage of increase in the coming three years (%)
		Percentage of environment-friendly buses in the fleet (%)

Asked by: Hon. CHAN Kam-lam

Reply:

As at end 2012, there were a total of 5 743 franchised buses operating in Hong Kong. All these buses are environment-friendly buses meeting European emission standards of different times. Of the 5 743 franchised buses, 994 are more environment-friendly buses meeting Euro IV or Euro V emission standards.

The existing and projected numbers of buses of Euro IV, Euro V or above emission standards of each franchised bus company are summarised in the following table –

Franchised bus company	Number of more environment-friendly buses (Euro IV, Euro V or above emission standards) (% in the fleet)	
	End 2012	2015 ^{Note}
The Kowloon Motor Bus Company (1933) Limited	535 (14%)	1 603 (42%)
New World First Bus Services Limited	95 (13%)	160 (23%)
Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Network)	260 (33%)	526 (68%)
Citybus Limited (Franchise for Airport and Lantau Network)	5 (3%)	9 (5%)
Long Win Bus Company Limited	64 (39%)	71 (43%)
New Lantao Bus Company (1973) Limited	35 (32%)	41 (38%)
Total	994 (17%)	2 410 (42%)

Note : The figures in 2015 are projected based on the assumptions that there is no change in the bus fleet size and the buses, upon reaching the age of 18 years, will be replaced by new buses of Euro V or above emission standards. Euro V is the prevailing statutory emission standard for the newly introduced diesel buses.

As compared with 2012, the number of buses meeting Euro IV or above standard in Hong Kong will have increased by 1.4 times in 2015.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

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

Reply Serial No.

THB(T)141

Question Serial No.

0301

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:

Concerning the first phase of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme):

- (a) How many applications have been received by the Administration so far? How many applications were approved?
- (b) How many applications were rejected? What were the major reasons for rejection?
- (c) Is there any timetable for the review of the first phase? If yes, please provide the details.
- (d) Is there any timetable for the implementation of the second phase? If yes, please provide the details. If no, please explain why.

Asked by: Hon. CHAN Kam-lam

Reply:

- (a) The first phase of the Scheme was rolled out on 30 March 2012. As at 4 March 2013, the Transport Department has received 1 593 applications, among which 1 442 were approved while 151 were rejected.
- (b) The major reasons for rejection include failure to provide valid or correct Mainland driving licence number of the designated driver; the applicant or the designated driver having outstanding court order(s); and inadequate coverage period of Hong Kong third party risk insurance of the vehicle concerned.

- (c) We have been closely monitoring the implementation of the first phase of the Scheme and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the existing workflow and information system, with a view to enhancing work efficiency and service quality.
- (d) There is no concrete timetable for the second phase of the Scheme at present. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out extensive consultation and listen to the views of the community.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)142

Question Serial No.

0303

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 indicated that 67 bus route rationalisation proposals will be processed in 2013. Please provide the details and the implementation timetable of these proposals.

Asked by: Hon. CHAN Kam-lam

Reply:

As an annual exercise, the Transport Department (TD) assesses bus route rationalisation proposals in the context of the proposed route development programmes (RDPs) submitted by franchised bus companies. The District Councils will then be consulted on the bus rationalisation proposals.

There are 67 bus route rationalisation proposals which are planned for implementation in 2013 under RDPs. The consultation for the 2013-14 RDPs is underway and is expected to be completed by May 2013. The actual implementation dates of the proposals will be subject to the outcome of the consultation. A breakdown of the proposals is set out below -

Nature	Number of Rationalisation Proposals in 2013
Route cancellation	18
Frequency reduction	21
Replacement of double-deck buses with single-deck buses	3
Route truncation	19
Adjustment of routeing	6
Total:	67

Besides, there are also service improvement proposals in the 2013 RDPs, such as introduction of new routes, frequency improvement and extension of operating hours.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

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

Reply Serial No.

THB(T)143

Question Serial No.

0305

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:

Concerning the management of government multi-storey car parks, please provide the respective peak hour and non-peak hour usage and operating revenue.

Government multi-storey car parks	Peak hour usage (%)	Non-peak hour usage (%)	Operating revenue in 2012	Operating revenue in 2011	Operating revenue in 2010

Asked by: Hon. CHAN Kam-lam

Reply:

The average daily peak hour and non-peak hour usage of government multi-storey car parks in 2012 and their actual operating revenue from 2009-10 to 2011-12 are set out in the following table:

Government multi-storey car parks	Average peak hour usage ^{Note 1} (%)	Average non-peak hour usage ^{Note 1} (%)	Actual operating revenue ^{Note 2} (\$ million)		
			2011-12	2010-11	2009-10
Aberdeen Car Park	77	67	4.9	3.7	3.3
City Hall Car Park	32	15	3.2	2.8	2.4
Kennedy Town Car Park	94	91	6.3	6.3	6.3

Government multi-storey car parks	Average peak hour usage ^{Note 1} (%)	Average non-peak hour usage ^{Note 1} (%)	Actual operating revenue ^{Note 2} (\$ million)		
			2011-12	2010-11	2009-10
Kwai Fong Car Park	23	22	3.3	2.5	2.1
Middle Road Car Park	59	29	26.7	23.8	18.4
Murray Road Car Park	51	33	16.6	15.4	14.8
Rumsey Street Car Park	62	42	33.7	29.7	26.8
Shau Kei Wan Car Park	65	59	6.9	5.9	4.7
Sheung Fung Street Car Park	68	56	4.2	3.2	2.5
Star Ferry Car Park	72	34	19.1	17.4	16.1
Tin Hau Car Park	60	51	10.6	8.6	6.9
Tsuen Wan Car Park	41	34	8.1	6.8	6.2
Tsuen Wan Transport Complex Car Park	24	22	4.4	3.1	3.2
Yau Ma Tei Car Park	40	25	16.1	14.3	12.5

Notes

- (1) Peak hour: hour with highest usage within a day
Non-peak hour: hours other than peak hour
- (2) Actual operating revenue represents revenue collected before deduction of the relevant management fees to contractors.

Name in block letters:

MRS INGRID YEUNG

Post Title:

Commissioner for Transport

Date:

28.3.2013

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

Reply Serial No.

THB(T)144

Question Serial No.

0359

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 in the tables below -

- (a) Number of Closed Road Permit applications received from cross-boundary vehicles and permits issued (including renewal) in the past five years (i.e. from 2008 to 2012):

Shenzhen Bay Port

		2012	2011	2010	2009	2008
Private Cars	No. of applications					
	No. of permits issued					
Goods Vehicles	No. of applications					
	No. of permits issued					
Franchised Buses	No. of applications					
	No. of permits issued					

Lok Ma Chau Control Point

		2012	2011	2010	2009	2008
Private Cars	No. of applications					
	No. of permits issued					

		2012	2011	2010	2009	2008
Goods Vehicles	No. of applications					
	No. of permits issued					
Franchised Buses	No. of applications					
	No. of permits issued					

Sha Tau Kok Control Point

		2012	2011	2010	2009	2008
Private Cars	No. of applications					
	No. of permits issued					
Goods Vehicles	No. of applications					
	No. of permits issued					
Franchised Buses	No. of applications					
	No. of permits issued					

(b) Number of applications received from non-franchised buses for providing cross-boundary school bus service and number of approvals granted in the past five years (i.e. from 2008 to 2012):

Name of Control Point		2012	2011	2010	2009	2008
	No. of applications					
	No. of approvals					

Asked by: Hon. CHAN Kam-lam

Reply:

- (a) As an application might apply for one Closed Road Permit to cross a specific crossing or multiple crossings, or for more than one Closed Road Permit if the vehicle concerned has to cross more than one control point, there is no breakdown of the number of applications received by individual control points.

The total numbers of applications (including renewals) received in the past five years are as follows –

	2012	2011	2010	2009	2008
No. of applications received	48 873	48 024	46 840	44 709	44 192

The numbers of permits issued (including renewals) in the past five years are as follows –

Closed Road Permits issued for multiple crossings

	2012	2011	2010	2009	2008
Goods Vehicles	13 849	14 423	14 612	14 351	15 443

Closed Road Permits issued for single crossing

Shenzhen Bay Port

	2012	2011	2010	2009	2008
Private Cars ^{Note 1}	14 847	13 406	11 787	10 061	8 472
Goods Vehicles	33	30	14	20	21
Buses ^{Note 2}	777	716	695	493	434

Lok Ma Chau Control Point

	2012	2011	2010	2009	2008
Private Cars ^{Note 1}	14 317	14 691	14 932	14 803	13 839
Goods Vehicles	1 258	1 334	1 475	1 544	1 775
Buses ^{Note 2}	638	664	640	647	686

Sha Tau Kok Control Point

	2012	2011	2010	2009	2008
Private Cars ^{Note 1}	3 207	3 050	2 855	2 617	2 543
Goods Vehicles	156	174	192	208	240
Buses ^{Note 2}	203	245	262	219	219

Note 1: Including private cars issued with hire car permits.

Note 2: Including both franchised and non-franchised buses.

- (b) The numbers of applications received from non-franchised buses for providing cross-boundary school bus service and the numbers of approvals granted in the past five school years are:

		2012/13	2011/12	2010/11	2009/10	2008/09
Shenzhen	No. of applications	132	58	49	29	24
Bay Port	No. of approvals	132	58	49	29	11*
Lok Ma Chau	No. of applications	54	9	29	28	27
Control Point	No. of approvals	43*	9	29	28	23*
Man Kam To	No. of applications	25	23	11	22	15
Control Point	No. of approvals	25	19*	11	22	15
Sha Tau Kok	No. of applications	14	16	14	14	0
Control Point	No. of approvals	12*	16	14	14	0

* The number of approvals is less than the number of applications mainly because some applications were withdrawn and some were rejected because the relevant boundary control point had reached its maximum handling capacity.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)145

Question Serial No.

0360

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 average speeds at the morning peak hours for the following roads and tunnels in the past five years:

Road	2012	2011	2010	2009	2008
<i>Hong Kong Island</i>					
Canal Road Flyover					
Gloucester Road (East bound)					
Island Eastern Corridor (Section near Victoria Park)					
Connaught Road West					
Connaught Road East					
Connaught Road Central					
Pedder Street					
Harcourt Road (Central bound)					
Hennessy Road (Central bound)					
Queen's Road Central (Central bound)					
<i>Kowloon</i>					
Chatham Road North					
Princess Margaret Road (Tsim Sha Tsui and Cross-Harbour Tunnel bound)					
Gascoigne Road					
Kwun Tong Bypass (Near Lei Yue Mun Road)					

Tunnel	2012	2011	2010	2009	2008
Cross-Harbour Tunnel					
Eastern Harbour Crossing					
Western Harbour Crossing					
Lion Rock Tunnel					
Tate's Cairn Tunnel					
Route 8 (Section between Cheung Sha Wan and Sha Tin)					

Asked by: Hon. CHAN Kam-lam

Reply:

The average speeds at the morning peak hours (i.e. 8-9:30 a.m.) for the following roads and tunnels in the past five years were as follows:

Road	Average speed at the morning peak hours (i.e. 8-9:30 a.m.) [kilometres(km) / hour(hr)]				
	2012	2011	2010	2009	2008
<i>Hong Kong Island</i>					
Canal Road Flyover (South bound)	45.7	53.1	50.0	52.7	49.7
Canal Road Flyover (North bound)	8.6	9.9	7.6	8.6	7.5
Gloucester Road (East bound)	16.7	21.6	18.5	26.6	36.5
Island Eastern Corridor (Section near Victoria Park) (East bound)	67.7	66.1	65.5	69.4	62.5
Island Eastern Corridor (Section near Victoria Park) (West bound)	24.2	19.2	19.9	15.9	16.9
Connaught Road West (East bound)*	23.2	23.0	23.8	21.6	19.2
Connaught Road East^	-	-	-	-	-
Connaught Road Central (East bound)	10.4	9.5	13.2	12.2	12.8
Connaught Road Central (West bound)	16.5	15.7	18.6	18.5	18.5
Pedder Street	4.7	4.0	8.8	4.0	3.9
Harcourt Road (Central bound)	39.5	44.9	40.2	44.0	46.2
Hennessy Road (Central bound)	14.7	13.9	14.4	16.2	16.6
Queen's Road Central (Central bound)	18.5	15.4	21.1	20.6	15.9
<i>Kowloon</i>					
Chatham Road North (South bound)	5.1	6.0	3.6	5.0	5.8
Chatham Road North (North bound)	40.8	38.7	37.6	44.1	43.7

Road	Average speed at the morning peak hours (i.e. 8-9:30 a.m.) (km/hr)				
	2012	2011	2010	2009	2008
Princess Margaret Road (Tsim Sha Tsui and Cross-Harbour Tunnel bound)	9.2	8.6	10.6	7.4	13.1
Gascoigne Road (East bound)	13.6	11.3	12.4	16.0	12.8
Gascoigne Road (West bound)	27.3	26.0	21.2	28.8	25.1
Kwun Tong Bypass (Near Lei Yue Mun Road) (East bound)	58.0	62.9	68.7	52.2	63.3
Kwun Tong Bypass (Near Lei Yue Mun Road) (West bound)	66.8	66.0	66.8	61.4	51.7

* The average speed data for Connaught Road West (West bound) are not available because this road section is not covered in the car journey time survey.

^ There is no road named Connaught Road East.

Tunnel	Average speed at the morning peak hours (i.e. 8-9:30 a.m.) (km/hr)				
	2012	2011	2010	2009	2008
Cross-Harbour Tunnel	33.9	31.4	35.5	34.5	34.7
Eastern Harbour Crossing	37.9	34.9	36.8	37.7	38.5
Western Harbour Crossing	62.5	56.6	57.9	56.6	53.8
Lion Rock Tunnel	34.2	34.5	37.0	34.7	32.5
Tate's Cairn Tunnel	34.8	37.3	40.0	36.5	39.1
Route 8 (Section between Cheung Sha Wan and Sha Tin)**	67.1	66.1	66.1	-	-

** The average speed data for Route 8 (Section between Cheung Sha Wan and Sha Tin) before 2010 are not available because car journey time surveys on Route 8 were conducted only after opening of the whole section of Route 8 from Shatin to Tsing Yi in December 2009.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)146

Question Serial No.

0528

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:

Please provide information on the respective operating costs of various tunnels and bridges operated by the Government.

	2012-13	2011-12	2010-11	2009-10
Cross-Harbour Tunnel				
Lion Rock Tunnel				
Shing Mun Tunnels				
Tseung Kwan O Tunnel				
Aberdeen Tunnel				
Eagles' Nest Tunnel				
Lantau Link				

Asked by: Hon. CHAN Kam-Lam

Reply:

The management, operation and maintenance (MOM) of these tunnels and the Lantau Link have been outsourced to private contractors, and the management fees payable to the contractors from 2009-10 to 2012-13 are as follows:

	Management Fees to MOM Contractors (\$ million)			
	2012-13	2011-12	2010-11	2009-10
Cross Harbour Tunnel	63	63	61	59
Lion Rock Tunnel	36	40	40	40
Shing Mun Tunnels	32	30	30	30
Tseung Kwan O Tunnel	32	30	30	30
Aberdeen Tunnel	37	37	37	37

	Management Fees to MOM Contractors (\$ million)			
	2012-13	2011-12	2010-11	2009-10
Route 8K ^{Note 1}	134	134	134	134
Route 8T ^{Note 1}	65	65	65	19
Lantau Link ^{Note 2}	95	95	91	91
Non-Lantau Link ^{Note 2}	98	97	94	94

Note 1 – The MOM contract for Route 8 covers both Route 8K (Sha Tin – Cheung Sha Wan section) and Route 8T (Cheung Sha Wan – Tsing Yi section). Route 8K, which comprises Eagle’s Nest Tunnel and Sha Tin Heights Tunnel, is tolled while Route 8T, which comprises Nam Wan Tunnel, is not tolled. Route 8T commenced operation in December 2009 and the management fee for 2009-10 covered only a few months. Therefore, the fee of MOM contract for 2009-10 for Route 8T is much lower than those for 2010-11, 2011-12 and 2012-13.

Note 2 – The MOM contract for Tsing Ma Control Area covers both Lantau Link and non-Lantau Link portion. The Lantau Link section is tolled while the non-Lantau Link section is not tolled.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)147

Question Serial No.

1702

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 advises under this programme that there is “decreased requirement for helping measures to assist the operation of six major outlying island ferry routes”. Will the Administration inform this Committee the amount of expense reduced and the reasons for the reduction?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

A commitment of \$114.963 million was approved by the Finance Committee in November 2010 to provide special helping measures to the six major outlying island ferry routes¹ for the current three-year licence period. There will be a slight reduction of about \$1.8 million in expenses for these helping measures in 2013-14 because one of the helping measures, the “Visiting Scheme to Outlying Islands 2012”, which provided fare subsidy to encourage institutions such as schools, non-governmental organisations, community and local groups to organise activities to the outlying islands served by the six ferry routes, was all along intended to be a one year programme implemented by the Transport Department in 2012. With the cessation of this measure, the expenditure incurred will be slightly reduced.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

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

Reply Serial No.

THB(T)148

Question Serial No.

1292

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) will continue to support the implementation of the first phase of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) at the Shenzhen Bay Port in 2013-14. Please advise this Committee how many applications have been received with monthly breakdown since the implementation of the Scheme early last year; whether the number of applications is expected to increase in the coming year; and whether the Administration will review and revise the Scheme.

Asked by: Hon. CHUNG Kwok-pan

Reply:

The first phase of the Scheme was rolled out on 30 March 2012. As at 4 March 2013, the TD has received 1 593 applications, with monthly breakdown as follows –

Month	Number of Applications Received
March 2012	80
April 2012	269
May 2012	138
June 2012	98
July 2012	87
August 2012	109
September 2012	99
October 2012	62
November 2012	96
December 2012	213
January 2013	137
February 2013	179

Month	Number of Applications Received
March 2013 (position up to 4 March 2013)	26
Total:	1 593

As the Scheme has only been rolled out for about a year, its patronage should be further observed. We have been closely monitoring the implementation of the first phase of the Scheme and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, thereby enhancing work efficiency and service quality.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

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

Reply Serial No.

THB(T)149

Question Serial No.

1293

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 *Matters Requiring Special Attention in 2013-14* of this programme, the Transport Department (TD) has indicated that it will continue to rationalise and improve bus services to improve quality and efficiency, and to help relieve bus congestion and reduce road-side emission. Please advise this Committee on the specific measures, the work details and the effectiveness expected to be achieved in the coming year, particularly on bus route rationalisation. Will there be more manpower and resources allocated for this purpose with a view to improving bus services and air pollution, as well as relieving traffic congestion in the urban area?

Asked by: Hon. CHUNG Kwok-pan

Reply:

Rationalisation of bus routes is an on-going task of the TD. As an annual exercise, franchised bus companies submit route development programmes (RDPs) to the TD on service adjustment proposals. These may include proposals on introduction of new routes, frequency improvement, extension of operating hours, frequency reduction, route truncation and cancellation or amalgamation of routes to meet prevailing needs. In assessing the RDP proposals, the TD will take into account factors such as changes in population and passenger demand, infrastructural development, and established guidelines on service improvement and reduction. The TD will process 67 service rationalisation proposals in 2013 under the annual RDP exercise, in addition to proposals to strengthen bus services such as introduction of new routes, frequency improvement and extension of operating hours. Each of the 18 District Councils (DCs) will be consulted on the proposals related to them. The consultation for the 2013-14 RDPs is underway and is expected to be completed by May 2013. A breakdown of the proposals is set out below -

Nature	Number of Rationalisation Proposals in 2013
Route cancellation	18
Frequency reduction	21
Replacement of double-deck buses with single-deck buses	3
Route truncation	19
Adjustment of routeing	6
Total:	67

In addition to the annual RDP exercise, the TD will also adopt a new “area approach” on bus route rationalisation whereby bus services will be reviewed and re-organised on a district basis. Under the area approach, a bus route rationalisation plan is devised for a particular region or district, which may entail introduction of new bus-bus interchange (BBI) schemes or improvement of existing ones, with more route choices and attractive fare concessions. There may also be proposals on introduction of new routes or frequency improvement on routes of high demand by making use of the resources spared from other proposals on frequency reduction, re-routeing, as well as cancellation or amalgamation of overlapping and under-utilised routes. To encourage more passengers to make use of the BBI schemes, the TD will also explore with the bus companies provision of enhanced interchange facilities at major locations. As a start, the TD and the bus company are now working on a bus route rationalisation plan under the area approach for North District. The TD has started to consult the North DC in early 2013 for target implementation after mid-2013. The TD and bus companies are also actively exploring applying the area approach to other districts / regions for local consultation and implementation in phases starting from the second half of 2013.

Under a more vigorous approach in bus route rationalisation, we aim to better meet passenger demand, enhance bus operation efficiency, alleviate fare increase pressure, and reduce traffic congestion and roadside emissions. The processing of the bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the TD. The work involved is undertaken by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing resources of the TD.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

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

Reply Serial No.

THB(T)150

Question Serial No.

0407

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) Under *Matters Requiring Special Attention in 2013-14* of Programme (1), the Transport Department (TD) has indicated that it will “prepare and consult stakeholders on a public transport re-organisation plan in connection with the commissioning of the West Island Line and the South Island Line (East).” Does the “public transport re-organisation plan” refer to bus route rationalisation? Which individuals or organisations will be involved in the stakeholder consultation?
- (b) Apart from the Hong Kong Island, does the TD have any plan to launch a comprehensive consultation on bus route rationalisation in the 18 districts throughout the territory in the coming year so as to take forward the proposal of bus route rationalisation as mentioned in paragraph 139 of the 2013 Policy Address?

Asked by: Hon. CHUNG Shu-kun, Christopher

Reply:

- (a) Commissioning of new railways will affect the passenger travelling pattern and the utilisation of different transport modes. As an established practice, the TD will assess the impact of new railways on other public transport modes, and devise a public transport re-organisation plan so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. The public transport re-organisation plan in connection with the commissioning of the West Island Line and the South Island Line (East) will mainly include proposals for re-organisation of franchised bus and green minibus services. The major stakeholders to be consulted will include the Panel on Transport of the Legislative Council, the Transport Advisory Committee, the relevant District Councils (DCs) and the affected public transport operators and trades.

- (b) Rationalisation of bus services is an on-going task of the TD. In assessing the proposed route development programmes (RDPs) submitted by franchised bus companies, the TD will take into account factors such as changes in population and passenger demand, infrastructural development and established guidelines on service improvement and reduction. RDPs may include introduction of new routes, frequency improvement or extension of operating hours, as well as cancellation or amalgamation of routes, frequency reduction or route truncation. The objective is to better meet passenger demand, enhance bus operation efficiency, and reduce traffic congestion and roadside emissions. As an annual exercise, the TD would consult each of the 18 DCs on the relevant proposed RDPs for 2013-14 from around February to May 2013.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)151

Question Serial No.

0430

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 a number of traffic accidents caused by public transport drivers falling unconscious due to health problems while driving last year, does the Transport Department (TD) have any plan to step up the monitoring and improvement of the health of commercial vehicle drivers?

Asked by: Hon. CHUNG Shu-kun, Christopher

Reply:

The Administration attaches great importance to road safety, including that of public transport modes. All drivers, including the drivers of public transport services, have the responsibility of ensuring that they drive only when they are physically fit to do so as required by the Road Traffic (Driving Licences) Regulations (Cap. 374B). Public transport operators have also been reminded to pay attention to the physical health of their drivers.

Since 2007, all franchised bus companies have required their bus captains aged 50 years or more to undergo health checks every year. Items covered in the health checks include chest examination as well as eyesight, hearing, diabetes, blood pressure, blood and urine tests. For bus captains aged 60 or more, an electrocardiogram is also required. The companies also require their bus captains to declare any disease or physical disability specified in the First Schedule of the aforementioned Regulations to ensure that the captains are medically fit for driving buses. Furthermore, franchised bus companies have issued guidelines to remind bus captains not to continue driving if they feel unwell while on duty and to seek medical consultation promptly. In view of the fatal bus accident on Chai Wan Road in November 2012, the TD is reviewing the relevant health check arrangements with franchised bus companies.

As for green minibus and non-franchised bus services, although the operators generally do not require their drivers to undergo annual health check, they will not assign driving duties to drivers found to be unwell and will request the concerned drivers to seek medical treatment or examination.

Taxi and red minibus drivers are mainly self-employed. The TD does not regulate their routeing and operating hours. The TD will, through meetings with the trade, continue to remind the drivers to pay attention to their physical conditions and undergo regular check-ups.

To enhance the awareness of commercial vehicle drivers of the importance of closely monitoring their physical health, the TD carried out promotional and educational activities in the past few years to remind them to drive safely and to take good care of their own health. Free health checks were also arranged for some drivers of commercial vehicles. The TD will continue to organise similar activities.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)152

Question Serial No.

0431

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:

I have received a number of complaints from bus captains about insufficient rest time between each departure, and prolonged driving without breaks in case of traffic congestion. Has the Transport Department (TD) inquired with the bus companies about the rest time of bus captains and requested for improvement?

Asked by: Hon. CHUNG Shu-kun, Christopher

Reply:

In respect of the working hours, rest times and meal breaks of franchised bus captains, the TD has issued guidelines to franchised bus companies for them to follow. The prevailing guidelines, which were last reviewed and revised in October 2010, are at Annex.

To ensure compliance with the guidelines, the bus companies are required to submit regular reports on the implementation of the guidelines to the TD. The TD also employs independent contractors to carry out compliance surveys. The results of the surveys reveal that franchised bus companies generally adhere to the guidelines.

To address concerns about the possible impact of traffic congestion on driving hours and rest breaks, the TD revises the schedules of service of bus routes which are frequently affected by traffic congestion (through, for example, adjustment of scheduled journey time and/or vehicle allocation as appropriate) to reflect the realistic operational environment, taking into account passenger demand.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

**Guidelines on Bus Captain
Working Hours, Rest Times and Meal Breaks
issued by the Transport Department**

- Guideline A - Bus captains should have a rest time^{Note 1} of at least 30 minutes after six hours of duty and within that six-hour duty, they should have rest times totalling 20 minutes of which no less than 12 minutes should be within the first four hours of duty. The time bus captains spend at a terminal point preparing for the next departure and monitoring boarding of passengers should not be regarded as rest time.
- Guideline B - Maximum duty (including all rest times) in a working day should not exceed 14 hours.
- Guideline C - Driving duty (i.e. maximum duty less all rest times each of 30 minutes or more) in a working day should not exceed 11 hours.
- Guideline D - The break between successive working days should not be less than 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. Bus companies should complete the improvement of meal breaks to no less than 45 minutes by the third quarter of 2011, and further improvement to no less than one hour in one year thereafter.

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

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

Reply Serial No.

THB(T)153

Question Serial No.

2349

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:

What was the expenditure for the Ad Hoc Quota Trial Scheme for Cross-Boundary Private Cars (the Scheme) in the past year (i.e. 2012-13)? How many applications have been received? What is the estimated expenditure for the Scheme in the current year (i.e. 2013-14)?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The first phase of the Scheme was rolled out on 30 March 2012. As at 4 March 2013, the Transport Department has received 1 593 applications.

The projected actual expenditure for the Scheme in 2012-13 and the estimated expenditure in 2013-14 are \$8.38 million and \$3.26 million respectively, covering system development and maintenance, staff cost, postage and handling charges.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)154

Question Serial No.

2350

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 the past five years (i.e. 2008-09, 2009-10, 2010-11, 2011-12 and 2012-13), how many Mainland vehicles applied for Hong Kong vehicle licence? How many cases were rejected? What is the manpower establishment for handling such matter?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

Mainland vehicles have to be registered and licenced or issued with International Circulation Permits (ICP) for use in Hong Kong. Such vehicle licences/permits have to be renewed on a regular basis as their validity period is of no more than twelve months. The numbers of Mainland vehicles with vehicle licence / ICP for use in Hong Kong in the past five years are shown as follows:

Year	No. of Mainland vehicles with vehicle licence / ICP
2008-09	1 814
2009-10	1 866
2010-11	1 989
2011-12	2 185
2012-13 (Up to mid-March 2013)	2 387

We do not keep statistics on rejected applications for vehicle licence/ ICP.

Registration and licensing applications for all types of vehicles (including Mainland vehicles) are handled by the four Licensing Offices of the Transport Department. There is no separate breakdown on the manpower establishment involved in processing registration and licensing of Mainland vehicles.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)155

Question Serial No.

1025

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 numbers of applications for learners' driving licence (private car, light goods vehicle, motorcycle and motor tricycle) in the past three years (i.e. from 2010 to 2012).

2012

Type of Application	Vehicle Class					
	Private Car	Private Car (Automatic Transmission)	Light Goods Vehicle	Light Goods Vehicle (Automatic Transmission)	Motorcycle	Motor Tricycle
First issue						
Re-apply due to expiry						
Addition of vehicle class(es)						

2011

Type of Application	Vehicle Class					
	Private Car	Private Car (Automatic Transmission)	Light Goods Vehicle	Light Goods Vehicle (Automatic Transmission)	Motorcycle	Motor Tricycle
First issue						
Re-apply due to expiry						
Addition of vehicle class(es)						

2010

Type of Application	Vehicle Class					
	Private Car	Private Car (Automatic Transmission)	Light Goods Vehicle	Light Goods Vehicle (Automatic Transmission)	Motorcycle	Motor Tricycle
First issue						
Re-apply due to expiry						
Addition of vehicle class(es)						

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

We have not kept statistics on the number of applications for learners' driving licence. However, we have statistics on the numbers of valid learners' driving licences, broken down by vehicle classes, as at year end. The numbers of valid learners' driving licences for private car, light goods vehicle, motorcycle and motor tricycle as at the end of 2010, 2011 and 2012 respectively are provided below:

Vehicle Classes	2010	2011	2012
Private Car*	34 543	40 565	51 554
Light Goods Vehicle*	29 799	34 032	44 211
Motorcycle	2 798	2 849	3 657
Motor Tricycle	2 775	2 820	3 631

* Breakdown by manual and automatic transmission is not available.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)156

Question Serial No.

1026

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 information on the number of driving tests conducted by driving test centres and the passing rates in the past three years (up to 2012) using the following table -

Driving Test Centre	Private Car (Combined Test)		Private Car (Part B Test)		Private Car (Part C Test)		Motor Cycle (Part C Test)		Light Goods Vehicle (Combined Test)		Light Goods Vehicle (Part B Test)		Light Goods Vehicle (Part C Test)		Others	
	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

There are 16 driving test centres. The respective number of driving tests conducted for different classes of vehicles and the passing rates at the respective driving test centres on Hong Kong Island and Kowloon/New Territories in 2010, 2011 and 2012 are given as follows:

Year		Private Car (Combined Test)		Private Car (Part B Test)		Private Car (Part C Test)		Motorcycle (Part B Test)		Motorcycle (Part C Test)		Light Goods Vehicle (Combined Test)		Light Goods Vehicle (Part B Test)		Light Goods Vehicle (Part C Test)		Others@	
		No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)	No. of Test conducted	Passing rate (%)
2010	HK*	3 786	45	576	79	1 906	73	658	81	918	59	3 382	34	325	86	2 496	64	1 663	58
	KLN&NT^	10 327	36	2 828	85	7 041	67	4 184	78	4 717	51	21 988	32	3 886	84	15 056	63	8 084	58
2011	HK*	4 620	47	525	79	1 840	75	656	81	1 193	51	3 686	36	291	83	2 331	66	1 573	59
	KLN&NT^	12 338	38	2 603	85	7 354	69	3 966	77	4 456	50	24 320	32	3 493	84	15 978	66	8 853	58
2012	HK*	4 311	43	400	82	1 915	69	677	85	1 043	47	3 604	32	172	85	2 481	59	1 859	54
	KLN&NT^	12 379	36	2 274	85	7 625	66	4 515	76	4 202	50	23 369	31	2 797	83	15 685	62	10 609	52

Note:

@ Others include road tests for medium goods vehicle, heavy goods vehicle, articulated vehicle, light bus, bus and motor tricycle.

* There are four driving test centres in the Hong Kong Region (HK).

^ There are 12 driving test centres in the Kowloon and New Territories Region (KLN&NT).

Name in block letters:

MRS INGRID YEUNG

Post Title:

Commissioner for Transport

Date:

28.3.2013

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

Reply Serial No.

THB(T)157

Question Serial No.

1096

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:

Would the Administration advise the following:

(a) current information of vehicles in Hong Kong -

Year of First Registration	Private Cars	Taxis	Light Goods Vehicles		Medium Goods Vehicles		Heavy Goods Vehicles		Buses		Light Buses		Others
			Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	
1995													
1996													
1997													
1998													
1999													
2000													
2001													
2002													
2003													
2004													
2005													
2006													
2007													
2008													
2009													
2010													
2011													
2012													

- (b) details of the establishment for processing registration of vehicles, including the ranks (with salary points), number and the total amount of personal emoluments involved; and
- (c) the average number of working days required for processing vehicle registration of various vehicle classes.

Number of working days for processing applications	Private Cars	Taxis	Light Goods Vehicles	Medium Goods Vehicles	Heavy Goods Vehicles	Buses	Light Buses	Others
Less than 7 days								
7 to 14 days								
15 to 21 days								
22 to 28 days								

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) Information on the number of registered vehicles is provided at Annex.
- (b) Details of the establishment for processing registration of vehicles are as follows :

Rank of post	Number of post	Pay-point (Master Pay Scale)	Amount of personal emoluments involved (in notional annual mid-point salary value)
Executive Officer I	1	28 – 33	\$598,440
Senior Clerical Officer	1	22 – 27	\$454,320
Clerical Officer	1	16 – 21	\$343,200
Assistant Clerical Officer	7	3 – 15	\$1,498,140
Clerical Assistant	1	1 – 10	\$166,920
Total:			\$3,061,020

- (c) The vehicle registration process would normally be completed within two working days for all kinds of vehicles upon submission of duly completed application form, production of supporting documents (including approval / exemption on compliance with the exhaust and noise emissions standard from the Environmental Protection Department, import declaration and Import Return filed with the Customs and Excise Department (C&ED), Notification of Motor Vehicle Provisional Taxable Value issued by the C&ED, as well as Certificate of Roadworthiness and Passenger Service Licence Certificate, where applicable, issued by the Transport Department), and payment of registration fee and first registration tax.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Number of Registered Vehicles													
Year of First Registration	Private Cars	Taxis	Light Goods Vehicles		Medium Goods Vehicles		Heavy Goods Vehicles		Buses		Light Buses		Others*
			Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	
1995	5 645	1	2 522	0	1 216	0	122	0	289	0	153	0	1 370
1996	8 142	1	2 919	0	1 278	0	182	0	457	0	139	0	1 630
1997	21 200	1	4 242	0	1 538	0	289	0	836	0	232	0	2 076
1998	19 994	0	3 454	0	949	0	161	0	1 118	0	227	0	1 906
1999	20 513	37	3 124	0	1 250	0	107	0	678	0	275	0	2 197
2000	26 351	2 016	3 860	0	2 011	0	163	0	629	0	247	26	2 274
2001	29 045	8 523	3 097	328	1 114	304	172	31	592	187	241	374	2 965
2002	27 157	2 537	0	3 109	0	1 718	0	199	0	1 004	0	526	3 471
2003	21 196	1 440	0	2 637	0	1 592	0	97	0	779	0	900	3 700
2004	26 264	594	0	3 469	0	2 340	0	95	0	655	0	1 217	4 079
2005	26 221	448	0	4 189	0	2 144	0	39	0	589	0	148	3 853
2006	26 918	386	0	4 449	0	2 070	0	64	0	630	0	223	3 734
2007	32 339	335	0	4 521	0	2 013	0	80	0	603	0	388	3 848
2008	33 888	566	0	5 157	0	2 422	0	117	0	737	0	252	3 723
2009	27 596	360	0	2 310	0	884	0	134	0	535	0	311	2 637
2010	39 218	396	0	3 700	0	2 408	0	378	0	792	0	268	2 797
2011	41 341	275	0	4 368	0	2 453	0	531	0	867	0	259	3 283
2012	42 895	299	0	4 519	0	2 136	0	704	0	1 001	0	64	3 705

* Not including trailers, which are not motor vehicles.

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

Reply Serial No.

THB(T)158

Question Serial No.

1097

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:

Under “conducting road test” of Programme (2) of the Controlling Officer’s Report, over half of the applications in respect of “conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence” and “conducting road test within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence” did not meet the target in the past two years. Please provide information on the following:

(a) Driving test waiting time from 2010 to 2012 -

2010

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 60 days								
61-80 days								
81-100 days								
101-120 days								
121-140 days								
141-160 days								
161-180 days								
181-200 days								
201-220 days								
over 220 days								

2011

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 60 days								
61-80 days								
81-100 days								
101-120 days								
121-140 days								
141-160 days								
161-180 days								
181-200 days								
201-220 days								
over 220 days								

2012

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 60 days								
61-80 days								
81-100 days								
101-120 days								
121-140 days								
141-160 days								
161-180 days								
181-200 days								
201-220 days								
over 220 days								

- (b) What is the existing establishment for conducting/processing road tests? What is the number, rank and pay scale of driving examiners of each driving test centre? What is the total expenditure? Does the Government consider that the establishment is sufficient for processing driving test applications?
- (c) Is there any review on the reasons for not meeting the two targets? What measures were taken in the past year to shorten the waiting time?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) Since there were a total of 338 170 driving tests applications during the period from 2010 to 2012, we are unable to compile the statistical information requested given the time constraint. Alternatively, we have compiled breakdowns based on our performance target for conducting road tests within 82 days.

2010

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part B and Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 82 days	15 499	3 319	9 661	8 004	28 278	4 091	18 657	10 887
over 82 days	1 703	0	0	255	2 571	7	337	100

2011

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part B and Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 82 days	6 801	2 303	6 625	7 042	11 501	2 565	12 262	11 088
over 82 days	14 126	756	3 234	1 511	23 480	992	7 662	299

2012

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part B and Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 82 days	4 178	2 009	6 481	5 199	4 522	2 052	11 518	9 221
over 82 days	18 250	837	5 174	3 955	31 634	1 049	10 446	6 029

Note: Others include road tests for medium goods vehicle, heavy goods vehicle, articulated vehicle, light bus and bus (including franchised bus) and motor tricycle.

- (b) Driving tests are conducted by Driving Examiners (DEs) of the Transport Department (TD). The pay scale and the strength (as at December 2012) of the DE grade are as follows. The total staff cost, in terms of notional annual mid-point salary, is \$19.37 million.

Rank of Post	Number of Post	Pay Point (Master Pay Scale)
Senior DE	1	28-32
DE I	9	23-27
DE II	45	13-22

There are 16 driving test centres. DE Is and DE IIs are deployed to these driving test centres subject to the number of driving tests scheduled on the day. As the number of DE Is and DE IIs deployed to each driving test centre vary on different days, we are unable to provide breakdown of the number and rank of DEs of each driving test centre.

In view of the increasing demand for driving tests, the TD recruited 13 new DEs in 2012. To further increase the manpower for conducting driving tests, another DE recruitment exercise commenced in September 2012 and is expected to be completed in the third quarter of 2013.

- (c) Following a continuous decline in the number of applications for driving licences for ten years, there has been an upsurge of almost 10% per year in the total number of applications for motorcycle, private car, light goods vehicle, light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licences received since 2010. The statistics in the past five years are set out below -

Year*	Number of Applications		
	Motorcycle, private car and light goods vehicle	Light bus, bus, medium and heavy goods vehicle, and articulated vehicle	Total (percentage change over the previous year)
2008	84 159	11 612	95 771
2009	82 779	11 556	94 335 (-1.5%)
2010	92 382	10 987	103 369 (+9.6%)
2011	100 860	11 387	112 247 (+8.6%)
2012	107 304	15 250	122 554 (+9.2%)

*Calendar Year

Despite the recruitment of 13 new DEs in 2012, the compliance rates have further decreased as the increase in manpower still failed to bring the waiting time of the majority of cases to within 82 days because the continuous upsurge of driving test demand. The compliance rate in respect of conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licences was 33%. As for the applications for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licences, although the compliance rate decreased due to an unexpected upsurge of applications in early 2012, the waiting time for driving test has reduced to within 82 days since July 2012 with the increase in the number of DEs. The whole-year average compliance rate was 57%. The TD expects that the 95% compliance target in this group could be achieved in 2013 if the number of applications is maintained at the 2012 level.

In view of the increase in applications, the TD has commenced another recruitment exercise of DEs in September 2012, which is expected to be completed in the third quarter of 2013. With the additional resources, the compliance rate of conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence may improve should the increasing trend cease. On the other hand, the TD will continue overbooking of test appointments to minimise wastage of

test slots arising from postponement of tests and absence of candidates, and will re-employ retired DEs on a part-time basis to help improve the situation. The TD will continue to monitor the situation closely and consider further measures to improve the service.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)159

Question Serial No.

1098

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:

Regarding the direct issue of Hong Kong full driving licences:-

(a) please provide the following figures-

Licence issuing countries / places	Total number of applications approved	Number of new applications approved in 2012

- (b) what was the number of traffic accidents involving drivers with a driving licence obtained by way of direct issue in the past three years (i.e. from 2010 to 2012)?
- (c) how could the Administration ensure that drivers with a driving licence issued by way of direct issue are familiar with the road traffic rules and regulations in Hong Kong?

Asked by: Hon. LAM Kin-fung, Jeffrey

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 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 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 approved by the Transport Department (TD), breakdown by issuing countries / places of driving licences, are as follows:

Licence issuing countries / places	Total number of applications approved (from February 2007 to December 2012 ^{Note 1})	Number of new applications approved in 2012
The Mainland of China	100 160	22 200
United States of America	20 339	3 502
Canada	15 676	2 234
United Kingdom	11 154	2 057
Australia	10 998	1 621
Others	32 236	5 259
Total	190 563	36 873

Note 1: Before the Vehicles and Drivers Licensing Integrated Data System was upgraded to the fourth generation in February 2007, the TD did not have breakdown of applications for “direct issue of a Hong Kong full driving licence” according to the countries or places which issued the driving licences held by the applicants. As such, the figures shown in the table reflect only the breakdown after February 2007.

- (b) The numbers of traffic accidents from 2010 to 2012 involving drivers with driving licence obtained by way of direct issue are as follows -

Year	Number of traffic accidents involving direct issue drivers ^{Note 2}
2010	151
2011	238
2012	258

Note 2: The figures on direct issue drivers shown in the table denote accidents involving drivers with a driving licence obtained by way of direct issue after February 2007.

- (c) To promote road safety, the TD has published the “Road Users’ Code” which contains a wide range of rules, advice and information for all types of road users covering most road and traffic conditions. A copy is made available to every successful driving licence applicant, including those who obtain driving licence by way of direct issue, to facilitate a better understanding of the road traffic rules and regulations in Hong Kong. Driving licence holders are also encouraged to read the

leaflets / pamphlets published by the TD from time to time on road safety related issues. While hard copies of these publications / leaflets / pamphlets are available for collection at the Licensing Offices of the TD, the same materials have also been uploaded onto the TD's website at <http://www.td.gov.hk>.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)160

Question Serial No.

1721

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 Department advises that it will “continue to implement the helping measures for the six major outlying island ferry routes, and complete a mid-term review on these measures” in 2013-14. Would the Administration advise –

- (a) the details of the “helping measures” and the “mid-term review” and the resources involved;
- (b) the number of sailings, patronage, revenue and expenses of the six major outlying island ferry routes in the past three years (i.e. from 2010-11 to 2012-13); and
- (c) whether the Department has a plan to subsidise outlying island ferry services by public funds. If yes, what are the details?

Asked by: Hon. LEUNG Che-cheung

Reply:

- (a) and (c) To enhance the long-term financial viability of the six major outlying island ferry routes¹ and maintain fare stability, the Government has been providing special helping measures to these six ferry routes. In November 2010, the Finance Committee of the Legislative Council approved a commitment of \$114.963 million for the implementation of the special helping measures for the current three-year licence period from April / July 2011² to March / June 2014, as follows:

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

² The licence period for “Central – Mui Wo” route commenced on 1 April 2011 and those for the remaining five routes commenced on 1 July 2011.

- (i) waiving annual vessel survey fee and private mooring fee;
- (ii) reimbursing pier electricity, water and cleansing charges;
- (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 established arrangement;
- (iv) reimbursing vessel maintenance cost;
- (v) reimbursing revenue foregone due to provision of child fare concessions;
- (vi) reimbursing vessel insurance cost; and
- (vii) re-launching a “visiting scheme to outlying islands” by providing fare subsidy to encourage institutions such as schools, non-governmental organisations, community and local groups to organise activities to the outlying islands served by the six ferry routes.

The Government is conducting a mid-term review on the measures. The review includes examination of, amongst other things, the latest financial position and service level of the six ferry routes, as well as the utilisation of the special helping measures. The Government aims to complete the review by mid-2013. The review is conducted by the existing staff of the Transport Branch of the Transport and Housing Bureau and the Transport Department, and there is no separate breakdown of expenditure for the purpose.

- (b) The revenue and expenses of the six major outlying island ferry routes are commercially sensitive information of the ferry operators. The number of sailings and patronage of the six ferry routes in the past three years are as follows –

Ferry Route	Number of sailings		
	2010-11	2011-12	2012-13 (Up to December 2012)
Central – Cheung Chau	29 881	30 416	22 959
Inter-islands	7 300	7 320	5 500
Central – Mui Wo	21 601	21 963	16 498
Central – Peng Chau	19 158	19 438	14 657
Central – Yung Shue Wan	22 196	22 532	16 998
Central – Sok Kwu Wan	8 720	8 742	6 570

Ferry Route	Patronage		
	2010-11	2011-12	2012-13 (Up to December 2012)
Central – Cheung Chau	8 031 817	8 414 373	6 653 595
Inter-islands	337 498	337 229	253 245
Central – Mui Wo	2 026 770	1 986 878	1 561 204
Central – Peng Chau	1 943 867	2 011 217	1 553 866
Central – Yung Shue Wan	2 904 061	3 100 084	2 393 889
Central – Sok Kwu Wan	348 618	357 587	289 278

Name in block letters:

MRS INGRID YEUNG

Post Title:

Commissioner for Transport

Date:

28.3.2013

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

Reply Serial No.

THB(T)161

Question Serial No.

1803

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 *Matters Requiring Special Attention in 2013-14* of Programme (3), it is stated that the Transport Department will “provide traffic and transport input for the investigation and preliminary design of the higher-ranking proposals for the hillside escalator links and elevator systems which are found technically feasible”.

- (a) Please provide the project details and plans for the higher-ranking proposals.
- (b) Is the construction of the hillside elevator system at the Peng Chau Clinic a higher-ranking proposal? If not, what are the ranking, plan and timetable of the project?

Asked by: Hon. LEUNG Che-cheung

Reply:

- (a) The Administration conducted an assessment in 2010 for 20 proposals for provision of hillside escalators and elevator systems received from the public earlier. The Administration has taken forward the top ten ranking proposals by conducting preliminary technical feasibility studies. The details are set out in the table below:

Rank	District	Proposed System	Progress
1	Wong Tai Sin	Pedestrian Link at Tsz Wan Shan	To be implemented under the Shatin to Central Link project. Works commenced on 11 July 2012 for completion in mid-2016
2	Eastern	Braemar Hill Pedestrian Link	Preliminary technical feasibility studies completed and further investigation in progress
3	Kwai Tsing	Lift System and Pedestrian Walkways at Cheung Hang Estate	
4	Central & Western	Escalator Link and Pedestrian Walkway System at Pound Lane	
5	Kwai Tsing	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	Preliminary technical feasibility studies completed and further investigation to be arranged
6	Kwai Tsing	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	
7	Kwai Tsing	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	
8	Wong Tai Sin	Pedestrian Link at Chuk Yuen North Estate	
9	Kowloon City	Lift and Pedestrian Walkway System at Waterloo Hill	Preliminary technical feasibility studies completed and further investigation in progress
10	Kwai Tsing	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	Preliminary technical feasibility study in progress

- (b) The Islands District Council formed the "Working Group on Access to Peng Chau Clinic" in February 2012. The Working Group recommended to consider the proposal to construct a lift tower near Peng Chau Clinic under the District Minor Works Programme. The Islands District Office is now discussing with the relevant departments on related matters.

We take note of this proposal which, however, is not among the 20 proposals ranked in 2010.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)162

Question Serial No.

1804

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 *Matters Requiring Special Attention in 2013-14* of Programme (3), the Transport Department mentioned that it will “continue to facilitate the smooth operation of cross-boundary traffic and transport services and facilities at land boundary control points.” Please advise:

- (a) the utilisation rate and vehicular traffic of various types of vehicles using Shenzhen Bay Port (SBP) since its commissioning; and
- (b) whether the utilisation rate and vehicular traffic meet the target when the boundary control point was designed? If not, what is the discrepancy?

Asked by: Hon. LEUNG Che-cheung

Reply:

- (a) The average daily numbers of trips of various types of cross-boundary vehicles using the SBP since its commissioning on 1 July 2007 are given in the following table -

Year	Private Car	Coach	Goods Vehicle	Total
2007	1 813	392	960	3 165
2008	3 832	537	1 595	5 964
2009	5 101	756	1 616	7 473
2010	5 680	830	2 284	8 794
2011	6 250	775	2 503	9 528
2012	6 810	897	2 186	9 893

Sources of figures: the Immigration Department and the Customs and Excise Department.

- (b) The cross-boundary vehicular traffic at the SBP has been growing steadily since its commissioning in 2007. In 2012, the average daily two-way vehicular and passenger flows at the SBP were about 9 900 and 77 200 respectively. The two-way daily vehicular and passenger flows were estimated to be 29 800 vehicles and 30 800 passengers during the initial period of opening. Compared with the estimates, the actual vehicular traffic flow is lower while the actual passenger flow is much higher.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)163

Question Serial No.

2530

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 new Driving Offence Points (DOP) summonses issued, please provide a breakdown of the related enforcement figures by the 18 District Council districts in the past three years (i.e. 2010, 2011 and 2012).

Asked by: Hon. POON Siu-ping

Reply:

The DOP System is a measure designed to promote road safety. Committing any of the scheduled offences covered by the DOP System will result in the incurring of DOP. A driver incurring 15 or more DOP within a period of two years shall be liable to be disqualified under the DOP system.

The number of new DOP summonses (which are issued to drivers having incurred 15 or more DOP within a period of two years) issued in 2010, 2011 and 2012 are 2 660, 1 968 and 1 966 respectively. We do not have figures by District Council districts.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)164

Question Serial No.

2531

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:

In the fare increase exercise of the Kowloon Motor Bus Company (1933) Limited in 2013, Professor Anthony Cheung Bing-leung, Secretary for Transport and Housing, stated that some bus routes were overlapping and under-utilised, and appealed to the public for supporting bus route rationalisation. It is however noted that the estimated number of bus route rationalisation packages to be processed in 2013 is lower than those of the past two years (i.e. 2011 and 2012). Please explain the reasons for the decrease and provide a detailed timetable for taking forward the bus route rationalisation packages.

Asked by: Hon. POON Siu-ping

Reply:

Rationalisation of bus routes is an on-going task of the Transport Department (TD). As an annual exercise, franchised bus companies submit route development programmes (RDPs) to the TD on service adjustment proposals. These may include proposals on introduction of new routes, frequency improvement, extension of operating hours, frequency reduction, route truncation, and cancellation or amalgamation of routes to meet prevailing needs. In assessing the RDP proposals, the TD will take into account factors such as changes in population and passenger demand, infrastructural development, and established guidelines on service improvement and reduction. The number of rationalisation proposals planned or processed in any given year varies as it depends on the submissions by bus companies and the considerations set out above. The actual number of proposals implemented also depends on the outcome of District Council (DC) consultation. The TD will process 67 bus route rationalisation proposals in 2013 under the annual RDP exercise, in addition to proposals to strengthen bus services such as introduction of new routes, frequency improvement and extension of operating hours. Each of the 18 DCs will be consulted on the proposals related to them. The consultation for the 2013-14 RDPs is underway and is expected to be completed by May 2013.

Under a more vigorous approach in bus route rationalisation, we aim to better meet passenger demand, enhance bus operation efficiency, alleviate fare increase pressure, and reduce traffic congestion and roadside emissions. In addition to the annual RDP exercise, the TD will also adopt a new “area approach” on bus route rationalisation whereby bus services will be reviewed and re-organised on a district basis. Under the area approach, a bus route rationalisation plan is devised for a particular region or district, which may entail the introduction of new bus-bus interchange (BBI) schemes or improvement of existing ones, with more route choices and attractive fare concessions. There may also be proposals on introduction of new routes or frequency improvement on routes of high demand by making use of the resources spared from other proposals on frequency reduction, re-routeing, as well as cancellation or amalgamation of overlapping and under-utilised routes. To encourage more passengers to make use of the BBI schemes, the TD will also explore with the bus companies provision of enhanced interchange facilities at major locations.

As a start, the TD and the bus company are now working on a bus route rationalisation plan under the area approach for North District. The TD has started to consult the North DC in early 2013 for target implementation after mid-2013. The TD and bus companies are also actively exploring applying the area approach to other districts / regions for local consultation and implementation in phases starting from the second half of 2013.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)165

Question Serial No.

1614

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:

Regarding the Ad Hoc Quota Trial Scheme for Cross-Boundary Private Cars (the Scheme), will the Transport Department (TD) inform this Committee of the following:

- (1) Since the first phase of the Scheme, which allows Hong Kong private cars to enter the Mainland, has been implemented for almost a year, has there been any assessment on the operation of the Scheme? If yes, what are the details? If no, what are the reasons?
- (2) In view of the constraints of the roads and environment in Hong Kong and the availability of convenient transport to Hong Kong, will the original plan regarding the second phase of the Scheme be shelved permanently? If yes, what are the details? If no, what are the reasons?
- (3) As a reciprocal arrangement, will the TD consider withdrawing the arrangement for Hong Kong private cars to enter the Mainland under the first phase of the Scheme? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

- (1) Since the commencement of the first phase of the Scheme on 30 March 2012, we have been closely monitoring its implementation and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, thereby enhancing work efficiency and service quality.

(2) & (3) As the first phase of the Scheme has only been in operation for about a year, its effect and demand should be further observed. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out extensive consultation and listen to the views of the community. There is no concrete timetable for implementing the second phase of the Scheme.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)166

Question Serial No.

1615

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 awarding management contract for government car parks, will the Administration provide information on the following:

- (a) What were the respective ratios of management companies with contract renewed and newly signed to the total number of management contracts in the past three years (up to 2012)?
- (b) What was the utilisation rate of government car parks in the past three years (up to 2012)?
- (c) Will the Administration consider lowering the car park fees during public holidays in the contract terms to facilitate drivers and increase the utilisation rate? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

- (a) The management, operation and maintenance of 15 government car parks have been outsourced under two contracts to the private sector through open tender. When the contracts were re-tendered in 2011, both incumbent contractors were successful in obtaining new three-year contracts which commenced on 1 May 2011.
- (b) The average daily utilisation rates of the government car parks in the past three years are shown in the table below -

Government Car Parks	Average Daily Utilisation Rate (%)		
	2010	2011	2012
Aberdeen Car Park	44	56	68
City Hall Car Park	10	12	15
Kennedy Town Car Park	93	92	91
Kwai Fong Car Park	11	15	22
Middle Road Car Park	29	27	31
Murray Road Car Park	29	31	33
Rumsey Street Car Park	36	37	43
Shau Kei Wan Car Park	39	51	60
Sheung Fung Street Car Park	29	43	57
Sheung Shui Park-and-Ride Car Park	53	55	58
Star Ferry Car Park	28	31	35
Tin Hau Car Park	34	42	51
Tsuen Wan Car Park	22	27	34
Tsuen Wan Transport Complex Car Park	13	17	22
Yau Ma Tei Car Park	18	22	25

- (c) To facilitate drivers and increase the utilisation rate of government car parks during public holidays, Day Park / Night Park fees have been introduced in government multi-storey car parks. For the Star Ferry Car Park, the City Hall Car Park, the Murray Road Car Park and the Rumsey Street Car Park, a special Day Park concession of \$90 is charged for the whole period from 08:00 to 24:00 on Sundays and public holidays as specified in the car park contracts. We will continue to explore ways to increase the utilisation rate of government car parks.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)167

Question Serial No.

0503

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:

It is mentioned in Programme (3) that the Administration will continue to pursue bus route rationalisation in 2013-14. In this connection, please provide the following information:

- (a) Has the Administration conducted a comprehensive assessment on the effectiveness of the bus route rationalisation proposals processed in 2011-12 and 2012-13, including the costs, traffic situation and roadside emission standards? Please provide the information in table form.
- (b) It is estimated that the Administration will process 67 bus route rationalisation proposals and implement 90 franchised service route development programme (RDP) items for buses in 2013-14. How does the Administration come to such estimation?

Asked by: Hon. TANG Ka-piu

Reply:

- (a) The Transport Department (TD) implemented 122 and 78 bus rationalisation proposals in 2011 and 2012 respectively. The proposals include frequency reduction, replacement of double-deck with single-deck buses, route truncation and cancellation. The implementation of these proposals has resulted in a reduction of 80 buses. It also resulted in a net reduction of 860 daily bus trips on the busy traffic corridors in Central, Causeway Bay and Mong Kok. The reduction of bus trips on the relevant roads, especially along the busy traffic corridors, has helped reduce traffic and alleviate traffic congestion. Reducing bus trips is also an effective way to mitigate roadside air pollution and hence reducing the health risks to members of the public, as well as enabling better use of bus capacity and hence can enhance overall bus operational efficiency.
- (b) As an annual exercise, franchised bus companies submit route development programmes (RDPs) to the TD on service adjustment proposals. These may include

proposals on introduction of new routes, frequency improvement, extension of operating hours, frequency reduction, route truncation, and cancellation or amalgamation of routes to meet prevailing needs. In assessing the RDP proposals, the TD will take into account factors such as changes in population and passenger demand, infrastructural development, and established guidelines on service improvement and reduction. The objective is to better meet passenger demand, enhance bus operation efficiency, alleviate fare increase pressure, and reduce traffic congestion and roadside emission.

The TD will process 67 bus route rationalisation proposals in 2013 under the annual RDP exercise, in addition to proposals to strengthen bus services such as introduction of new routes, frequency improvement and extension of operating hours. Each of the 18 District Councils (DCs) will be consulted on the proposals related to them. The consultation for the 2013-14 RDPs is underway and is expected to be completed by May 2013. A breakdown of the bus route rationalisation proposals is set out below -

Nature	Number of Rationalisation Proposals to be Implemented in 2013
Route cancellation	18
Frequency reduction	21
Replacement of double-deck buses with single-deck buses	3
Route truncation	19
Adjustment of routeing	6
Total:	67

Regarding implementation of the RDPs, the TD has planned to implement 90 franchised service RDP items in 2013. These include the agreed items brought forward from the RDPs of 2012-13, as well as the projected items planned for implementation under the RDPs of 2013-14. A breakdown of the proposals is set out below -

Nature	Number of RDP Items to be Implemented in 2013
Introduction of new route	4
Route cancellation	18
Frequency adjustment	40
Replacement of double-deck buses with single-deck buses	3
Adjustment of routeing (including route truncation)	25
Total:	90

Name in block letters: MRS INGRID YEUNG
 Post Title: Commissioner for Transport
 Date: 28.3.2013

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

Reply Serial No.

THB(T)168

Question Serial No.

2923

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:

Hong Kong is small and densely populated, and competitive use of roads between vehicles and pedestrians is frequent. Traffic accidents occur occasionally, leading to considerable number of casualties. Will the Administration provide the information below:

- (a) Tabulate the number of traffic accident black spots in the past three years (2010-11, 2011-12 and 2012-13) in the 18 districts in the territory; and
- (b) Is there any increase in resource allocation in 2013-14 to improve safety facilities at the traffic accident black spots of various districts, to increase staff for enforcement, and to strengthen publicity? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. TANG Ka-piu

Reply:

- (a) The number of traffic accident black spots amongst the 18 districts in 2010, 2011 and 2012 is as follows:

	District	Number of traffic accident black spots		
		2010*	2011*	2012*
1	Central & Western	4	4	2
2	Wan Chai	3	2	2
3	Eastern	0	1	4
4	Southern	0	0	0
5	Yau Tsim Mong	26	30	21
6	Sham Shui Po	19	11	8
7	Kowloon City	9	12	9

	District	Number of traffic accident black spots		
		2010*	2011*	2012*
8	Wong Tai Sin	1	3	2
9	Kwun Tong	7	5	8
10	Tsuen Wan	3	5	3
11	Tuen Mun	1	1	0
12	Yuen Long	0	2	3
13	North	0	0	0
14	Tai Po	2	2	0
15	Sai Kung	0	0	0
16	Sha Tin	3	1	1
17	Kwai Tsing	0	0	0
18	Islands	0	0	0
Total :		78	79	63

* Figures as at 31 December of the year

- (b) The Transport Department (TD) will continue to implement road safety improvement measures at traffic accident black spots. The related expenditure will be increased from \$2.0 million in 2012-13 to an estimate of \$2.2 million in 2013-14.

The TD and the Hong Kong Police Force (HKPF) will collaborate with the Road Safety Council in organising road safety publicity and educational activities, targeting various road user groups including pedestrians, drivers and cyclists. The related expenditure will be increased from \$4.7 million in 2012-13 to \$5.2 million in 2013-14. Publicity and educational activities include disseminating road safety messages through different publicity channels, e.g. broadcast on television and radio, advertisements in newspapers, on bus bodies and at prominent sites, distribution of posters and stickers, and organisation of seminars and workshops. In particular, the TD will continue to organise the Safe Driving and Health Campaign to promote proper driving behaviour and health awareness of commercial vehicle drivers, and the estimated expenditure is \$3 million in 2013-14.

The HKPF will strengthen, as appropriate, enforcement efforts to combat traffic offences with a view to enhancing road safety. Such enforcement actions are part of routine policing duties.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

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

Reply Serial No.

THB(T)169

Question Serial No.

2926

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 Administration has stepped up enforcement of the Driving Offence Points (DOP) System in recent years. In this connection, will the Administration provide the figures of the various vehicle types related to the following items in the past two years (i.e. 2011-12 and 2012-13) in tubular form:

- (a) new DOP summonses issued; and
- (b) new Mandatory Attendance of Driving Improvement Courses (MDIC) summonses issued.

Asked by: Hon. TANG Ka-piu

Reply:

The DOP System and the MDIC Scheme are measures designed to promote road safety. If a driver commits any of the scheduled offences covered by the DOP system, he incurs DOP. A driver who incurs ten or more DOP within a period of two years, or has been convicted of serious traffic offences, is required by law to attend a driving improvement course at his own cost under the MDIC Scheme. A driver incurring 15 DOP or more within a period of two years shall be liable to be disqualified under the DOP System.

New DOP summonses are issued to drivers having incurred 15 or more DOP within a period of two years, whereas new MDIC summonses are issued to drivers who are required by law to attend a driving improvement course but have not done so within the stipulated time period. The number of new DOP summonses and new MDIC summonses in 2011-12 and 2012-13 are tabulated below. Since the two summonses were issued to drivers due to their driving offence, the number of new DOP summonses and new MDIC summonses issued could not be broken down by vehicles types.

	2011-12	2012-13 (up to February 2013)
(1) New DOP summonses issued	1 851	1 911
(2) New MDIC summonses issued	1 278	1 195

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

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

Reply Serial No.

THB(T)170

Question Serial No.

1814

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 (TD) will continue to rationalise and improve bus services to improve quality and efficiency. In this regard, please provide the following information:

- (a) the number of bus routes serving the territory in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13) by franchised bus companies and the 18 District Council districts;
- (b) the objectives of the TD in bus route rationalisation in 2013-14, as well as the justifications and criteria;
- (c) the respective manpower and expenditure involved in processing bus route rationalisation packages in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13);
- (d) the lost trip rates of each of the franchised bus companies in the past five years (2008-09, 2009-10, 2010-11, 2011-12 and 2012-13);
- (e) the basis for calculating the lost trip rates; and
- (f) the manpower and breakdown of expenditure currently involved in monitoring the problem of lost trips.

Asked by: Hon. TIEN Puk-sun, Michael

Reply:

- (a) Statistics on the numbers of franchised bus routes broken down by the respective franchised bus company and by the district they serve over the past five years (from 2008 to 2012) are given in Annex I.

- (b) Rationalisation of bus routes is an annual on-going task of the TD. The objective is to better meet passenger demand, enhance bus operation efficiency, alleviate fare increase pressure, and reduce traffic congestion and roadside emissions. In assessing the proposed route development programmes (RDPs) submitted by franchised bus companies, the TD will take into account factors such as changes in population and passenger demand, infrastructural development, and established guidelines on service improvement and reduction. RDPs may include proposals such as introduction of new routes, frequency improvement, extension of operating hours, frequency reduction, route truncation, and cancellation or amalgamation of routes to meet prevailing needs. The TD consults each of the 18 District Councils on proposals related to them as an annual exercise. The consultation for the 2013-14 RDPs is underway and is expected to be completed by May 2013.
- (c) The processing of the bus route rationalisation proposals is mainly handled by staff of the Bus and Railway Branch of the TD as part of their normal duties. The expenditure during the past five years was absorbed by the existing provision of the TD.
- (d) The lost trip rates of individual franchised bus companies from 2008 to 2012 are given in Annex II.
- (e) Lost trips refer to the negative difference between the number of trips actually operated on a daily basis as against the number of trips specified in the Schedules of Service approved by the TD.

Lost trip rate is the percentage of the number of lost trips over the number of scheduled trips.

- (f) The Bus and Railway Branch of the TD is responsible for handling bus and railway policy, planning and development matters. The Transport Operations (Urban) Division and the Transport Operations (New Territories) Division in the TD are responsible for monitoring the operation of the public transport services, and the planning and provision of facilities at the district level. Staff of the three branch/divisions monitor the bus lost trip situation and handle relevant matters from planning and operational perspectives as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Number of Franchised Bus Routes by Franchised Bus Company and by District
from 2008 to 2012^{Note 1}

2008

I. Hong Kong Island and Kowloon

Franchised Bus Company^{Note 2}	Central and Western	Wanchai	Eastern	Southern	Kwun Tong	Kowloon City	Wong Tai Sin	Yau Tsim Mong	Sham Shui Po
KMB	40	57	31	6	100	108	98	146	104
NWFB	49	56	44	25	16	12	11	24	13
CTB(F1)	57	67	40	41	11	6	4	19	6
CTB(F2)	5	4	3	1	4	7	6	11	7
LW	0	0	0	0	0	0	0	0	0
NLB	0	0	0	0	0	1	0	1	1

II. New Territories

Franchised Bus Company^{Note 2}	Kwai Tsing	Tsuen Wan	Tuen Mun	Yuen Long	North	Tai Po	Shatin	Sai Kung	Islands
KMB	78	72	40	33	25	35	92	27	0
NWFB	1	0	0	0	0	0	7	8	0
CTB(F1)	1	1	3	3	0	1	7	2	0
CTB(F2)	2	15	0	0	0	0	0	1	17
LW	5	16	4	2	1	1	4	0	15
NLB	0	0	0	1	0	0	0	0	22

2009

I. Hong Kong Island and Kowloon

Franchised Bus Company^{Note 2}	Central and Western	Wanchai	Eastern	Southern	Kwun Tong	Kowloon City	Wong Tai Sin	Yau Tsim Mong	Sham Shui Po
KMB	40	57	31	6	100	108	98	144	102
NWFB	51	57	44	25	16	12	11	24	13
CTB(F1)	57	67	40	41	11	6	4	19	6
CTB(F2)	5	4	3	1	4	7	6	11	7
LW	0	0	0	0	0	0	0	0	0
NLB	0	0	0	0	0	1	0	1	1

II. New Territories

Franchised Bus Company^{Note 2}	Kwai Tsing	Tsuen Wan	Tuen Mun	Yuen Long	North	Tai Po	Shatin	Sai Kung	Islands
KMB	78	72	39	32	25	35	92	27	0
NWFB	1	0	0	0	0	0	7	8	0
CTB(F1)	1	1	3	3	0	1	7	2	0
CTB(F2)	2	15	0	0	0	0	0	1	17
LW	5	16	4	2	1	1	4	0	16
NLB	0	0	0	1	0	0	0	0	22

2010

I. Hong Kong Island and Kowloon

Franchised Bus Company^{Note 2}	Central and Western	Wanchai	Eastern	Southern	Kwun Tong	Kowloon City	Wong Tai Sin	Yau Tsim Mong	Sham Shui Po
KMB	40	57	31	6	100	108	98	142	100
NWFB	51	57	43	25	15	11	10	24	12
CTB(F1)	57	67	40	41	11	6	4	19	6
CTB(F2)	5	4	3	1	4	7	6	11	7
LW	0	0	0	0	0	0	0	0	0
NLB	0	0	0	0	0	1	0	1	1

II. New Territories

Franchised Bus Company^{Note 2}	Kwai Tsing	Tsuen Wan	Tuen Mun	Yuen Long	North	Tai Po	Shatin	Sai Kung	Islands
KMB	76	71	39	32	25	35	92	27	0
NWFB	1	0	0	0	0	0	7	9	0
CTB(F1)	1	1	3	3	0	1	7	2	0
CTB(F2)	2	15	0	0	0	0	0	1	17
LW	5	16	4	2	1	1	4	0	16
NLB	0	0	0	1	0	0	0	0	22

2011

I. Hong Kong Island and Kowloon

Franchised Bus Company^{Note 2}	Central and Western	Wanchai	Eastern	Southern	Kwun Tong	Kowloon City	Wong Tai Sin	Yau Tsim Mong	Sham Shui Po
KMB	40	57	31	6	101	108	99	141	99
NWFB	51	57	43	25	15	11	10	24	12
CTB(F1)	57	67	40	41	11	6	4	19	6
CTB(F2)	5	4	3	1	5	8	7	11	7
LW	0	0	0	0	0	0	0	0	0
NLB	0	0	0	0	0	1	0	1	1

II. New Territories

Franchised Bus Company^{Note 2}	Kwai Tsing	Tsuen Wan	Tuen Mun	Yuen Long	North	Tai Po	Shatin	Sai Kung	Islands
KMB	76	71	39	32	25	34	92	27	0
NWFB	1	0	0	0	0	0	7	9	0
CTB(F1)	1	1	3	3	0	1	7	2	0
CTB(F2)	2	16	0	0	0	0	0	2	18
LW	5	16	4	2	1	1	4	0	16
NLB	0	0	0	1	0	0	0	0	22

2012

I. Hong Kong Island and Kowloon

Franchised Bus Company ^{Note 2}	Central and Western	Wanchai	Eastern	Southern	Kwun Tong	Kowloon City	Wong Tai Sin	Yau Tsim Mong	Sham Shui Po
KMB	40	57	31	6	101	108	99	141	99
NWFB	51	57	43	25	15	11	10	24	12
CTB(F1)	57	66	40	40	11	6	4	19	6
CTB(F2)	5	4	3	1	5	8	7	11	7
LW	0	0	0	0	0	0	0	0	0
NLB	0	0	0	0	0	1	0	1	1

II. New Territories

Franchised Bus Company ^{Note 2}	Kwai Tsing	Tsuen Wan	Tuen Mun	Yuen Long	North	Tai Po	Shatin	Sai Kung	Islands
KMB	76	71	39	33	25	34	92	27	0
NWFB	1	0	0	0	0	0	7	9	0
CTB(F1)	1	1	3	3	0	1	7	2	0
CTB(F2)	2	16	0	0	0	0	0	2	18
LW	5	16	4	2	1	1	4	0	16
NLB	0	0	0	1	0	0	0	0	22

Note 1: The same bus route may operate in more than one districts, and figures provided above included bus routes terminating or passing through the district.

Note 2: KMB : Kowloon Motor Bus Company (1933) Limited
 NWFB: New World First Bus Services Limited
 CTB(F1): Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Network)
 CTB(F2): Citybus Limited (Franchise for Airport and Lantau Network)
 LW: Long Win Bus Company Limited
 NLB: New Lantao Bus Company (1973) Limited

Lost Trip Rates by Franchised Bus Company from 2008 to 2012

Franchised Bus Company^{Note}	2008	2009	2010	2011	2012
KMB	3.2%	3.3%	6.5%	8.0%	4.6%
CTB(F1)	1.9%	1.5%	1.5%	1.9%	3.0%
CTB(F2)	0.9%	0.5%	0.4%	0.9%	1.0%
NWFB	2.9%	2.2%	2.5%	3.1%	4.7%
LW	0.8%	0.5%	1.2%	2.6%	2.6%
NLB	0.5%	0.0%	0.0%	0.1%	0.1%

Note: KMB : Kowloon Motor Bus Company (1933) Limited
CTB(F1): Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Network)
CTB(F2): Citybus Limited (Franchise for Airport and Lantau Network)
NWFB: New World First Bus Services Limited
LW: Long Win Bus Company Limited
NLB: New Lantao Bus Company (1973) Limited

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

Reply Serial No.

THB(T)171

Question Serial No.

0322

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:

Under Programme (2), there will be a net increase of 31 posts in 2013-14. Please state the types of these 31 posts, including the numbers of civil service and non-civil service staff and their ranks, and the estimated total salary expenditure.

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

There will be a net increase of 31 non-directorate civil service posts in 2013-14 as a result of the creation of 34 posts, to be offset by the deletion of three posts. The annual staff cost for these posts, in terms of notional annual mid-point salary, is \$11,059,320. The ranks and numbers of the posts to be created and deleted are as follows -

Rank	Number of post
Creation	
Motor Vehicle Examiner I	2
Motor Vehicle Examiner II	1
Vehicle Tester	3
Senior Executive Officer	3
Executive Officer I	2
Executive Officer II	3
Clerical Officer	2
Assistant Clerical Officer	17
Analyst/Programmer I	1

Rank	Number of post
Deletion	
Executive Officer I	-1
Executive Officer II	-2
Net increase:	31

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

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

Reply Serial No.

THB(T)172

Question Serial No.

2310

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 (TD) will work with consultants in updating and enhancing the transport model for planning purpose. What are the specific content, cost and staff involved, and the implementation timetable? Is it necessary to recruit additional staff for the task; if affirmative, what are the numbers of additional civil servants and non-civil service contract staff required? Has the Government formulated any specific targets; if so, what are the details?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

The TD engaged consultants in July 2010 to carry out the Comprehensive Transport Study Model enhancement project. The scope of the project comprises -

- (a) planning the Travel Characteristics Surveys to collect the latest travel characteristics of people and goods vehicles as database for the re-calibration and enhancement of the Model;
- (b) using the re-calibrated and enhanced Model to project future traffic and transport demand on major transport infrastructure;
- (c) devising an interface programme for data transfer from the enhanced Model to the environmental models of the Environmental Protection Department; and
- (d) developing a dedicated module to facilitate the analysis of traffic flows at tolled tunnels.

The current cost estimate for the consultancy project is \$8 million. The project is managed by an in-house project team in the TD comprising one senior engineer, one engineer, one assistant engineer and three technical staff. All the staff involved are civil servants, and it is not necessary to deploy additional staff for the project. The project is expected to be completed in early 2015.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)173

Question Serial No.

3286

Head: 186 – Transport Department Subhead (No. & title):

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the engagement of “agency workers”, please provide the following information:

	2012-13 (latest position)
Number of contracts with employment agencies (EAs)	()
Contract sum for each EA	()
Total expenditure on the commission for each EA	()
Term of service for each EA	()
Number of agency workers supplied by EA contracts	()
Details of positions of the agency workers supplied by EA contracts	
Monthly wages of agency workers supplied	
• \$30,001 or above	()
• \$16,001 to \$30,000	()
• \$8,001 to \$16,000	()
• \$6,501 to \$8,000	()
• \$6,240 to \$6,500	()
• Below \$6,240	()
Year of service of agency workers	
• More than 15 years	()
• 10 to 15 years	()
• 5 to 10 years	()
• 3 to 5 years	()
• 1 to 3 years	()
• Less than 1 year	()
Percentage of agency workers out of the total number of staff of the Department (%)	()
Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the Department (%)	()
Number of agency workers with paid meal breaks	()
Number of agency workers without paid meal breaks	()
Number of agency workers under five-day work week	()
Number of agency workers under six-day work week	()

Figures in () denote year-on-year changes in percentage as compared with 2011-12

Asked by: Hon. WONG Kwok-hing

Reply:

The information requested is set out below –

	Type of Contract	2012-13 ^{Note 1}	
Number of contracts with EAs	Others	16 (no change)	
	T-contract ^{Note 2}	1 (no change)	
Contract sum for each EA (in \$ million) for the whole contract term	Others		
	Total:	\$6.4 (+4.9%)	
	Range:	\$0.06 to \$1.24	
	T-contract	\$25.8 (+11.2%)	
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 information on this matter.	
Term of service for each EA	Others	9 months	
	T-contract	6 months to 1 year for individual agency workers supplied through T-contract	
Number of agency workers supplied by EA contracts	Others		
	Total:	64 (+4.9%)	
	Range:	1 to 14	
	T-contract	63 (+5%)	
Details of positions of the agency workers supplied by EA contracts	Others	To provide temporary executive support, general support, assistance in project management and record services	
	T-contract	To provide temporary IT support services	
Monthly wages of agency workers supplied		Others	T-contract
• \$30,001 or above		0 (no change)	-
• \$16,001 to \$30,000		0 (no change)	-
• \$8,001 to \$16,000		64 (+12.3%)	-
• \$6,501 to \$8,000		0 (-100%)	-
• \$6,240 to \$6,500		0 (no change)	-
• Below \$6,240		0 (no change)	-
Years of service of agency workers	Others	The TD does not keep information on the years of service of agency workers.	
	T-contract		
	• More than 15 years		
	• 10 to 15 years		
	• 5 to 10 years		
	• 3 to 5 years		
	• 1 to 3 years		
• Less than 1 year			
Percentage of agency workers out of the total number of staff of the Department (%)	Others	4.4% (+0.2%)	
	T-contract	4.3% (+0.2%)	

	Type of Contract	2012-13 ^{Note 1}
Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the Department (%)	Others	1.3% (+0.1%)
	T-contract	5.4% (+1%)
Number of agency workers with paid meal breaks	Others	The TD does not keep information on whether the agency workers have paid meal breaks or not.
	T-contract	
Number of agency workers without paid meal breaks	Others	
	T-contract	
Number of agency workers under five-day work week	Others	64 (+4.9%)
	T-contract	63 (+5%)
Number of agency workers under six-day work week	Others	0 (no change)
	T-contract	0 (no change)

Figures in () denote year-on-year percentage change

Notes

1. The figures refer to position as at 1 February 2013.
2. T-contract refers to term contract centrally administered by the Office of the Government Chief Information Officer.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)174

Question Serial No.

1252

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 2013-14, the Transport Department (TD) will continue to support the implementation of the first phase of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) at the Shenzhen Bay Port. Would the Administration advise how many applications have been received and approved so far? Is there any review conducted for the Scheme? What is the estimated expenditure for the Scheme in the coming year?

Asked by: Hon. WONG Ting-kwong

Reply:

The first phase of the Scheme was rolled out on 30 March 2012. As at 4 March 2013, the TD has received 1 593 applications with 1 442 applications approved. We have been closely monitoring the implementation of the first phase of the Scheme and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, thereby enhancing work efficiency and service quality.

The estimated expenditure for the Scheme in 2013-14 is \$3.26 million, covering system development and maintenance, staff cost, postage and handling charges.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)175

Question Serial No.

1253

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 provision for 2013-14 is \$16.3 million (5.9%) higher than the revised estimates for 2012-13, mainly due to filling of vacancies and creation of 31 posts. What are the duties of these 31 posts?

Asked by: Hon. WONG Ting-kwong

Reply:

There will be a net increase of 31 non-directorate posts in 2013-14 as a result of the creation of 34 posts, to be offset by the deletion of three posts. The duties of the new posts to be created are summarised as follows –

Rank	No. of Post	Duties
Creation		
Motor Vehicle Examiner I	1	To enhance various driving and vehicle licensing services.
Vehicle Tester	1	
Executive Officer II	1	
Assistant Clerical Officer	8	
Senior Executive Officer	1	To upgrade the licensing processing computer system (VALID IV).
Analyst/Programmer I	1	

Rank	No. of Post	Duties
Senior Executive Officer	1	To strengthen the executive support in the provision of licensing services to members of the public, to be offset by the deletion of one post of Executive Officer I.
Executive Officer I	1	To strengthen the executive support to meet the increasing workload arising from direct issue of Hong Kong full driving licence, to be offset by the deletion of one post of Executive Officer II.
Executive Officer I	1	To strengthen the executive support to meet the increasing workload arising from issues relating to the Driving Offence Points System, to be offset by the deletion of one post of Executive Officer II.
Executive Officer II	1	To strengthen prevention, detection and investigation capabilities against First Registration Tax fraud cases.
Clerical Officer	1	
Assistant Clerical Officer	4	
Motor Vehicle Examiner I	1	To phase out pre-Euro IV diesel commercial vehicles.
Motor Vehicle Examiner II	1	
Vehicle Tester	2	
Senior Executive Officer	1	
Executive Officer II	1	
Clerical Officer	1	
Assistant Clerical Officer	5	

Name in block letters:

MRS INGRID YEUNG

Post Title:

Commissioner for Transport

Date:

28.3.2013

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

Reply Serial No.

THB(T)176

Question Serial No.

2208

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:

Excluding the 27 bus-bus interchange (BBI) schemes to be introduced upon the commencement of the new bus franchises, the Transport Department (TD) estimated that nine BBI schemes will be implemented in 2013. It is also expected that the number of bus route rationalisation packages processed by the TD will decrease from 78 in 2012 to 67 in 2013. Please inform this Committee:

- (1) What are the BBI schemes and bus route rationalisation packages to be taken forward in 2013? Please provide the bus routes involved, interchange arrangements, fare discounts and numbers of passengers to be benefited under the two arrangements.
- (2) Since the Chief Executive and the bus companies have stated that efforts will be stepped up in pursuing bus route rationalisation, please explain why there is no significant increase in the number of BBI schemes, and that the number of BBI schemes even decreases.
- (3) What is the progress of bus companies in taking forward the bus route rationalisation under the “area approach” in various districts? What kind of assistance will the TD provide? What are the government expenditure and manpower involved and will the resources required be significantly increased?

Asked by: Hon. WU Chi-wai

Reply:

- (1) A total of nine BBI schemes, which are expected to benefit about 27 000 passengers each day, are proposed for implementation in 2013. A breakdown by region of the BBI schemes is set out below -

	Number of BBI Schemes	Number of Bus Routes Involved	Fare Discounts
Kowloon	4	17	\$3.7 - \$8.5
The New Territories	5	27	\$3.7 - \$14.2

Regarding bus route rationalisation proposals, a total of 67 proposals are planned for implementation in 2013, in addition to proposals to strengthen bus services such as introduction of new routes, frequency improvement and extension of operating hours. A breakdown of the bus route rationalisation proposals is set out below -

Nature	Number of Rationalisation Proposals in 2013
Route cancellation	18
Frequency reduction	21
Replacement of double-deck buses with single-deck buses	3
Route truncation	19
Adjustment of routeing	6
Total:	67

Details of the BBI schemes and bus rationalisation packages, interchange arrangements, fare discounts and numbers of passengers to be benefited are being worked out, taking into account views of the local communities to be canvassed.

- (2) The planning and implementation of BBI schemes is an on-going task of the TD. In formulating BBI schemes, the TD, in conjunction with the franchised bus companies, will take into account passenger demand, bus network coverage and efficiency, as well as operational and financial implications. The BBI schemes would also be proposed in connection with bus route rationalisation proposals. The number of BBI schemes planned or processed in individual years varies as it depends on the submissions by bus companies and the aforementioned considerations. The nine proposed BBI schemes in 2013 are planned to facilitate the bus route rationalisation to be introduced in the year.
- (3) The TD has been making continued effort in implementing bus route rationalisation proposals. As an annual exercise, franchised bus companies submit route development programmes (RDPs) to the TD on service adjustment proposals. They may include proposals on introduction of new routes, frequency improvement, extension of operating hours, frequency reduction, route truncation, and cancellation or amalgamation of routes to meet prevailing needs. Apart from the RDPs, we are also drawing up bus route rationalisation plans using the “area approach” whereby bus services will be reviewed and re-organised on a district basis. The BBI schemes would be introduced as far as possible to facilitate bus route rationalisation.

Under the area approach, a bus route rationalisation plan is devised for a particular region or district, which may entail the introduction of new BBI schemes or improvement to existing ones, with more route choices and attractive fare concessions.

There may also be proposals on introduction of new routes or frequency improvement on routes of high demand by making use of the resources spared from other proposals on frequency reduction, re-routeing, as well as cancellation or amalgamation of overlapping and under-utilised routes. To encourage more passengers to make use of the BBI schemes, the TD will also explore with the bus companies provision of enhanced interchange facilities at major locations.

As a start, the TD and the bus company are now working on a bus route rationalisation plan under the area approach for North District. The TD has started to consult the North District Council in early 2013 for target implementation after mid-2013. The TD and bus companies are also actively exploring applying the area approach to other districts/regions for local consultation and implementation in phases starting from the second half of 2013.

The processing of the bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the TD. The work involved is undertaken by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by existing resources of the TD.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)177

Question Serial No.

2209

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:

At present, how many bus-bus interchange (BBI) schemes are there in Hong Kong? Please provide the list of the BBI schemes by number of people benefitted. What is the average daily number of passengers benefitted from the schemes? How does the Transport Department (TD) encourage more passengers to make use of the schemes?

Asked by: Hon. WU Chi-wai

Reply:

As at end 2012, there were 251 BBI schemes in Hong Kong. The number of the BBI schemes by region and the respective number of average daily passengers making use of the BBI schemes are summarised in the table below :-

Region	Number of BBI schemes	Number of average daily passengers making use of the BBI in 2012
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
Total	251	118 000

To encourage more passengers to make use of the BBI schemes, the TD will continue to encourage the bus companies to improve the existing schemes or introduce new schemes with more attractive fare concessions, and more route choices and destinations. The TD will also explore with the bus companies the provision of enhanced interchange facilities at major locations, such as passenger shelters, large route information panels with light boxes,

new route signage, queue railing with seating facilities, next bus arrival time display and free Wi-Fi.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)178

Question Serial No.

2210

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 is the expenditure incurred by the Transport Department (TD) to devise the public transport re-organisation plan in connection with the West Island Line and the South Island Line (East) respectively, and how long does the task take? What is the Government's estimation on the daily number of passengers that will be facilitated to interchange with the new railway lines? How many bus and green minibus routes will be involved in the re-organisation plan? When will the relevant District Councils (DCs) be consulted at the earliest?

Asked by: Hon. WU Chi-wai

Reply:

Commissioning of new railways will affect the passenger travelling pattern and the utilisation of different transport modes. The TD has commissioned a consultancy study to assess the impact of the West Island Line and South Island Line (East) on other public transport modes and devise a public transport re-organisation plan. The study commenced in June 2011 for completion by mid-2013. The consultancy study was conducted at a fee of \$4.17 million. The staff cost involved was absorbed by existing resources in the TD.

The study entails assessment on 105 franchised bus routes and 50 green minibus routes that operate in the areas along the new railway lines. The study will come up with a public transport re-organisation plan with proposed feeder services to the new railway stations and service adjustment proposals on existing public transport services, so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. When the study is completed and the proposed public transport re-organisation plan is finalised, the TD will consult the relevant DCs in the second half of 2013.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)179

Question Serial No.

2211

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 intelligent transport systems as mentioned in the programme “District Traffic and Transport Services”, will additional journey time indication system (JTIS) and speed map panels (SMPs) be installed in various districts to enhance the dissemination of information? How to improve the timely dissemination of real-time traffic information? What are the details of the projects and the expenditure involved?

Asked by: Hon. WU Chi-wai

Reply:

The JTIS was completed in 2010 with ten sets of journey time indicators installed on Hong Kong Island and in Kowloon, providing motorists with the estimated journey times of vehicles crossing the three harbour tunnels. In January 2013, five sets of SMPs with map-type display were installed on major routes in the New Territories, advising motorists on the congestion levels/estimated journey times along different routes to Kowloon. The project costs of the JTIS and the SMP systems are about \$54.0 million and \$70.9 million respectively. The Transport Department (TD) will monitor the operation of both systems and review the need for expansion as appropriate.

Real-time traffic information comprising traffic speeds on major roads, Closed Circuit Television snapshot traffic images, the JTIS and SMP displays are available on the TD’s website. Since dissemination of traffic information can be more effective through applications on smartphones, the TD has enhanced, in January 2013, the point-to-point driving route searching application (i.e. HKeRouting) on smartphones to facilitate retrieval of the above real time traffic information. Similar enhancement for the multi-modal public transport route search application (i.e. HKeTransport) on smartphones is being carried out for completion by mid-2013. The estimated cost of enhancing the said services is about \$0.95 million.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)180

Question Serial No.

2212

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 details of the four green minibus (GMB) routes planned to be introduced by the Transport Department (TD). What are the criteria adopted for planning and introducing new GMB routes? How can the TD avoid receiving no application in the tender exercise of the GMB routes?

Asked by: Hon. WU Chi-wai

Reply:

The details of the four GMB routes that the TD plans to introduce in 2013 are as follows:

Origin – Destination		Maximum Full Fare
1.	Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)	\$6.6
2.	Fu Shan Public Transport Terminus – Kowloon City (Circular)	\$7.9
3.	Hilltop Garden/King Lai Court – Diamond Hill Station	\$4.6
4.	Hilltop Garden – Wong Tai Sin Station	\$6.6

The TD takes into account the following factors in planning and introducing new GMB services:

- (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) requests and suggestions from the public.

The TD will publish notices in the Government Gazette and newspapers setting out all the details of new GMB routes required to facilitate interested parties to submit applications to

operate these routes. Invitation letters are sent to all existing GMB operators and red minibus associations. A briefing session will be held to brief interested parties on the relevant details. However, whether a potential operator would indeed apply to operate the new GMB route(s) remains a commercial decision. If no application is received, the TD will review and refine the new GMB route proposals, and then arrange for re-invitation of applications as and when appropriate.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)181

Question Serial No.

3207

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 2012, the compliance rates in respect of conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence and conducting road test within 82 days upon application for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licence were 33% and 57% respectively, which do not meet the 95% target. The decrease in compliance rates was due to a decrease in number of applications. Please advise this Committee: What are the savings associated with reduction of road tests conducted? In view of the problem of shortage of commercial vehicle drivers, will the Administration increase the number of road tests for light bus, bus, medium and heavy goods vehicle and articulated vehicle? If yes, what are the details? If not, what are the reasons?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

Following a continuous decline in the number of applications for driving licence for ten years, there has been an upsurge of almost 10% per year in the total number of applications for motorcycle, private car, light goods vehicle, light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licences received since 2010. The statistics in the past five years are set out below -

Year*	Number of Applications		
	Motorcycle, private car and light goods vehicle	Light bus, bus, medium and heavy goods vehicle and articulated vehicle	Total (percentage change over previous year)
2008	84 159	11 612	95 771
2009	82 779	11 556	94 335 (-1.5%)
2010	92 382	10 987	103 369 (+9.6%)
2011	100 860	11 387	112 247 (+8.6%)

Year*	Number of Applications		
	Motorcycle, private car and light goods vehicle	Light bus, bus, medium and heavy goods vehicle and articulated vehicle	Total (percentage change over previous year)
2012	107 304	15 250	122 554 (+9.2%)

*Calendar Year

Despite the recruitment of 13 new Driving Examiners in 2012, the compliance rates have further decreased as the increase in manpower still failed to cope with the continuous upsurge of driving test demand. The compliance rate in respect of conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence was 33%. As for the applications for light bus, bus, medium and heavy goods vehicle and articulated vehicle driving licences, although the compliance rate decreased due to an unexpected upsurge of applications in early 2012, the waiting time for driving test has resumed to within 82 days since July 2012. The whole-year average compliance rate was 57%. The Transport Department (TD) expects that the 95% compliance target in this group could be achieved in 2013 if the number of applications is maintained at the 2012 level.

In view of the increase in applications, the TD has commenced another recruitment exercise of Driving Examiners in September 2012 which is expected to be completed in the third quarter of 2013. With the additional resources, the compliance rate of conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence may improve should the increasing trend cease. The TD will continue to monitor the situation closely and consider further measures to improve the service.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)182

Question Serial No.

3272

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 advise how many green minibus (GMB) routes were cancelled in the past three years (i.e. 2010-11, 2011-12 and 2012-13). The Transport Department (TD) originally planned to introduce eight GMB routes in 2012, but only five GMB routes were finally introduced. Please advise the details of the GMB routes introduced (including serving district, fare and date of introduction), and the reasons for not introducing the other GMB routes. Please also advise the details of the four GMB routes planned by the TD for introduction in 2013, and the factors and data to be taken into account in the consideration of introducing new public light bus (PLB) routes in Tung Chung new town as alternatives for the local residents.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The number of GMB routes which were cancelled in 2010-11, 2011-12 and 2012-13 (up to 28 February 2013) are six, six and seven respectively.

Details of the five GMB routes introduced by the TD in 2012 are as follows:

	Origin – Destination	Full Fare	Date of Introduction
1.	Siu Hang Tsuen – Tuen Mun Town Centre (Circular)	\$5.5	1 January 2012
2.	Sai Kung – Nam Shan San Tsuen	\$4.1	27 February 2012
3.	Sai Kung – Tui Min Hoi (Seaside Villas)	\$3.1	27 February 2012
4.	Wonderland Villas – Cheung Sha Wan (Cheung Fat Street)	\$6.8	24 March 2012
5.	San Po Kong (The Latitude) – Kwun Tong (Circular)	\$6.0	6 April 2012

Three GMB routes were not introduced in 2012 as planned because the selected operator failed to fulfill his undertaking to start operating the services.

The TD plans to introduce four GMB routes in 2013. Details are as follows:

Origin – Destination		Maximum Full Fare
1.	Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)	\$6.6
2.	Fu Shan Public Transport Terminus – Kowloon City (Circular)	\$7.9
3.	Hilltop Garden/King Lai Court – Diamond Hill Station	\$4.6
4.	Hilltop Garden – Wong Tai Sin Station	\$6.6

PLB plays a supplementary role in the public transport system, providing services to areas where operation of high-capacity transport modes is not feasible. Tung Chung new town is well served by railway and franchised bus services at present, and thus there is no plan to introduce PLB services for the area. The TD will continue to monitor the passenger demand in Tung Chung and will consider introducing PLB or other types of public transport services as and when necessary.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)183

Question Serial No.

1122

Head: Capital Works Reserve Fund Subhead (No. & title):
Head 706 - Highways

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration advised that the approved estimate for Hong Kong–Zhuhai–Macao Bridge Hong Kong Link Road (HKLR) amounts to \$25,047.2 million while the estimate for 2013-14 amounts to \$5,029.49 million. What is the schedule of spending the remaining fund? How can the progress of works be sped up?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

We estimate that approximately \$2 billion of the \$25 billion approved funding for the HKLR project will have been spent by the end of 2012-13. The expenditure is estimated to be about \$5 billion in 2013-14. The bulk of the remaining funding (about \$18 billion) is scheduled to be spent in the following three years, i.e. 2014-15, 2015-16, and 2016-17. The works of the HKLR are scheduled for completion in end 2016.

We awarded the works contracts in May 2012 with the schedule of the project and completion dates clearly specified. We will closely monitor the progress of the works according to the terms of the contracts to ensure timely completion of the project.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

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

Reply Serial No.

THB(T)184

Question Serial No.

0612

Head: Capital Works Reserve Fund Subhead (No. & title):
706 - Highways

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Subhead 6101TX involves the Universal Accessibility (UA) Programme. According to the programme, improvement works on barrier-free access facilities will be carried out in the 18 districts. Earlier on, the Government announced a list of more than 230 proposed items. \$187.272 million has been allocated for 2013-14 for the barrier-free access facilities retrofitting works, which include the feasibility studies and designs for about 60 barrier-free access facilities retrofitting projects, plus the construction costs of about 60 barrier-free access facilities. It is estimated that the annual provision will be gradually increased to over \$1,000 million in the coming few years, starting from 2014-15.

- (1) What are the details of feasibility studies and construction works to be carried out in 2013-14, including location, nature of works, schedule and funding?
- (2) What are the anticipated numbers of feasibility studies and construction works of barrier-free access facilities to be completed annually in 2014-15 and onwards?
- (3) What are the anticipated completion dates of the aforesaid 230 proposed items?
- (4) Other than the 230 proposed items, there are still many antiquated pedestrian facilities territory-wide which must be improved in a swift manner. When will the Administration carry out a new round of review to look into the implementation of barrier-free access facilities at other locations?

Asked by: Hon. LEE Wai-king, Starry

Reply:

The new policy on Universal Accessibility (UA) announced by the Administration in August 2012 retrofits barrier-free access (BFA) facilities such as lifts to existing public walkways (i.e. footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) so as to facilitate access of the public. Under the UA Programme, the Administration has consulted the District Councils (DCs) in the first quarter of 2013 on proposals suggested by the public involving about 250 public walkways (referred to as the Expanded Programme) on the priority for implementation, and will proceed to conduct preliminary technical feasibility studies for the selected priority projects. In parallel, we will continue to pursue the Original Programme (consisting of about 170 projects for retrofitting of BFA facilities to meet the recommendations of the Equal Opportunities Commission).

(1) and (2)

The present position of the UA Programme is as follows -

Projects	Current Position
Original Programme	Construction works of ten projects are underway. The construction works of another 24 projects have just commenced. Among these 34 projects, 14 are on Hong Kong Island, ten in Kowloon and ten in New Territories. The remaining some 140 projects are at planning / design stage.
Expanded Programme	The HyD has just completed the consultation with the 18 DCs on the priority for implementation. Each DC has been invited to select three priority projects. The HyD will start preliminary technical feasibility study of the selected priority projects within 2013-14. The detailed design and construction of the projects preliminarily found to be technically feasible will be taken forward as soon as possible.

Funding of \$292.1 million in money-of-the-day prices to cover the costs of construction of ten projects and the design for other projects in the Original Programme was approved under Subhead 6167TB by the Finance Committee (FC) of the Legislative Council in July 2011. With the approval of the FC in January 2013, a new block allocation Subhead 6101TX – Universal Accessibility Programme has been created for taking forward the UA Programme, including the Expanded Programme and the remaining projects of the Original Programme. An allocation of \$187.272 million for 2013-14 was approved by the FC. We will follow the established practice of other block allocation subheads and apply to the FC every year an allocation on a lump-sum basis in accordance with the estimated expenditure for the projects of the UA programme in the coming years.

(3) When the Administration announced the new policy in August 2012, a list of more than 230 proposals was publicised, including some 170 projects in the abovementioned Original Programme. The remaining some 60 projects in the list were preliminary

suggestions raised by the DCs and members of the public in the past. We then invited the public to propose lift locations where they consider necessary for the retrofitting of lifts by 31 October 2012. Based on the suggestions from the public during the nomination period, we have compiled a list of suggestions involving about 250 public walkways in the Expanded Programme. Among these 250 proposals, we would implement the priority projects selected by individual DCs first. We would determine the implementation schedule for the other projects in the coming years in the light of the experience gained, the market situation and the views of the public.

- (4) The Government has been improving other pedestrian facilities to promote barrier-free access. For example, we have been carrying out modification works at existing at-grade pedestrian crossings to bring dropped kerbs to current standard, and to provide dropped kerbs at bus termini and public transport interchanges to enhance the accessibility of the disabled. To enhance the accessibility of visually impaired persons, the Government has been installing tactile warning strips at public walkways, pedestrian crossings, bus termini and transport interchanges. We will continue with such improvement measures.

Name in block letters:	K K LAU
Post Title:	Director of Highways
Date:	5.4.2013

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

Reply Serial No.

THB(T)185

Question Serial No.

3086

Head: Capital Works Reserve Fund Subhead (No. & title):
Head 708 – Capital
Subventions and Major
Systems and Equipment

8116ZN –
Replacement of
Tunnel Ventilation
Supply Fan
System in the Lion
Rock Tunnel

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

The approved project estimate for the “Replacement of tunnel ventilation supply fan system in the Lion Rock Tunnel” is \$30 million. As at 31 March 2012, the actual expenditure was only some \$5.3 million. Of the remaining \$24.7 million of the approved project estimate, the revised estimate for 2012-13 is only some \$19 million while the estimate for 2013-14 is some \$3.1 million.

What is the timetable of using the remaining sum of the approved project estimate? How can the progress of the project be speeded up for early provision of service to the public? Can the allocation of resources involved be listed out in details? If no, what are the reasons?

Asked by: Hon. QUAT, Elizabeth

Reply:

The project “Replacement of tunnel ventilation supply fan system in the Lion Rock Tunnel” has been completed. The detailed breakdown of the latest estimated project cost is as follows:

(a) Project Contract Sum (supply and installation of the system) :	\$24 million
(b) Electrical & Mechanical Services Trading Fund (EMSTF) Charges:	\$3.8 million
(c) Contingency Reserve:	\$2.2 million
Total (a) + (b) + (c):	\$30 million

So far, \$24.61 million has been spent. The remaining \$5.39 million, which includes EMSTF charges and contingency reserve, will be spent by 2014-15 upon the expiry of the defect liability period.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)186

Question Serial No.

3244

Head: Capital Works Reserve Fund Subhead (No. & title):
Head 708 – Capital
Subventions and Major
Systems and Equipment

8123ZN –
Replacement of
Radio
Re-broadcasting
System in the
Tseung Kwan O
Tunnel

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

The approved project estimate for the “Replacement of radio re-broadcasting system in the Tseung Kwan O Tunnel” is some \$6.4 million. As at 31 March 2012, the actual expenditure was only \$1.3 million. Of the remaining some \$5.1 million of the approved project estimate, the revised estimate for 2012-13 is only \$1.9 million while the estimate for 2013-14 is \$0.4 million.

What is the timetable of using the remaining sum of the approved project estimate? How can the progress of the project be speeded up for early provision of service to the public? Can the allocation of resources involved be listed out in details? If no, what are the reasons?

Asked by: Hon. QUAT, Elizabeth

Reply:

The original estimated cost of the project “Replacement of radio re-broadcasting system in the Tseung Kwan O Tunnel” was \$6.45 million, which was calculated based on similar projects implemented previously. Upon conclusion of the tendering exercise, the project was awarded at a lower price of \$3.19 million, including the Electrical & Mechanical Services Trading Fund (EMSTF) charges. The reasons for the lower project cost are the mature development of radio re-broadcasting system which has caused a significant drop in product price; and competitive bids received during the tendering stage.

The project has been completed. The detailed breakdown of the latest estimated project cost is shown as follows:

(a) Project Contract Sum (purchase and installation of the system) :	\$2.75 million
(b) EMSTF Charges	\$0.44 million
(c) Contingency Reserve:	\$0.4 million
Total (a) + (b) + (c):	\$3.59 million

So far, \$3.19 million has been spent. The remaining \$0.4 million of contingency reserve will be spent, if necessary, in 2013-14 upon the expiry of the defect liability period.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)187

Question Serial No.

3603

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

What is the Department's estimated expenditure on the training of air traffic control staff in 2013-14? Is there currently any shortage of such staff? What is the estimated expenditure on the salaries of air traffic control staff in 2013-14?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

Since 2007, the Civil Aviation Department (CAD) has recruited 120 Student Air Traffic Control Officers (SATCOs) for comprehensive specialised training, and so far 65 SATCOs have been awarded Air Traffic Control (ATC) ratings to take up ATC operational duties. It is expected that around 40 more SATCOs who are currently at various stages of training will complete their training by 2016. They will join the ATC operational team in batches to support the expected air traffic growth at the Hong Kong International Airport and the current staffing level is adequate.

In 2013-14, in-house training, to be conducted by CAD's staff as part of their normal duties, will be provided and hence no additional expenses are involved. The estimated expenditure on the salaries of the ATC staff in 2013-14 is \$200 million.

Name in block letters:

NORMAN LO

Post Title:

Director-General of Civil Aviation

Date:

28.3.2013

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

Reply Serial No.

THB(T)188

Question Serial No.

3604

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

Programme: (3) Air Traffic Management

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 (HKIA) in the past five years (up to 2012-13)? What was the average duration of delay? Which regions (i.e. ports of the arrival flights and destinations of the departure flights) were mainly involved? What initiatives are taken by the Administration to minimise flight delays? What improvement to the problem of flight delays is expected after the commissioning of the third runway?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The percentage of passenger flights delayed by more than 15 minutes at the HKIA and the average duration of delay in the past five years are shown in the table below:

Year	Percentage of flights delayed by more than 15 minutes ^{Note 1}		Average delay (minute)	
	Arrivals	Departures	Arrivals	Departures
2008-09	20%	18%	16	14
2009-10	19%	15%	20	13
2010-11	23%	23%	23	18
2011-12	24%	22%	21	18
2012-13 ^{Note 2}	29%	27%	19	19

Notes

1 A flight is delayed when its actual arrival/departure time at the parking stand is later than the time of the slot allocated by the Civil Aviation Department (CAD).

2 Based on traffic statistics up to 23 February 2013.

We do not compile statistics showing breakdown of the delays of arrival and departure flights into regions.

The Civil Aviation Department (CAD) closely monitors the on-time performance (OTP) of airlines and will stipulate the need for improvement for airlines with repeated poor performances. To further enhance the OTP of airlines, the CAD has enhanced operational coordination with other air traffic management authorities, improved the air traffic flow management process, and introduced the Airport Collaborative Decision Making data sharing platform at the HKIA so as to strengthen support to airlines.

Flight delays are attributable to a number of factors, such as bad weather, air route and airspace restrictions or closure, and airlines' operational issues. With the availability of a third runway, the airport's capacity will be increased and the overall flight delay can be expected to reduce.

Name in block letters:	<u>NORMAN LO</u>
Post Title:	<u>Director-General of Civil Aviation</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)189

Question Serial No.

4272

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) How many more civil servants will the Administration recruit in 2013-14? Please give a breakdown by grade and rank. What is the expenditure involved?
- (b) What are the duties of Student Air Traffic Control Officers (SATCOs) of the Civil Aviation Department (CAD) and Aerodrome Control Trainees (ADCTs) of the Airport Authority Hong Kong (AA)? What are the differences between them and do the duties of SATCOs completely cover those of ADCTs?
- (c) In view of the persistent increase in the runway capacity, instead of using unstable resources of contract staff, why does the CAD not recruit ADCTs directly to ensure a steady supply of manpower resources?

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) In 2013-14, the CAD plans to recruit five additional civil servants to fill newly created posts. The annual staff costs of these posts, in terms of notional annual mid-point salary value, are \$1.4 million. The details are as follows:

Grade	Rank	Number	\$ million
Operations Officer	Assistant Operations Officer	1	0.34
Air Traffic Flight Services Officer	Air Traffic Flight Services Officer III	3	0.67
Air Traffic Control Officer	Student Air Traffic Control Officer	1	0.39
		5	1.40

- (b) SATCOs are trained to take up both aerodrome control positions in the Aerodrome Control Tower and radar control positions in the Air Traffic Control Centre (ATCC), while ADCTs are trained to take up duties relating to aerodrome control only.
- (c) As the training process of ADCTs is shorter than that of SATCOs, the recruitment of ADCTs by AA could ensure sufficient and continuous supply of specific air traffic control personnel to cope with the growing air traffic movements at the Hong Kong International Airport. The CAD will continue to review the staffing needs regularly and make adjustment as necessary.

Name in block letters: NORMAN LO
Post Title: Director-General of Civil Aviation
Date: 28.3.2013

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

Reply Serial No.

THB(T)190

Question Serial No.

4273

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

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise the details, schedule and initial expenses regarding “planning the reprovisioning of the Air Traffic Control Centre (ATCC) and implementing the replacement of the air traffic control systems” as highlighted in paragraph 18.

Asked by: Hon. WONG Kwok-hing

Reply:

The project comprises the setup of a new ATCC in the new Civil Aviation Department (CAD) Headquarters building, and the replacement of the existing air traffic control (ATC) systems to meet the growing demand of air traffic. Construction of the ATCC was completed in December 2011 and installation of the new ATC systems is underway. So far, about \$320 million has been spent on the ATC systems replacement project. Subject to satisfactory completion of system integration and testing, and training of operational and technical staff, the new ATCC is expected to commence operation in 2014.

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 28.3.2013

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

Reply Serial No.

THB(T)191

Question Serial No.

4274

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

Programme: (4) Air Traffic Engineering and Standards

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) In paragraph 18, it is stated that “regulating air navigation services and operations including conducting incident investigations”. According to the level of severity, how many incidents were investigated by the Civil Aviation Department (CAD) in 2012-13; and how many of the investigations had been completed?
- (b) In 2013-14, how much resources will the Administration provide for aviation safety so as to ensure the safety of the airport, flights and passengers?

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) The CAD investigates all air traffic control related incidents in which there is a loss of standard separation between aircraft. In 2012-13, investigation had been conducted on 12 incidents. Of these investigations, 11 had been completed and one is being finalised. There was no risk of collision in all of these incidents.
- (b) The CAD has established the Air Traffic Management Standards Office with an establishment of five professional staff to perform safety oversight of air navigation services (ANS) operations and systems in compliance with applicable Standards and Recommended Practices prescribed by the International Civil Aviation Organisation. To ensure the continued provision of ANS in a safe and efficient manner, a sum of about \$0.5 million has been budgeted in 2013-14 for staff training on safety management. In addition, a provision of \$220 million has been made in 2013-14 for the maintenance and enhancement of various ANS systems to support the safe provision of ANS.

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 28.3.2013

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

Reply Serial No.

THB(T)192

Question Serial No.

4595

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

Programme: (3) Air Traffic Management

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the recruitment and training of air traffic control staff, please inform this Committee:

- (1) How many air traffic control staff 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? What will be the expenditure involved in the training of air traffic control staff?
- (2) What are the wastage rates of Student Air Traffic Control Officers (SATCOs) in each of the past five years (2008-09, 2009-10, 2010-11, 2011-12, 2012-13)? (Please list the information by the number of officers recruited and year)
- (3) What are the remuneration package for Air Traffic Control Officers II (ATCO II) recruited overseas and for staff promoted locally in the past two years (2011-12, 2012-13)? What is the proportion of local to expatriate staff at the rank of the ATCO II and higher ranks?

Asked by: Hon. WU Chi-wai

Reply:

- (1) The Civil Aviation Department (CAD) plans to recruit 25 Student Air Traffic Control Officers (SATCOs) in 2013-14. Apart from filling one newly created post in 2013-14, the new recruits are for filling existing and anticipated retirement vacancies in the Air Traffic Control Officer (ATCO) grade. The expenditure involved in terms of notional annual mid-point salary value is \$9.69 million. Specialised in-house training will be provided for the SATCOs which will be conducted by the CAD staff as part of their normal duties with no additional expenses involved.

- (2) In the past five years, the CAD recruited a total of 84 SATCOs to fill vacancies in the ATCO grade. The yearly breakdown, with the number of SATCOs recruited and left service is given in the table below:

Year	2008-09	2009-10	2010-11	2011-12	2012-13
SATCOs recruited	15	31	38	-	-
SATCOs left service	9	6	5	2	5

The CAD has been closely monitoring the training progress and wastage rate of the SATCOs. As the ATCO training capacity has been fully employed for the large number of serving SATCOs, the CAD has temporarily suspended the SATCO recruitment in the past two years. The next SATCO recruitment exercise will be conducted in 2013-14 to fill the consequential vacancies.

- (3) The CAD has not recruited any ATCO II from overseas in the past two years (2011-12, 2012-13). The salary scale for ATCO II is the same regardless of where they were recruited. At present, the CAD has 20 officers on overseas agreement terms and 134 local officers at ATCO II and above ranks. The ratio of overseas to local officers ranked at ATCO II is 1:7.

Name in block letters: NORMAN LO
 Post Title: Director-General of Civil Aviation
 Date: 28.3.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)193

Question Serial No.

4941

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding "Tseung Kwan O – Lam Tin Tunnel" (TKO-LTT):

- (a) What is the estimated expenditure in 2013-14?
- (b) Are the costs of engaging consultants, tendering, detailed design for the works and local consultation included in the estimated expenditure? If yes, what is the breakdown of the estimated expenditure?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

- (a) The estimated expenditure for the detailed design and site investigation works for the TKO-LTT in 2013-14 is \$7.4 million.
- (b) We will employ consultants to implement the project. The total estimated consultancy fee is \$93.8 million, with breakdown as follows:

Consultancy fees for	\$ million
(i) detailed design and supervision of site investigation works	88.6
(ii) preparation of tender documents and assessment of tenders	5.0
(iii) management of resident site staff for site investigation works	0.2
Total	93.8

The fee for local consultation is estimated to be \$1.0 million, which is included in the estimated consultancy fee as part of the work for detailed design.

Name in block letters:

C K HON

Post Title:

Director of Civil Engineering and Development

Date:

8.4.2013

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

Reply Serial No.

THB(T)194

Question Serial No.

4275

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

Programme: (2) Port and Marine Facilities

Controlling Officer: Director of Civil Engineering and Development

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding “continue the design for the additional floors at Central Piers Nos. 4, 5 and 6”, will the Administration provide the following information:

- a. the expenditure and manpower distribution of the above project to date;
- b. the progress of the design work;
- c. the expected dates of commencement and completion of works; and
- d. the expected number of posts created for professionals, technical personnel and supporting staff by the above project.

Asked by: Hon. WONG Kwok-hing

Reply:

The Civil Engineering and Development Department (CEDD) engaged a consultant in July 2010 to carry out design and supervision of the construction of additional floors at Central Piers Nos. 4, 5 and 6. The expenditure incurred up to 2012-13 is about \$6.49 million. The consultant is being managed by CEDD using existing staff resources.

Detailed design for the project is in progress. Application has been made to the Town Planning Board (TPB) for approval under section 16 of the Town Planning Ordinance. Subject to the approval of the TPB, we will seek funding approval from the Finance Committee of the Legislative Council for the project. The construction works will be carried out in phases between 2013-14 to 2018-19.

The number of jobs to be created by the project will be estimated after completion of the detailed design.

Name in block letters: C K HON
Post Title: Director of Civil Engineering and Development
Date: 8.4.2013

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

Reply Serial No.

THB(T)195

Question Serial No.

4276

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the construction works of “Tseung Kwan O – Lam Tin Tunnel” (TKO-LTT), the Administration has estimated the costs of the detailed design and associated site investigation works to be \$196 million, of which the consultancy fee is \$93.8 million, accounting for 50% of the expenditure. In connection with the project, would the Administration provide the following details?

- (a) the breakdown of the expenditure on consultancy fee;
- (b) the criteria of setting consultancy fee;
- (c) the estimated cost of the above project; and
- (d) the number of posts to be created by the above project for professionals/technical personnel/workers.

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) The breakdown of the consultancy fee is as follows:

Consultancy fees for	\$ million
(i) detailed design and supervision of site investigation works	88.6
(ii) preparation of tender documents and assessment of tenders	5.0
(iii) management of resident site staff for site investigation works	0.2
Total	93.8

- (b) To estimate the consultancy fee, we mainly take into consideration the estimated professional staff input required to complete each major task of the consultancy, as well as the estimated salary of the consultants' staff.
- (c) Our funding proposal for the detailed design and site investigation for the TKO-LTT (at an estimated cost of \$196.0 million in money-of-the-day prices) was supported by the Legislative Council (LegCo) Panel on Transport and the Public Works Subcommittee on 22 February 2013 and 13 March 2013 respectively. Funding approval will be sought from the Finance Committee of the LegCo in May 2013. The estimated cost of the construction works of the TKO-LTT will be available when the detailed design and associated site investigation works are completed.
- (d) We estimate that the proposed detailed design and associated site investigation works for the TKO-LTT will create about 73 jobs. As regards the jobs to be created during construction, an estimate will be available when the detailed design and associated site investigation works are completed.

Name in block letters:	<u>C K HON</u>
Post Title:	<u>Director of Civil Engineering and Development</u>
Date:	<u>8.4.2013</u>

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

Reply Serial No.

THB(T)196

Question Serial No.

4567

Head: 33 - Civil Engineering and Development Department Subhead (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:

In 2013-14, the Civil Engineering and Development Department will continue the design for the additional floors at Central Piers Nos. 4, 5 and 6. Will the Administration inform this Committee of the latest progress of the design work and the expected completion date of the works?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

Detailed design for the additional floors at Central Piers Nos. 4, 5 and 6 is in progress. Application has been made to the Town Planning Board (TPB) for approval under Section 16 of the Town Planning Ordinance. Subject to the approval of the TPB, we would seek funding approval from the Finance Committee of the Legislative Council for the project. The construction works are scheduled to be carried out in phases for completion between 2015-16 and 2018-19.

Name in block letters:

C K HON

Post Title:

Director of Civil Engineering and Development

Date:

8.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)197

Question Serial No.

4730

Head: 42 - Electrical and Mechanical Subhead (No. & title):
Services Department

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the railway incidents investigation, why is the estimated figure in 2013-14 the same as the actual figure in 2012-13? Please explain how this estimated figure is worked out? Besides, apart from conducting incident investigations, will a larger scale inspection on railway systems and facilities be carried out to ensure safety of the massive number of passengers? If so, what is the estimated expenditure?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The Railways Branch (RB) of the Electrical and Mechanical Services Department (EMSD) carries out investigation on major railway incidents which have impact on railway safety. The estimated number of incidents to be investigated in 2013 was based on the actual figure of the previous years. Since the actual figures of 2010, 2011 and 2012 are on a decreasing trend of 95, 93 and 90 respectively, the estimated figure for 2013 is set to be the same as that for 2012.

In addition to railway incident investigation, the RB of the EMSD also conducts regular inspections and audits to monitor railway safety critical systems and facilities, and participates in drills and exercises to ensure safe operation of railway systems. These inspections, audits and drills are carried out by the existing staff of the RB as part of their normal duties and no additional expenses are incurred.

Name in block letters:

CHAN FAN

Post Title:

Director of Electrical and
Mechanical Services

Date:

5.4.2013

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

Reply Serial No.

THB(T)198

Question Serial No.

4277

Head: 42 - Electrical and Mechanical Subhead (No. & title):
Services 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 “incidents investigated (railway)” in 2012, could the Administration advise this committee on:

- (a) The number of passengers affected by the railway incidents in 2012;
- (b) The average time required by the Administration to carry out investigation of railway incidents; and
- (c) Any punitive action taken by the Administration against the MTR Corporation Limited (MTRCL) due to the railway incidents? If so, what are the details? If not, what are the reasons? How does the Administration ensure that the MTRCL reduces the recurrence of mistakes?

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) The Electrical and Mechanical Services Department (EMSD) is responsible for the safety aspects of the railway system. The MTRCL does not have statistical data on the number of passengers affected by railway incidents.
- (b) The time required to complete an investigation into railway incident by the EMSD depends on the nature and complexity of the incident in question. In general, an investigation into minor incidents usually takes a few days to complete, whilst it may take a few months to complete the entire investigation process for some complicated incidents.

- (c) The EMSD did not detect any non-compliance of railway safety during the investigation of railway incidents in 2012. Therefore, no punitive action was taken in 2012. Where warranted, the EMSD will carry out incident investigation to find out the cause of incidents, identify improvement measures required, and monitor implementation of remedial actions and improvement measures undertaken by the MTRCL to avoid recurrence of similar incidents.

Name in block letters:	CHAN FAN
Post Title:	Director of Electrical and Mechanical Services
Date:	5.4.2013

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

Reply Serial No.

THB(T)199

Question Serial No.

4278

Head: 42 - Electrical and Mechanical Services Department
Subhead (No. & title):

Programme: (2) Mechanical Installations Safety

Controlling Officer: Director of Electrical and Mechanical Services

Director of Bureau: Secretary for Transport and Housing

Question:

Would the Administration advise this committee on the followings with regard to railway safety:

- (a) with progressive increase in the number of railway lines, the expenditure for regulating railway safety in 2012-13;
- (b) areas that the relevant expenditure cover;
- (c) the number of civil servants (by grade and post) in the Railways Branch (RB); and if the establishment of civil servants will be increased in the year of 2013-14; and
- (d) the number of non-civil service contract (NCSC) staff (by rank and post) and the related expenditure in the RB?

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) The expenditure for regulating railway safety of the existing railway lines in the RB of the Electrical and Mechanical Services Department (EMSD) in 2012-13 is \$9.842 million.
- (b) The expenditure covers the staff cost in the RB pertaining to safety regulation of the existing railway lines.
- (c) In the RB, there are ten professional and one technical grade staff, namely one Government Electrical and Mechanical Engineer, four Senior Engineers, five

Engineers/Assistant Engineers and one Mechanical Inspector. They are responsible for performing railway safety regulatory functions of the existing railway lines.

The EMSD will create two additional professional grade staff posts in 2013-14 to monitor and assess the Guangzhou-Shenzhen-Hong Kong Express Rail Link project. The corresponding annual staff cost for these posts is \$1.745 million in terms of notional annual mid-point salary value.

- (d) There is no NCSC staff in the RB regulating railway safety.

Name in block letters:	CHAN FAN
Post Title:	Director of Electrical and Mechanical Services
Date:	5.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)200

Question Serial No.

4215

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

What is the number of shotcreted slopes on which the Highways Department (HyD) planned to carry out greening works in 2013-14? Please provide the locations, means of greening and estimated expenditure.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The HyD has completed greening works for a substantial number of shotcreted slopes all over Hong Kong in the past years. We are currently identifying other suitable sites in Hong Kong for such greening in 2013-14, and have reserved a sum of \$0.4 million for the works. We will mainly use climbers as the means of greening in shotcreted slopes.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

9.4.2013

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

Reply Serial No.

THB(T)201

Question Serial No.

4543

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 works at the Eastern, Wan Chai as well as Central and Western districts under the project of Central-Wan Chai Bypass, what are the respective quarterly numbers of casualties in accidents under the project, and complaints received on noise pollution, light pollution, traffic congestion, air pollution and other matters respectively by district since the commencement of the project?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The quarterly statistics by district on industrial accidents at construction sites and the complaints related to the Central-Wan Chai Bypass and Island Eastern Corridor Link project are as follows:

Eastern

Quarter (Q)	Number of Accidents		Number of Complaints				
	fatal	injuries involved	noise pollution	light pollution	traffic congestion	air pollution	others
2009 Q4	0	0	0	0	0	0	0
2010 Q1	0	0	1	0	0	0	0
2010 Q2	0	0	1	0	0	0	0
2010 Q3	0	0	1	0	1	1	1
2010 Q4	0	0	2	1	0	0	1
2011 Q1	0	0	1	0	0	0	2
2011 Q2	0	1	1	0	0	1	1
2011 Q3	0	4	7	1	0	0	1
2011 Q4	0	0	1	0	2	0	2

Quarter (Q)	Number of Accidents		Number of Complaints				
	fatal	injuries involved	noise pollution	light pollution	traffic congestion	air pollution	others
2012 Q1	0	2	1	0	2	0	3
2012 Q2	0	1	2	0	0	0	1
2012 Q3	0	1	0	0	1	0	2
2012 Q4	0	3	0	0	2	0	3
2013 Q1*	0	0	0	0	0	0	0
Total	0	12	18	2	8	2	17

*up to 15 March 2013

Wan Chai

Quarter (Q)	Number of Accidents		Number of Complaints				
	fatal	injuries involved	noise pollution	light pollution	traffic congestion	air pollution	others
2009 Q4	0	0	0	0	0	0	0
2010 Q1	0	0	0	0	0	0	0
2010 Q2	0	0	0	0	0	0	0
2010 Q3	0	0	0	0	0	0	0
2010 Q4	0	0	0	0	0	0	0
2011 Q1	0	0	0	0	0	0	0
2011 Q2	0	0	0	0	0	0	0
2011 Q3	0	1	0	0	0	0	0
2011 Q4	0	0	0	0	0	0	0
2012 Q1	0	0	0	0	0	0	0
2012 Q2	0	0	0	0	0	0	0
2012 Q3	0	0	0	0	0	0	0
2012 Q4	0	0	0	0	0	0	0
2013 Q1*	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0

* up to 15 March 2013

Central and Western

Quarter (Q)	Number of Accidents		Number of Complaints				
	fatal	injuries involved	noise pollution	light pollution	traffic congestion	air pollution	others
2009 Q4	0	0	0	0	0	0	0
2010 Q1	0	0	0	0	0	0	0
2010 Q2	0	0	0	0	0	0	0
2010 Q3	0	0	0	0	0	0	0
2010 Q4	0	0	0	0	0	0	2
2011 Q1	0	0	0	0	0	0	0
2011 Q2	0	0	0	0	1	0	1

Quarter (Q)	Number of Accidents		Number of Complaints				
	fatal	injuries involved	noise pollution	light pollution	traffic congestion	air pollution	others
2011 Q3	0	0	1	0	2	0	1
2011 Q4	0	0	0	1	0	0	1
2012 Q1	0	1	0	0	2	0	1
2012 Q2	0	2	0	0	0	0	2
2012 Q3	0	1	0	0	0	0	0
2012 Q4	0	2	0	0	0	0	0
2013 Q1*	0	2	0	0	0	0	0
Total	0	8	1	1	5	0	8

*up to 15 March 2013

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)202

Question Serial No.

4332

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:

What are the works progress, expenditure and manpower involved and the date of completion of the reclamation works for the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB)? What are the works progress, expenditure and manpower involved, and the anticipated date of completion for the whole HZMB project?

Asked by: Hon. KWOK Ka-ki

Reply:

The details of the various projects of the HZMB are as follows:

Project	Estimated Project Cost (\$ million)	Works progress	Manpower of Consultant and Contractor engaged by the Highways Department (HyD)	
			Professional	Technical
HZMB Main Bridge (within Mainland waters)	9,280 (cost shared by the Hong Kong Special Administrative Region)	Works commenced in 2009. Under construction.	Not applicable ¹	Not applicable ¹
HKBCF reclamation and superstructures	30,434	Reclamation commenced in late 2011. Design of superstructures underway.	230	1 180
Hong Kong Link Road	25,047	Works commenced in May 2012.	140	720

Note 1: The works are overseen by the HZMB Authority in the Mainland.

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

Reply Serial No.

THB(T)203

Question Serial No.

4333

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:

What are the works progress, expenditure and manpower involved, and the date of completion of the advance works for Tuen Mun-Chek Lap Kok Link (TM-CLKL) southern landfall reclamation? What are the works progress, expenditure and manpower involved, and the anticipated date of completion for the whole TM-CLKL project?

Asked by: Hon. KWOK Ka-ki

Reply:

With the approval of funding of \$1,909.6 million by the Legislative Council (LegCo), the advance works (reclamation works for the southern landfall) of the TM-CLKL commenced in November 2011 in conjunction with the reclamation works for the Hong Kong Boundary Crossing Facilities. The advance works are anticipated to be completed within 2016. A team of 90 professional/technical staff and 290 workers are deployed by the consultant and contractor engaged by the Highways Department (HyD) for the advance works. The HyD has been deploying internal staff to monitor the works.

Regarding the remaining works of the TM-CLKL, we are finalising the details and will report the same to the LegCo when we apply for funding in the second quarter of 2013.

Our target is to substantially complete the southern connection of the TM-CLKL by end 2016, and the northern connection by 2018.

Name in block letters:	K K LAU
Post Title:	Director of Highways
Date:	5.4.2013

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

Reply Serial No.

THB(T)204

Question Serial No.

4334

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:

What are the works progress, expenditure and manpower involved, and the dates of completion of the investigation and preliminary design (I&PD) for the Tuen Mun Western Bypass (TMWB)? In 2013-14, will the Highways Department (HyD) conduct joint public consultation with other departments for the construction of TMWB? What are the respective expenditure and manpower involved, and the anticipated dates of completion?

Asked by: Hon. KWOK Ka-ki

Reply:

The HyD is continuing with the preliminary design and the relevant impact assessment of the proposed TMWB. During this process, we will review the technical issues arising from the project, taking into account comments raised by the public (in particular, their concern over the impact of the northern viaduct section and the exit of the southern tunnel section at Tsing Tin Interchange on residents and facilities nearby), and update the related forecast traffic demand. We will continue to consult the stakeholders with a view to completing the abovementioned tasks as soon as possible. The I&PD work for the proposed TMWB in 2013-14 is estimated to be about \$5 million. The HyD has been deploying internal staff to oversee the I&PD work.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

9.4.2013

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

Reply Serial No.

THB(T)205

Question Serial No.

4335

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:

What are the works progress, expenditure and manpower involved, and date of completion for the improvement to Pok Oi Interchange?

Asked by: Hon. KWOK Ka-ki

Reply:

Construction works for the Improvement to Pok Oi Interchange project commenced in November 2012 and are scheduled for completion in August 2015. Site clearance, supplementary ground investigation, and construction works are in progress. The estimated cost of the project is \$264.8 million. A team of five professional staff, 13 technical staff and 109 workers from both the consultant and the contractors are engaged for the works. The Highways Department deploys internal staff to monitor the performance of the consultant and the contractors.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)206

Question Serial No.

4336

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:

What are the works progress, expenditure and manpower involved, and date of completion for the construction of the footbridge A along Tai Ho Road in Tsuen Wan?

Asked by: Hon. KWOK Ka-ki

Reply:

The southern part of the footbridge near Sha Tsui Road Playground to Hau Tei Square was opened for public use on 2 February 2013. The northern part of the footbridge connecting MTR Tsuen Wan Station, Nan Fung Centre and an existing footbridge near Fou Wah Centre was opened for public use on 1 March 2013. The remaining part of the footbridge between Hau Tei Square and Nam Fung Centre is expected to be completed and opened for public use in the second quarter of 2013.

The project is estimated to cost \$169 million. The supervision and management of the project involve nine staff of the consultant (three professional and six technical) and 59 staff of the contractor (five professional, nine technical and 45 workers) engaged by the Highways Department (HyD) in 2012-13. The HyD deploys internal staff to monitor the consultant and the contractor.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)207

Question Serial No.

4337

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:

How effective are the bus-bus interchanges (BBIs) on Tuen Mun Road since their commissioning? What are the expenditure and number of staff involved in the BBIs on Tuen Mun Road?

Asked by: Hon. KWOK Ka-ki

Reply:

The Kowloon-bound BBI on Tuen Mun Road was opened to the public on 26 December 2012. It enables passengers in Tuen Mun to make use of the short-haul routes in their respective regions to reach the BBI and then interchange for long-haul routes to other destinations such as Tsim Sha Tsui, Kowloon East and Sha Tin. As a result, the bus service network of Tuen Mun has been extended and the overall efficiency of the bus network of the district has been improved. Passengers generally welcome the extended bus network as a result of the BBI.

The Kowloon-bound BBI is currently made use of by seven short-haul routes and five long-haul routes. The number of passengers using the Kowloon-bound BBI has been increasing since its commissioning. At present, about 2 500 to 3 000 passengers make use of the BBI daily. The Transport Department and the bus companies plan to divert more bus routes to use the BBIs, in particular upon the commissioning of the Tuen Mun bound BBI which is scheduled for mid-2013.

The estimated expenditure for the BBI project is \$205 million (in money-of-the-day prices). The design and supervision of works are carried out by consultants who are managed mainly by two professional staff of the Highways Department as part of their overall duties.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)208

Question Serial No.

4338

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:

In 2013-14, the Highways Department (HyD) will pursue the detailed design for the road improvement works in the West Kowloon Reclamation Development Phase 1 and retrofitting of noise barriers on the Tuen Mun Road Town Centre Section. What are the related details? Will the HyD conduct joint public consultation with other departments for the aforesaid projects? What are the respective expenditure and staff involved, and the anticipated completion dates of the projects?

Asked by: Hon. KWOK Ka-ki

Reply:

Details of the two projects, with detailed design in progress, are set out below :

Project title	Details
Proposed road improvement works in West Kowloon Reclamation Development – Phase 1	The project aims to improve the existing road infrastructure in the West Kowloon Reclamation Development area through various road improvement schemes. Public consultation was jointly conducted with the Transport Department (TD) in May 2012.
Retrofitting of noise barriers on Tuen Mun Road Town Centre Section	The project aims to retrofit about 650-metre long noise barriers on Tuen Mun Road between Kam Hing Building and Lakeshore Building. Public consultation will be jointly conducted with other departments, including the Environmental Protection Department and the TD in due course.

For the proposed road improvement works in West Kowloon, the expenditure for consultancy fee and site investigation works is about \$2 million in 2013-14.

For the retrofitting of noise barriers on the Tuen Mun Road Town Centre Section, the expenditure for the consultant's design fee and site investigation works is about \$1.3 million in 2013-14.

We will map out the implementation programme for both projects during the detailed design stage.

Name in block letters:	<u>K K LAU</u>
Post Title:	<u>Director of Highways</u>
Date:	<u>5.4.2013</u>

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

Reply Serial No.

THB(T)209

Question Serial No.

4339

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:

In the year 2013-14, the Highways Department (HyD) will continue with the detailed design for the Central Kowloon Route (CKR) and Hiram's Highway Improvement Stage 1. What are the related details? Will the HyD conduct joint public consultation with other departments for the aforesaid projects? What are the respective expenditure and manpower involved, and the anticipated completion dates of the projects?

Asked by: Hon. KWOK Ka-ki

Reply:

CKR

The proposed CKR would be a dual three-lane strategic east-west link across the Kowloon Peninsula. We conducted the second stage of public engagement exercise from December 2012 to March 2013 to collect public views on the detailed design and construction arrangements of the CKR project. The HyD is enhancing the detailed design of the project, taking into account the feedback from the public. In 2013-14, we will continue to maintain liaison with the public through the publication of newsletters and the establishment of a Community Liaison Centre. The estimated expenditure for such work in 2013-14 is about \$3 million. The HyD has been deploying internal staff to undertake such work.

Stage 1 Improvement to Hiram's Highway

The HyD engaged a consultant in June 2012 to undertake the detailed design for the project Stage 1 Improvement for the Hiram's Highway. The ground investigation works and detailed design are in progress, and will be completed in mid-2013 and early 2014 respectively. The HyD, the Transport Department and the Lands Department have been consulting the Sai Kung District Council and the locals throughout the design stage. For

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)210

Question Serial No.

4340

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:

In 2013-14, the Highways Department (HyD) will pursue the investigation and preliminary design for the Hiram's Highway Improvement Stage 2, widening of two sections of Lin Ma Hang Road and widening of Castle Peak Road - Castle Peak Bay. What are the related details? Will the HyD conduct joint public consultation with other departments for the aforesaid projects? What are the respective expenditure and staff involved, and the anticipated dates of completion?

Asked by: Hon. KWOK Ka-ki

Reply:

We are pursuing investigation and preliminary design for the three projects with details as follows:

Project title	Project scope
Hiram's Highway Improvement Stage 2 (Consultancy)	To improve the section of Hiram's Highway from Marina Cove to the junction of Wai Man Road north of Sai Kung Town for a total length of 4.5 kilometres (km).
Widening of two sections of Lin Ma Hang Road (Consultancy)	To improve about 3.9 km of Lin Ma Hang Road for the sections between Ping Yuen River and Ping Che Road and between Tsung Yuen Ha and Lin Ma Hang.
Widening of Castle Peak Road - Castle Peak Bay (Consultancy)	To improve about 1.9 km of Castle Peak Road (Castle Peak Bay) between Hoi Wing Road and Hong Kong Gold Coast.

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

Reply Serial No.

THB(T)211

Question Serial No.

4504

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 Hong Kong-Zhuhai-Macao Bridge (HZMB) under construction, will the Administration provide the following information:

- (a) the works progress, construction expenditure in the year 2013-14, and the anticipated percentage increase in the prices of construction materials for the Hong Kong Boundary Crossing Facilities (HKBCF);
- (b) the number of manpower from the construction industry, and the distribution and number of vacancies for the works of the HZMB in 2012-13;
- (c) the anticipated manpower required from the construction industry and the anticipated number of vacancies in the coming three financial years (2013-14, 2014-15, 2015-16); and
- (d) the details of the recruitment channel for vacancies and plans of absorbing talents for the coming three financial years (2013-14, 2014-15, 2015-16).

Asked by: Hon. MAK Mei-kuen, Alice

Reply:

- (a) The reclamation works of the HZMB HKBCF commenced in November 2011. The superstructures works are under design with construction scheduled for commencement by phases from 2014. The estimated expenditure in 2013-14 for the HZMB HKBCF – Reclamation and Superstructures project (PWP No. 6845TH) is \$2,104.2 million. The price fluctuation for construction materials for 2013-14 will be derived from the relevant cost indices to be published by the Census and Statistics Department, and has been provided for in the estimated expenditure.

- (b) The local manpower employed in the construction of the HZMB projects in 2012-13 are as follows:

Project	Professional / technical staff	Workers
HKBCF	290	390
Hong Kong Link Road (HKLR)	320	340

- (c) The local manpower required in the coming three years (2013-14, 2014-15 and 2015-16) are estimated as follows:

Year	Project	Professional / technical staff	Workers
2013-14	HKBCF	620	2 340
	HKLR	740	2 980
2014-15	HKBCF	1 300	7 660
	HKLR	790	3 720
2015-16	HKBCF	1 300	7 660
	HKLR	790	3 720

- (d) The professional / technical staff and workers for the HZMB projects are directly employed by the Highways Department's consultants and contractors. They are mainly employed through open recruitment, the Labour Department's employment service, job fairs and recruitment exercises in academic and technical institutions.

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 9.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)212

Question Serial No.

5079

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 'expenditure in the year on capital projects under design and construction', will the Administration inform this Committee of the following:

- (a) the type of projects by the consultants and the expenditure for the past year and the coming year (i.e. 2012-13 and 2013-14); and
- (b) the reasons for the substantial increase in the related expenditure.

Asked by: Hon. TANG Ka-piu

Reply:

- (a) The capital projects under design and construction by consultants are mainly new road construction works, and major road reconstruction or improvement works. The expenditure for these projects in 2012-13 is about \$11,700 million, and the estimated expenditure in 2013-14 is around \$17,200 million.
- (b) The increase in planned expenditure in 2013-14 over the actual expenditure in 2012-13 is to meet the programme of on-going construction projects, mainly the Hong Kong-Zhuhai-Macao Bridge (HZMB) – Hong Kong Link Road and the HZMB Hong Kong Boundary Crossing Facilities – reclamation and superstructures projects, which commenced in the second quarter of 2012 and the fourth quarter of 2011 respectively.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)213

Question Serial No.

5080

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 projects in progress / to be commenced by the Highways Department in 2013-14, will the Administration provide the following information:

Name of project	Date of commencement	Anticipated date of completion	Project expenditure	Number of professional posts created	Number of technical posts created	Number of other posts created
Reconstruction and improvement of Tuen Mun Road						
Traffic improvements to Tuen Mun Road Town Centre Section						
Widening of Tolo Highway between Island House Interchange and Tai Hang						
Central - Wan Chai Bypass and Island Eastern Corridor Link						
Hong Kong - Zhuhai - Macao Bridge (HZMB) Main Bridge in the Mainland waters, the Hong Kong Link Road (HKLR) and the reclamation works for the Hong Kong Boundary Crossing Facilities						

(HKBCF)						
Advance reclamation works for the southern landfall for the Tuen Mun - Chek Lap Kok Link (TM-CLKL)						
Provision of barrier-free access facilities at public footbridges, elevated walkways and subways - Phase 1						
Improvement to Pok Oi Interchange						
Superstructures of the HKBCF						
Northern tunnel section and southern viaduct section of the TM-CLKL						
Widening of Tolo Highway / Fanling Highway between Island House Interchange and Fanling - Stage 2						
Road improvement works in West Kowloon Reclamation Development, Phase 1						
Retrofitting of noise barriers on Tuen Mun Road Town Centre Section						
Central Kowloon Route						
Hiram's Highway Improvement Stage 1						
Hiram's Highway Improvement Stage 2						
Widening of two sections of Lin Ma Hang Road						
Widening of Castle Peak Road - Castle Peak Bay						

Asked by: Hon. TANG Ka-piu

Reply:

	Name of project	Date of commencement	Anticipated date of completion	Project expenditure (\$ million)	Number of professional posts created	Number of technical posts created	Number of other posts created
1	Reconstruction and improvement of Tuen Mun Road	October 2008	End 2014	6,804.3	62	318	1 660
2	Traffic improvements to Tuen Mun Road Town Centre Section	December 2009	Early 2014	1,967.9	40	120	690
3	Widening of Tolo Highway between Island House Interchange and Tai Hang	August 2009	Early 2014	4,486.9	71	369	1 840
4	Central - Wan Chai Bypass and Island Eastern Corridor Link	December 2009	2017	28,104.6	352	823	5 225
5	HZMB - Main Bridge	December 2009	End 2016	9,280 ¹	NA ²	NA ²	NA ²
6	- HKLR	May 2012	End 2016	25,047.2	140	720	3 720
7	- HKBCF – reclamation and superstructures	November 2011	End 2016	30,433.9	230	1 180	7 880
8	TM-CLKL – detailed design, site investigation and advance works	November 2011	Early 2016	1,909.6	20	70	290
9	Provision of barrier-free access facilities at public footbridges, elevated walkways and subways - Phase 1	December 2011	End 2014	292.1	13	29	82
10	Improvement to Pok Oi Interchange	November 2012	End 2015	264.8	5	13	109
11	Superstructures of the HKBCF	Same as (7)					
12	TM-CLKL – construction works	Mid 2013 (tentative)	End 2018	under planning			

13	Widening of Tolo Highway / Fanling Highway between Island House Interchange and Fanling - Stage 2	Mid 2013 (tentative)	2019	under planning
14	Retrofitting of noise barriers on Tuen Mun Road Town Centre Section	Mid 2014 (tentative)	Mid 2017	under planning
15	Road improvement works in West Kowloon Reclamation Development, Phase 1	under planning		
16	Central Kowloon Route	2015 (tentative)	around 2020	under planning
17	Hiram's Highway Improvement Stage 1	under planning		
18	Hiram's Highway Improvement Stage 2	under planning		
19	Widening of two sections of Lin Ma Hang Road	under planning		
20	Widening of Castle Peak Road - Castle Peak Bay	under planning		

Note 1: The costs of the Main Bridge are shared amongst the Hong Kong (HK) Special Administrative Region (SAR), the Guangdong Province and the Macao SAR. The Estimated Project Cost given here covers the share of the costs of the Main Bridge by the HKSAR.

Note 2: The Main Bridge is constructed by the HZMB Authority in the Mainland waters.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

9.4.2013

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

Reply Serial No.

THB(T)214

Question Serial No.

5082

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the 'receiving and assessing of proposals on the Northern Link (NOL)', will the Administration inform this Committee of:

- (a) how to determine the percentage of work completed; and
- (b) the reasons for the increase of only 4% in the percentage completed from 2011 (actual) to 2013 (plan)? What are the items included?

Asked by: Hon. TANG Ka-piu

Reply:

- (a) & (b) The task of receiving and assessing proposals on the NOL from 2011 onwards mainly covers the ongoing review of the NOL under the study for the Review and Update of the Railway Development Strategy 2000 (RDS-2U) which commenced in March 2011. We carried out the Stage 1 public engagement exercise from April to July 2012 to consult the public on the proposals of three major regional railway corridors including the NOL. The extent of in-house resources deployed in the Highways Department in assessing the NOL has been used to determine the percentage of work completed for this task. We will review the case for a better reference point for meeting the target for future years.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)215

Question Serial No.

5083

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the 'capital projects under design and construction entrusted to the railway corporation or other agencies', will the Administration provide the following information:

- (a) Provide information on the name and content of projects, and the amount paid by the Government to the railway corporation and other agencies by using the following table; and

Name of project	Content of project	Amount paid to the agencies	Percentage of amount paid against project expenditure
(1)			
(2)			
(3)			
(4)			
(5)			
(6)			
(7)			

- (b) What are the criteria and vetting procedures adopted by the Government in entrusting projects to different agencies?

Asked by: Hon. TANG Ka-piu

Reply:

- (a) When entrusting a project to a party, the Government will, following established arrangement, pay for the actual design and construction cost which is ascertained through proper tendering procedures. To implement the project, the project trustee will provide services on project management and supervise the construction. The Government will pay the project trustee for their expenses in providing the said services as project management cost (PMC). The estimated PMCs in respect of the projects are tabulated below:

Name and details of project	Estimated PMC	
	Amount (\$ million)	Approximate percentage of project cost
Shatin to Central Link (SCL) – construction of railway works – protection works	Note	-
SCL – construction of railway works – protection works in Wan Chai Development Phase II	Note	-
SCL – design and site investigation	322	10.5%
SCL – construction of railway works – advance works	711	
SCL – construction of non-railway works – advance works	168	
SCL – construction of railway works – remaining works	4,755	
SCL – construction of non-railway works – remaining works	445	
Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) – design and site investigation	330	
XRL – construction of railway works	3,261	
XRL – construction of non-railway works	699	
West Island Line – essential public infrastructure works	12	16.5%
South Island Line (East) – essential public infrastructure works	108	16.5%
Kwun Tong Line Extension – essential public infrastructure works	94	16.5%
West Rail (Phase 1) – essential public infrastructure works for Tuen Mun	220	16.5%
West Rail (Phase 1) – essential public infrastructure works for Sham Shui Po		
West Rail (Phase 1) – essential public infrastructure works for Yuen Long		

Name and details of project	Estimated PMC	
	Amount (\$ million)	Approximate percentage of project cost
East Rail Extension – essential public infrastructure works for the Sheung Shui to Lok Ma Chau Spur Line	66	16.5%
Public Transport Interchange at the Lok Ma Chau Rail Terminus of the Sheung Shui to Lok Ma Chau Spur Line		
Huanggang-Lok Ma Chau Passenger Bridge Ground Investigation		

Note:

Not applicable as the works have been entrusted to other government departments.

- (b) For railway projects implemented under the concession approach (for example, the XRL and the SCL), the Government funds the projects and the MTR Corporation Limited (MTRCL) will be granted a service concession to operate the completed railways. Being the future operator, the MTRCL is best placed to undertake the design and construction works, and is so entrusted.

For other works associated with the railway works, which include the essential public infrastructure works, they are entrusted to the railway corporations or other interfacing parties, which possess the expertise and experience to undertake such works, in order to ensure better interfacing arrangements, timely completion of the works and minimal disturbance to the public.

The entrustment arrangements have gone through the established vetting process within the Government.

Name in block letters: K K LAU

Post Title: Director of Highways

Date: 5.4.2013

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

Reply Serial No.

THB(T)216

Question Serial No.

4280

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 (I&PD) for the Tuen Mun Western Bypass (TMWB)', will the Administration provide the following information:

- (a) expenditure and manpower distribution from the beginning of the aforesaid programme until now;
- (b) progress of the design work;
- (c) anticipated dates of commencement and completion; and
- (d) anticipated numbers of professional, technical and supporting posts to be created for the aforesaid programme.

Asked by: Hon. WONG Kwok-hing

Reply:

The cost of the I&PD work for the proposed TMWB project until now is about \$25 million. It is estimated that the consultant will require eight professional and 11 technical staff for conducting the work. The Highways Department has been deploying internal staff to oversee the I&PD work.

We are continuing with the preliminary design and the relevant impact assessment of the proposed TMWB. During this process, we will review the technical issues arising from the project, taking into account comments raised by the public (in particular, their concern over the impact of the northern viaduct section and the exit of the southern tunnel section at Tsing Tin Interchange on residents and facilities nearby), and update the related forecast traffic demand. We will continue to consult the stakeholders with a view to completing the abovementioned tasks as soon as possible, and making an assessment of the details involved

(including the construction timetable and the number of posts to be created) upon completion of the detailed design of the project.

Name in block letters:	<u> K K LAU </u>
Post Title:	<u> Director of Highways </u>
Date:	<u> 8.4.2013 </u>

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

Reply Serial No.

THB(T)217

Question Serial No.

4281

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 'detailed design for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) ', will the Administration inform this Committee of the following:

- (a) current progress of the design work as compared to 2011;
- (b) anticipated dates of the commencement and completion of construction;
- (c) anticipated annual traffic flow; and
- (d) will provision be made for the construction of bus-bus interchange? If so, what are the details? If not, what are the reasons?

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) The detailed design of the TM-CLKL commenced in November 2011, and will be substantially completed within this year.
- (b) Subject to funding approval by the Finance Committee of the Legislative Council in the second quarter of 2013, we aim to commission the Southern Connection of the TM-CLKL in 2016 to dovetail with the commissioning of the Hong Kong-Zhuhai-Macao Bridge. Regarding the Northern Connection, it is expected to be completed by 2018.
- (c) The anticipated annual traffic flow for the TM-CLKL in the year 2021 is about 13 million vehicles.
- (d) Space will be reserved for construction of bus stops at TM-CLKL Toll Plaza. If the need arises, bus-bus interchanges can be put in place.

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

Reply Serial No.

THB(T)218

Question Serial No.

4282

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 'investigation for Hiram's Highway Improvement Stage 2', will the Administration inform this Committee on:

- (a) expenditure and manpower distribution from the beginning of the aforesaid programme until now;
- (b) progress of the design work;
- (c) anticipated dates of works commencement and completion; and
- (d) anticipated number of professional, technical and supporting posts to be created by the aforesaid programme.

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) The investigation and preliminary design for Hiram's Highway Improvement Stage 2 commenced in December 2011. The Highways Department deploys internal staff to oversee the consultancy. An amount of \$1.7 million has so far been spent on consultancy fees and site investigation.
- (b) Various improvement options are being studied, and a public engagement exercise will be conducted within 2013 to solicit views from local residents and stakeholders on the improvement options.
- (c) and (d) The implementation programme and the manpower requirement for the project will be worked out in the detailed design stage.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)219

Question Serial No.

4307

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the 'construction safety of the railways under construction', will the Administration provide the following information:

- (a) What are the measures adopted by the Administration to ensure safety of construction staff? What is the amount of expenditure involved; and
- (b) Please provide the following figures regarding the railway lines under construction.

Name of railway line under construction	Number of industrial accidents since commencement of the works	Type of accident	Number of deaths	Number of injuries	Amount of compensation paid to the victims
Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL)					
West Island Line (WIL)					
South Island Line (East) [SIL(E)]					
Kwun Tong Line Extension (KTE)					
Shatin to Central Link (SCL)					
Total					

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) The Highways Department oversees the implementation of railway projects undertaken by the MTR Corporation Limited (MTRCL). The MTRCL is required to oversee the construction works carried out by its contractors in accordance with the relevant laws, rules and project guidelines. The MTRCL has also set up a safety supervision team for each of the railway projects to closely monitor the implementation of the site safety measures.
- (b) The information on industrial accidents for the railway projects under construction is tabulated below:

Railway line under construction	Number of industrial accidents since commencement of the works	Category of Accidents				Number of Deaths	Number of Injuries
		Injured by tools, plants & objects	Injured whilst carrying, lifting & working	Fell from height & slippage	Others		
XRL	147	55	39	51	2	1	146
WIL	96	30	17	42	7	1	95
SIL(E)	46	20	7	19	0	0	47
KTE	11	1	2	8	0	0	11
SCL	9	5	0	4	0	0	9
Total	309	111	65	124	9	2	308

As the compensation is paid by the MTRCL's contractors to the affected workers and families direct, the information is not readily available.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)220

Question Serial No.

3923

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the new railway to be 'located at Homantin and Whampoa', will topside developments by developers be allowed thereon? If so, has the Government assessed the impacts of new railways stations and new developments on commodity prices, traffic and air pollution of the districts? What measures will the Government take to minimise the aforesaid possible negative impacts?

Asked by: Hon. WONG Yuk-man

Reply:

There will be two new stations at Ho Man Tin (HOM) and Whampoa for the Kwun Tong Line Extension (KTE) under construction. The property development right at the HOM Station has been granted to the MTR Corporation Limited (MTRCL) as a form of financial assistance to bridge the funding gap for the KTE project.

In planning the topside development at the HOM Station, the Government has taken note of the aspirations of the community such as compatibility with the surrounding land uses, development intensity, building height, landscape, compatibility with nearby residential developments, and impact on air ventilation and traffic to the neighbouring areas. The Government has asked the MTRCL to adopt a maximum domestic plot ratio of five for the planning and design of the site, notwithstanding that the maximum allowable plot ratio for the site is nine.

The MTRCL is required to submit development proposal to the Government for this site. The relevant departments including the Highways Department will carefully scrutinise the proposal to ensure that the development will meet all applicable planning and building requirements.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)221

Question Serial No.

4593

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:

Please provide information on the projects listed by using the following table:

Projects commenced and to be commenced	(a) Dates of commencement and completion	(b) Original estimated expenditure	(c) Actual expenditure (if appropriate)	(d) Difference between (b) and (c) and the reasons
Improvement to Pok Oi Interchange				
Reconstruction and improvement of Tuen Mun Road including works for retrofitting of noise barriers				
Traffic improvements to Tuen Mun Road Town Centre Section				
Improvement to Sham Tseng Interchange				
Bus-bus interchanges on Tuen Mun Road				

Projects commenced and to be commenced	(a) Dates of commencement and completion	(b) Original estimated expenditure	(c) Actual expenditure (if appropriate)	(d) Difference between (b) and (c) and the reasons
Advance reclamation works for the southern landfall for the Tuen Mun-Chek Lap Kok Link (TM-CLKL)				
Northern tunnel section and southern viaduct section of the TM-CLKL				

Asked by: Hon. WU Chi-wai

Reply:

The required information is as follows:

	Project commenced and to be commenced	(a) Dates of commencement / completion (anticipated)	(b) Original Project Estimate (\$ million)	(c) Actual expenditure up to 28.2.2013 (\$ million)	(d) Difference between (b) and (c) and the reason
1.	Improvement to Pok Oi Interchange	November 2012 / third quarter of 2015	264.8	2	All the projects have not yet been completed. As such, the figures in (c) are smaller than those in (b).
2.	Reconstruction and improvement of Tuen Mun Road including works for retrofitting of noise barriers	October 2008 / late 2014	6,804.3	3,804.9	
3.	Traffic improvements to Tuen Mun Road Town Centre Section	December 2009 / Early 2014	1,967.9	977.9	

	Project commenced and to be commenced	(a) Dates of commencement / completion (anticipated)	(b) Original Project Estimate (\$ million)	(c) Actual expenditure up to 28.2.2013 (\$ million)	(d) Difference between (b) and (c) and the reason
4.	Improvement to Sham Tseng Interchange	August 2009 / third quarter of 2013	99.6	59.1	All the projects have not yet been completed. As such, the figures in (c) are smaller than those in (b).
5.	Bus-bus interchanges on Tuen Mun Road	July 2010 / late 2014	205.3	133.5	
6.	Advance reclamation works for the southern landfall for the TM-CLKL	November 2011 / Early 2016	1,909.6	299.5	
7.	Northern tunnel section and southern viaduct section of the TM-CLKL	Commencement: Mid-2013 Completion (anticipated): - Southern Viaduct Section (end 2016); - Northern Sub-sea Tunnel Section (late 2018).	We are planning to seek funding for construction works from the Legislative Council in the second quarter of 2013	Not applicable	

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)222

Question Serial No.

4600

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 *Matters Requiring Special Attention in 2013-14*, the Highways Department (HyD) will continue with the detailed design for the Central Kowloon Route (CKR), which constitutes part of Route 6. What is the anticipated date for the HyD to officially seek funding approval from the Legislative Council (LegCo) on Route 6 and commence with the works? What is the progress of the remaining parts of Route 6 (including Trunk Road T2 and the project of Lam Tin - Tseung Kwan O Tunnel)? Will funding approval be sought from the LegCo in this financial year?

Asked by: Hon. WU Chi-wai

Reply:

The HyD conducted Phase 2 Public Engagement for the CKR from early December 2012 to March 2013 to gather public views on the detailed design and construction arrangements for the project. The HyD is enhancing the detailed design of the project, taking into account the feedback from the public. We aim to gazette the project under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) within 2013. Upon completion of the relevant statutory procedures, we will apply to the LegCo for funding in accordance with the procedures under the Public Works Programme to carry out the construction works. The current target is to start construction of the CKR in 2015.

Tseung Kwan O - Lam Tin Tunnel (TKO-LTT) and Trunk Road T2 are being taken forward by the Civil Engineering and Development Department. For TKO-LTT, the funding application for the detailed design and associated site investigation works was supported by the Panel on Transport and the Public Works Subcommittee of the LegCo on 22 February 2013 and 13 March 2013 respectively. Subject to the LegCo Finance Committee's funding approval in May 2013, we plan to start the detailed design and the associated site investigation works in late 2013 for completion in December 2016.

Regarding Trunk Road T2, the preliminary design work is in progress. Our aim is to dovetail this project with the overall programme of Route 6. Preliminary site investigation has been substantially completed. We will proceed with the detailed design and statutory gazettal procedures in due course.

Name in block letters:	K K LAU
Post Title:	Director of Highways
Date:	5.4.2013

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

THB(T)223

Question Serial No.

4395

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:

In respect of the completed railway projects and projects under construction, what are the number of residents affected and the number of claims in the past five years (i.e. 2008-09 to 2012-13)? What are the expenditure and manpower involved for the Lands Department (Lands D) to undertake work on resumption and clearance, creation of easements and rights of temporary occupation, granting and administration of short term tenancies and land allocations required for the West Island Line (WIL), the Hong Kong section of the Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL), the South Island Line (East) (SIL(E)), the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL)? What are the estimated expenditure and manpower required by the Department for handling this task in 2013-14?

Asked by: Hon. KWOK Ka-ki

Reply:

The number of residents affected by various railway projects is not available. The total number of claims submitted under the Railways Ordinance (Cap. 519) for various railway projects in the past five financial years (i.e. 2008-09 to 2012-13) is 454.

As from 2008-09, the total staff cost involved in the Lands D for handling land matters relating to the WIL, XRL, SIL(E), KTE and SCL is about \$182 million. An average of about 67 staff has been deployed to work on these five railway projects each year. For 2013-14, the estimated staff cost and number of staff in the Lands D for these duties are about \$55 million and 86 respectively.

Name in block letters: MS BERNADETTE LINN

Post Title: Director of Lands

Date: 12.4.2013

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

Reply Serial No.

THB(T)224

Question Serial No.

5093

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:

- (a) Regarding handling of compensation claims in respect of the railway projects, will the Administration inform this Committee of the following:

Railway Extension involved in Compensation Claims	Number of Claims for Compensation	Total Amount of Compensation Claimed

- (b) The time and money expected to be spent on handling all the claims?

Asked by: Hon. TANG Ka-piu

Reply:

- (a) The number of claims submitted under the Railways Ordinance (Cap. 519) for various railway projects are provided in the table below. The total amounts of compensation being claimed are not available since some of the claimants have not yet submitted the details.

Name of Railway Project	Number of Claims for Compensation (up to 28 February 2013)
West Rail	1 855
East Rail Extension	748
Quarry Bay Relief Works	7
Kowloon Southern Link	29

Name of Railway Project	Number of Claims for Compensation (up to 28 February 2013)
West Island Line	276
Hong Kong section of Guangzhou – Shenzhen – Hong Kong Express Rail Link	116
South Island Line (East)	26
Kwun Tong Line Extension	6
Shatin to Central Link	1
Total	3 064

- (b) So far, the Lands Department has settled 2 149 claims out of the total 3 064 claims. The time and resources required for handling the claims for compensation vary significantly depending on the complexity of the claim. Moreover, some of the projects are still on-going and there may be further claims. Therefore, it is not possible to provide an estimate for the time and resources required to handle all the outstanding claims.

Name in block letters: MS BERNADETTE LINN

Post Title: Director of Lands

Date: 8.4.2013

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

Reply Serial No.

THB(T)225

Question Serial No.

4442

Head: 100 - Marine Department Subhead:

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the details of and the estimated expenditure for implementation of the regulatory regime on local vessels and safety of shipboard works under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) (the Ordinance) in 2013-14.

Asked by: Hon. KWOK Ka-ki

Reply:

The construction and operation of local vessels are governed by the Ordinance and its subsidiary legislations, the Merchant Shipping (Prevention of Air Pollution) Regulations (Cap. 413M), the Merchant Shipping (Control of Pollution by Noxious Liquid Substances in Bulk) Regulations (Cap. 413B), and the Code of Practices – Safety Standards for Class I, II, III and IV Vessels. The Marine Department (MD) regulates local vessels for compliance of safety and environmental protection requirements by carrying out plan approval, initial and periodic surveys for the issuance of relevant certificates to these vessels.

The safety of works on local vessels is governed by the Ordinance, the Merchant Shipping (Local Vessel) (Works) Regulation (Cap. 548I), and the Code of Practice – Shipboard Container Handling on Local Vessels and other related guidelines. The MD ensures that vessels under repair, being broken up, engaged in cargo handling and marine construction works in Hong Kong comply with safety requirements through conducting regular safety inspections on vessels. Unsafe conditions spotted during inspections on vessels are corrected by the issuance of warnings and directions which are followed up within a specified period. Prosecutions against breaches of statutes are initiated as a deterrent to malpractices and wilful breaches of the law.

The regulatory work for the local vessels and safety of works is performed by the MD's existing staff as part of their normal duties, and there is no separate breakdown of provision for the specific work.

Name in block letters:	<u>FRANCIS H. P. LIU</u>
Post Title:	<u>Director of Marine</u>
Date:	<u>5.4.2013</u>

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

Reply Serial No.

THB(T)226

Question Serial No.

4478

Head: 100 - Marine Department Subhead:

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the specific figures for the gross tonnage registered on the Hong Kong Shipping Register in the past five years (i.e. 2008-09, 2009-10, 2010-11, 2011-12 and 2012-13).

Asked by: Hon. KWOK Ka-ki

Reply:

The total gross tonnages of Hong Kong registered ships in the past five years are as follows :-

Year	As at 31.3.2009	As at 31.3.2010	As at 31.3.2011	As at 31.3.2012	As at 15.3.2013
Total Gross Tonnages (million)	40.4	48.2	58.9	72.5	80.3

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 5.4.2013

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

Reply Serial No.

THB(T)227

Question Serial No.

4479

Head: 100 - Marine Department Subhead:

Programme: (5) Government Fleet

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide specific information on the expenditure on vessels management and the manpower involved in vessels management in the Marine Department (MD) in the past five years (i.e. 2008-09, 2009-10, 2010-11, 2011-12 and 2012-13).

Asked by: Hon. KWOK Ka-ki

Reply:

The MD is responsible for co-ordinating with all government departments on the management (including provision of crew) and maintenance of vessels. The expenditure incurred for the management of the government fleet and the manpower involved in each of the past five years is as follows:

Year	Actual Expenditure (\$ million)	Number of staff
2008-09	\$396.6	538
2009-10	\$391.4	531
2010-11	\$388.7	531
2011-12	\$399.2	497
2012-13	\$410.0 (estimated)	499

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 5.4.2013

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

Reply Serial No.

THB(T)228

Question Serial No.

4480

Head: 100 - Marine Department Subhead:

Programme: (3) Local Services

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the figures on the Marine Department (MD)'s work in detaining and disposing of crafts seized by enforcement agencies in the past five years (i.e. 2008-09, 2009-10, 2010-11, 2011-12 and 2012-13).

Asked by: Hon. KWOK Ka-ki

Reply:

The figures for detaining and disposing of crafts seized by the enforcement agencies in the past five years are as follows:

Year	Total number of detained crafts in DCA brought forward from the previous year	Number of detained crafts handed over by the HKPF and the C&ED	Number of detained crafts released to the HKPF and the C&ED	Number of detained crafts disposed of by way of destruction by the MD	Total number of crafts detained in DCA carried forward to the following year
	(a)	(b)	(c)	(d)	(a)+(b)-(c)-(d)
2008-09	133	86	65	22	132
2009-10	132	75	34	29	144
2010-11	144	100	48	25	171
2011-12	171	57	35	64	129
2012-13 (up to February)	129	59	30	48	110

DCA: Detained Craft Anchorage
 HKPF: Hong Kong Police Force
 C&ED: Customs and Excise Department
 MD: Marine Department

Name in block letters: FRANCIS H. P. LIU
Post Title: Director of Marine
Date: 5.4.2013

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

Reply Serial No.

THB(T)229

Question Serial No.

4481

Head: 100 - Marine Department Subhead:

Programme: (3) Local Services

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Please list out the details of the special operations conducted by the Marine Department (MD) in the past five years (i.e. 2008-09, 2009-10, 2010-11, 2011-12 and 2012-13) and state the reason(s) for the huge increase projected by the MD in the number of special operations to be conducted in 2013-14.

Asked by: Hon. KWOK Ka-ki

Reply:

The special operations conducted in the past five years and planned to be conducted in 2013 are as follows:

	2008	2009	2010	2011	2012	2013#
Safe carriage of passengers	5	6	7	7	7	12
Safe carriage of cargoes	4	7	6	6	6	12
Safe speed	5	6	7	7	6	12
International Collision Regulations compliance	4	7	6	6	6	12
Safety seminar	2	2	2	2	3	2
Total	20	28	28	28	28	50

The increase in the number of special operations to be conducted in 2013 is aimed at further enhancing marine safety.

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 5.4.2013

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

Reply Serial No.

THB(T)230

Question Serial No.

4500

Head: 100 - Marine Department

Subhead:

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Please advise on the number of locally licensed vessels which, upon periodical inspections carried out by the Marine Department (MD) in the past five years (i.e. 2008-09, 2009-10, 2010-11, 2011-12 and 2012-13), were found failing to carry adult lifejackets equivalent in number to 100% of the total number of persons on board; and the provision earmarked by the MD for carrying out periodical inspections of locally licensed vessels in 2013-14.

Asked by: Hon. KWOK Ka-ki

Reply:

Of the existing 721 locally licensed passenger-carrying vessels including for example ferries, launches, pleasure boats for hire in Hong Kong, 185 vessels are found to have adult lifejackets less than the total number of persons on board. Although these vessels carried adequate life-saving appliances (including lifebuoys/ liferafts, and life jackets) for use by 100% of the total number of persons on board, the MD has demanded them to top up the shortfall of life jackets by mid-April 2013. The MD does not have readily available figures for past years or other non-passenger-carrying vessels. In 2013-14, all passenger-carrying vessels will be inspected by the MD or authorised surveyors to ensure their continued compliance with the statutory requirements for lifejackets for the purpose of licence renewal.

Periodic inspection of locally licensed vessels is performed by MD's existing staff comprising 15 officers in total from the ship surveyor and ship inspector grades (2 ship surveyors, 1 chief ship inspector, 5 senior ship inspectors, 6 ship inspectors and 1 assistant ship inspector) as part of their normal duties, as well as by authorised surveyors who are required to follow the statutory requirements under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) in conducting ship surveys.

Name in block letters: FRANCIS H. P. LIU
Post Title: Director of Marine
Date: 10.4.2013

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

Reply Serial No.

THB(T)231

Question Serial No.

4501

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 the past five years (i.e. 2008-09, 2009-10, 2010-11, 2011-12 and 2012-13), what is the average time (in hours) taken by the Marine Department (MD) to conduct routine inspection on a locally licensed vessel and the expenditure involved? In 2013-14, what is the projected average time (in hours) for the MD to conduct routine inspection on a locally licensed vessel and the estimated expenditure involved?

Asked by: Hon. KWOK Ka-ki

Reply:

In the past five years, the average time for each survey of local vessels is around two to six hours (excluding ship inspectors' travelling time to the inspection site and the necessary pre-inspection preparatory and post-inspection reporting work). The exact time required depends on the type and the size of the vessel inspected and the nature of survey.

In 2013-14, it is estimated that the average time for each survey of local vessels will be around two and a half hours to six and a half hours in view of the enhanced procedures for inspection of vessels.

The inspection fees are paid by the owners/owners' representatives in accordance with the Merchant Shipping (Local Vessels) (Fees) Regulation (Cap. 548J) on a cost-recovery basis.

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 5.4.2013

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

Reply Serial No.

THB(T)232

Question Serial No.

4502

Head: 100 - Marine Department Subhead:

Programme: (3) Local Services

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Please provide the numbers of locally licensed vessels for which licences were not renewed due to failure to comply with the Merchant Shipping (Local Vessels) Ordinance (the Ordinance) and the relevant subsidiary legislation in the past five years (i.e. 2008-09, 2009-10, 2010-11, 2011-12 and 2012-13).

Asked by: Hon. KWOK Ka-ki

Reply:

The Marine Department renews the certificate of survey (COS) and the operating licence of a locally licensed vessel only when the vessel has complied with all the relevant requirements. In cases where non-compliant areas are identified, the owner / operator will rectify the deficiencies of the vessel in order to pass the survey which is a prerequisite for the renewal of the COS and the operating licence. As rectifications are normally made by the vessel owner / operator, no vessel failed to be licensed because of non-compliance with the Ordinance and its subsidiary legislation in the past five years.

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 5.4.2013

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

Reply Serial No.

THB(T)233

Question Serial No.

5086

Head: 100 - Marine Department

Subhead: 700 General non-recurrent

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

The Sea-going Training Incentive Scheme (SGTIS) under *General non-recurrent* of the Marine Department (MD) only applies to cadet officers. Will the Government consider extending the coverage of the Scheme to encourage more young people to enter the industry? If yes, please provide the details, including the cost involved and the schedule for the change. If no, what are the reasons?

Asked by: Hon. TANG Ka-piu

Reply:

To support training for the local shipping and aviation industry, the Administration will set aside \$100 million to establish a training fund for maritime and aviation transport, so as to sustain and expand various schemes and scholarships, and to implement other new initiatives. The objective is to help attract young people to enrol in related skills training and degree programmes and join the industry upon graduation, providing the necessary new blood for the industry. The Transport and Housing Bureau (THB) is working with the relevant stakeholders in devising the implementation details and action plan for the training fund. THB will provide relevant information when seeking funding approval from the Finance Committee of the Legislative Council.

Name in block letters:

FRANCIS H. P. LIU

Post Title:

Director of Marine

Date:

5.4.2013

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

Reply Serial No.

THB(T)234

Question Serial No.

5087

Head: 100 - Marine Department Subhead:

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

It is mentioned in the Brief Description for the Programme on Services to Ships that the work of the Marine Department involves conducting examinations and issuing certificates of seafarers. Regarding the certificates of seafarers, graduates of the higher diploma course(s) in maritime studies are required to undergo shipboard training on ocean-going vessels before they are eligible for taking an examination, which leads to the award of a certificate necessary for promotion to the rank of third officer. Some people who are concerned about the situation pointed out that the career prospects for local sea-going cadets are slim. Will the Government consider providing shipping companies with such financial incentives as fuel subsidy, allowance for ship registration fee and tax concession in return for more shipboard training opportunities? If yes, what are the details and the amount involved? If not, what are the reasons?

Asked by: Hon. TANG Ka-piu

Reply:

To support training for the local shipping and aviation industry, the Administration will set aside \$100 million to establish a training fund for maritime and aviation transport, so as to sustain and expand various schemes and scholarships, and to implement other new initiatives. The objective is to help attract young people to enrol in related skills training and degree programmes and join the industry upon graduation, providing the necessary new blood for the industry. The Transport and Housing Bureau (THB) is working with the relevant stakeholders in devising the implementation details and action plan for the training fund. THB will provide relevant information when seeking funding approval from the Finance Committee of the Legislative Council.

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 5.4.2013

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

Reply Serial No.

THB(T)235

Question Serial No.

4292

Head: 100 - Marine Department Subhead:

Programme: (3) Local Services

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) Regarding maritime safety incidents in 2012, what are the respective numbers of collisions, strandings and grounding involving locally licensed, river trade and coastal vessels in Hong Kong waters?
- (b) What are the respective numbers of casualties in the above accidents?
- (c) Will the Administration increase the number of routine and surprise inspections for passenger-carrying vessels? If yes, what are the details?

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) & (b) According to the records of the Marine Department (MD), the figures in 2012 for (a) and (b) are as follows:

Nature of Incident	No. of Incident	Type and Number of Vessels Involved		Casualty		
		Locally licensed vessel	River trade and coastal vessel	Injury	Death	Missing
Collision	146	141	167	115*	39*	0
Stranding/ grounding	38	35	3	3	1	0
Total	184	176	170	118	40	0

* The 'Lamma IV' and 'Sea Smooth' collision in October 2012 has caused 39 deaths and 97 injuries.

- (c) The MD will increase the number of inspections and special operations on passenger-carrying vessels in 2013-14. The inspections and special operations will focus on the passenger-carrying capacity, the quantity of life-saving and fire-fighting appliances, operating licences and certificates and the statutory insurance requirements.

Name in block letters:	FRANCIS H. P. LIU
Post Title:	Director of Marine
Date:	5.4.2013

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

Reply Serial No.

THB(T)236

Question Serial No.

3941

Head: 100 - Marine Department Subhead:

Programme: (2) Port Services

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding investigations of marine casualties, will the Administration allocate more resources to enhance pre-employment training and on-the-job training for Marine Officers, Marine Inspectors and relevant officers of various ranks? If yes, what is the expenditure involved and what are the details?

Asked by: Hon. WONG Kwok-kin

Reply:

All new staff posted to the Marine Accident Investigation Section of the Marine Department will receive three months' on-the-job training by their supervising officers. Depending on the professional discipline of the officers, supplementary trainings including training on the use of Electronic Chart Display and Information System, and Voyage Data Recorder will be provided as necessary. The existing practice will continue in 2013-14 and no additional expenditure is involved.

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 5.4.2013

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

Reply Serial No.

THB(T)237

Question Serial No.

3943

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”, will the Administration advise this Committee on:

- (a) the types and the number of examinations conducted for seafarers;
- (b) the pass rates of 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 of the CoC examinations conducted in 2012 are as follows:

	Sea-going			River-trade		
	Class 1	Class 2	Class 3	Class 1	Class 2	Class 3
Deck	100%	100%	65%	77%	87%	56%
Engineer	40%	37%	58%	No enrolment	25%	11%

- (c) In 2012, a total of 41 and 40 seafarers passed the sea-going and river-trade CoC examinations respectively, and were issued with the appropriate class/type of certificates. The number of certificates issued by age and sex are as follows:

By age:

21-30	55
31-40	17
41-50	7
51-60	1
61-70	<u>1</u>
Total:	<u>81</u>

By sex:

Male	73
Female	<u>8</u>
Total:	<u>81</u>

Name in block letters:	FRANCIS H. P. LIU
Post Title:	Director of Marine
Date:	5.4.2013

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

Reply Serial No.

THB(T)238

Question Serial No.

3944

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 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 last year (i.e. 2012-13);
- (b) the number and cause of marine industrial accidents last year (i.e. 2012-13);and
- (c) the possibility on the increase of manpower and resources as well as the measures to reduce the occurrence of marine casualties.

Asked by: Hon. WONG Kwok-kin

Reply:

- (a) In 2012, there were 311 reports of marine accidents occurred within Hong Kong waters. The number and cause of marine casualties in 2012 are as follows:

Types of Accident	Number of Cases
Collision	147
Contact	36
Stranding / Grounding	39
Foundering / Sinking	29
Fire / Explosion	13
Capsized / Listing	17
Others	30
Total	311

- (b) In 2012, there were 171 reports of marine industrial accidents during cargo handling in Hong Kong waters of which 64 cases involved local vessels. Six fatal accidents were investigated. The causes were mainly due to a lack of safety awareness by the crew members, lack of communication between the crane driver, the work supervisor or signaller, lack of cargo stowage plan and safe cargo loading/unloading procedures, and lack of understanding of the roles of those involved in the cargo operation.
- (c) The MD conducts investigations into marine accidents and publishes the investigation reports and safety notices. It also holds regular “Navigational Safety Seminars” to draw the attention of the managers and operators in the trade to lessons that can be learnt to avoid recurrence of similar accidents. To minimise occurrence of marine industrial accidents, the MD continues to strengthen the promotion of marine industrial safety to both the local industry and the Mainland ship operators in collaboration with the Mainland maritime authorities. In 2012 a safety seminar was held in Nanning for the managers and operators of cargo vessels in Guangxi. A promotional safety training kit is being produced in collaboration with the Occupational Safety and Health Council and will be distributed to local and Mainland vessels later this year to further enhance works safety.

The MD will carry out the above work in 2013-14 using existing manpower and resources.

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 8.4.2013

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

Reply Serial No.

THB(T)239

Question Serial No.

3945

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 "Government Dockyard maintains 803 vessels owned and used by various government departments", will the Administration advise this Committee on:

- (a) the department(s) to which the new vessel projects are related and the expenditure involved;
- (b) the number of vessels owned and used by government departments other than the Marine Department (MD); and
- (c) how often the MD conducts general inspections and full inspections on government vessels.

Asked by: Hon. WONG Kwok-kin

Reply:

- (a) The new vessel projects involves nine user departments, namely the MD, the Hong Kong Police Force (HKPF), the Fire Services Department (FSD), the Immigration Department (IMMD), the Customs & Excise Department (C&ED), the Agriculture, Fisheries and Conservation Department (AFCD), the Leisure and Cultural Services Department (LCSD), the Correctional Services Department (CSD) and the Civil Aid Service (CAS). The total expenditure involved is estimated to be \$458 million.
- (b) As at 31 December 2012, the number of vessels owned and used by departments other than the MD is listed below :

Department	Number of Vessels
AFCD	26
Auxiliary Medical Service	1
CAS	11

Department	Number of Vessels
Civil Engineering and Development Department	3
CSD	2
C&ED	21
Department of Health	1
Environmental Protection Department	2
FSD	43
HKPF	134
IMMD	7
LCSD	489
Water Supplies Department	7
Total	747

- (c) General inspections of government vessels will be conducted daily by the vessels' crew before sailing. Normally, full inspection of a vessel will be conducted during the vessel's dry docking, which will be carried out either annually or biennially depending on the type and usage of the vessel. For example, the dry docking of major mechanised vessel and high speed craft is carried out once every 12 months and, for barge, it is normally once every 24 months.

Name in block letters: FRANCIS H. P. LIU

Post Title: Director of Marine

Date: 5.4.2013

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

Reply Serial No.

THB(T)240

Question Serial No.

3953

Head: 100 - Marine Department Subhead: 700 General non-recurrent

Programme: (4) Services to Ships

Controlling Officer: Director of Marine

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Sea-going Training Incentive Scheme (SGTIS), will the Administration inform this Committee of:

- (a) whether the Administration will consider offering undergraduate and postgraduate courses on maritime training, given the lack of relevant post-secondary courses in Hong Kong? If yes, what are the details? If no, what are the reasons; and
- (b) the expected number of job vacancies in the maritime industry in 2013-14; and the expected number of graduates entering the maritime industry upon completion of maritime or shipping courses in the coming year.

Asked by: Hon. WONG Kwok-kin

Reply:

- (a) Currently, the Vocational Training Council (VTC) offers a Higher Diploma Programme in Maritime Studies; and the Hong Kong Polytechnic University offers a Bachelor's Degree Programme in International Shipping and Transport Logistics and a Higher Diploma Programme in International Transport Logistics. These programmes are recognised by the Marine Department (MD) as sea-going related training, and the programmes' graduates are entitled to sea service remission for sitting a Class 3 Certificate of Competency (Deck Officer) examination. For the sea-going marine engineering side, the VTC offers a Higher Diploma Programme in Mechanical Engineering, and some universities in Hong Kong (i.e. The University of Hong Kong, The Hong Kong Polytechnic University and The Hong Kong University of Science and Technology) offer Bachelor's Degree Programme in Mechanical Engineering. These programmes are recognised by the MD as sea-going related training, and the programmes' graduates are entitled to sea service remission for sitting a Class 3 Certificate of Competency (Marine Engineer Officer) examination.

- (b) The MD does not have readily available data to quantify the manpower supply and demand of seafarers as their recruitment may take place in Hong Kong as well as outside Hong Kong. We are not aware of cases where graduates, who are willing to take up sea-going training, cannot find placement for cadetship. According to the MD's records, the number of graduates joining the SGTIS in 2011 and 2012 were 39 and 40 respectively. It is expected that a similar number of graduates will join the SGTIS in 2013.

Name in block letters:	FRANCIS H. P. LIU
Post Title:	Director of Marine
Date:	5.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)241

Question Serial No.

4785

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 any comprehensive review and study as well as public consultation on the fare regime of the MTR Corporation Limited (MTRCL) in 2013-14? If yes, what are the work plan, work schedule and estimated expenditure concerned? If not, what are the reasons?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

In 2012, the Government carried out a public consultation exercise on the review of the fare adjustment mechanism (FAM) of the MTRCL from September to November. The expenditure and manpower involved are absorbed by existing resources of the Transport Branch of the Transport and Housing Bureau and there is no separate breakdown for this particular task.

In accordance with the Operating Agreement signed in 2007, the Government is conducting a five-yearly review of the FAM with the MTRCL. Our objective is to incorporate service performance and profitability of the MTRCL, as well as public affordability, as additional factors for consideration in the FAM. The Government and the MTRCL aim to complete the review shortly such that the revised FAM can be implemented in June 2013 for the 2013 fare adjustment.

Name in block letters: JOSEPH Y T LAI

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

Date: 2.4.2013

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

Reply Serial No.

THB(T)242

Question Serial No.

4786

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:

Each year, franchised bus companies make huge profits from their real estate developments or mobile advertising media businesses. However, due consideration has not been given to such profits in the examination of bus fare adjustment requests. Will the Administration allocate resources in 2013-14 for conducting a comprehensive review of the fare regime of bus companies? If yes, what are the specific plan, timetable and estimated expenditure for the relevant work? If not, what are the reasons?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The Administration will commence a review on the Fare Adjustment Arrangement (FAA) for franchised buses in 2013. Currently, the FAA comprises a basket of factors that the Administration should take into account in assessing franchised bus fare increase applications. Such factors include:

- (a) changes in operating costs and revenue;
- (b) forecasts of future costs, revenue and return;
- (c) the need to provide the operator with a reasonable rate of return. Reference should be made to the Weighted Average Cost of Capital of the franchised bus industry;
- (d) public acceptability and affordability. Reference should be made to the change in the Composite Consumer Price Index (CCPI) and the change in the Median Monthly Household Income;
- (e) the quality and quantity of service provided; and
- (f) a formula of supportable fare adjustment rate for reference = $0.5 \times \text{Change in Wage Index for the Transportation Section} + 0.5 \times \text{Change in CCPI} - 0.5 \times \text{Productivity Gain}$. The fare level will not be adjusted automatically according to the formula outcome.

The upcoming review will aim at examining whether there is room for improving the individual factors of the current FAA basket, with a view to ensuring that public interests will continue to be best protected whilst the healthy development of bus services can be sustained. The work involved in the FAA review will be absorbed by the existing manpower of the Transport Branch of the Transport and Housing Bureau and the Transport Department as part of their normal duties, and there is no separate breakdown of expenditure for the purpose. The review is expected to be completed by around mid 2014.

As for advertising income and land sale proceeds, the former received by all franchised bus companies from their advertising agents has all along been included in their respective franchise account. On the latter, the franchises stipulate that capital gain or losses derived or arising from or connected with disposal of land are excluded from the revenue or expenditure of bus franchise accounts. This is in the best interest of passengers, as they would otherwise be exposed to possible pressure on bus fares as a result of the bus companies' private investment in land.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>25.3.2013</u>

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

Reply Serial No.

THB(T)243

Question Serial No.

4820

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 2013-14, will the Administration allocate resources for studying the introduction of a demerit point system and penalty mechanism for the MTR Corporation Limited (MTRCL)? If yes, what are the specific plan and estimated expenditure for the relevant study and consultation? If not, what are the reasons?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The Government has all along been requiring the MTRCL to offer safe, reliable and efficient railway services at all times. The Electrical and Mechanical Services Department (EMSD) is responsible for monitoring the safety of railway systems. It will conduct post-incident investigations to ensure that the MTRCL will take appropriate follow-up and improvement measures. The EMSD will also conduct regular inspections to check whether the MTRCL has carried out all necessary railway system maintenance works to ensure railway safety. Under the Mass Transit Railway Regulations, the MTRCL has to notify the EMSD of any incident that occurred at any part of the entire railway premises which has a direct bearing on the safe operation of the railway.

In accordance with the Operating Agreement signed in 2007, the Government is conducting a five-yearly review on the fare adjustment mechanism (FAM) with the MTRCL. Our objective is to incorporate service performance of the MTRCL, apart from their profitability as well as public affordability, as an additional factor for consideration in the FAM. The Government and the MTRCL aim to complete the review shortly such that the revised FAM can be implemented in June 2013 for the 2013 fare adjustment.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 2.4.2013

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

Reply Serial No.

THB(T)244

Question Serial No.

4821

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:

Many disabled persons have indicated that at present quite a number of the buses are still not well equipped with barrier-free facilities. Will the Administration allocate resources in 2013-14 for considering and promoting the introduction of more barrier-free buses by franchised bus companies? If yes, what are the specific work plan and estimated expenditure? If not, what are the reasons?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

At present, about 5 750 licensed franchised buses are operating in Hong Kong. About 3 800 or 66% of them are wheelchair-accessible with low floor and wide entrance. All franchised bus operators have committed that new buses to be purchased would be wheelchair-accessible as the operating situation permits¹. According to the current bus replacement plan, it is expected that all franchised buses (except those operated by the New Lantau Bus Company (1973) Limited in South Lantau as mentioned in Footnote 1) will be wheelchair-accessible by around 2015-16.

Apart from the above, most of the franchised buses in service are equipped with some barrier-free features to provide a safe, comfortable and user-friendly travelling environment for the passengers in need. Examples include priority seats, easily reached stop buttons, user-friendly railing, bus stop announcement system with visual and/or audio display, non-slippery floor, and closing door buzzer with warning lamp at exits.

¹ Since low-floor buses are not suitable for operations on some roads with steep gradient and sharp bends in South Lantau, the New Lantau Bus Company (1973) Limited will procure low-floor buses for operation on bus routes other than those which need to operate on the relevant roads in South Lantau.

Whilst the responsibility of providing suitable features and facilities on buses for the safe and comfortable travelling of passengers rests with the bus companies, the Administration will continue to encourage the operators to continue to actively explore the use of more barrier-free facilities. Indeed, the operators of the three new franchises granted in 2012 have committed to adopting bus design with barrier-free features (such as wheelchair accessible designs, wheelchair parking space and the associated safety restraint system) when setting specifications for new buses, as operating circumstances may permit. We would expect the same commitment to be made on the part of other franchisees when the three remaining franchises expire in 2016-17 and would need to be granted anew. The Transport Department (TD) will closely keep in view the situation through its regular liaison with the operators and monitoring of feedback from passengers and stakeholders. Such work will be absorbed by the existing resources of the TD.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>5.4.2013</u>

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

Reply Serial No.

THB(T)245

Question Serial No.

4822

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:

Has the Administration any specific work plan in 2013-14 on taking forward the development of the third runway of the Hong Kong International Airport (HKIA)? If yes, what are the specific plan, timetable and estimated expenditure for the relevant work? If not, what are the reasons?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The Government gave an in-principal approval in March 2012 for the Airport Authority Hong Kong (AA) to adopt the three-runway system as the future development option for the HKIA for planning purpose. According to the AA's Master Plan 2030, the three-runway system involves a major expansion programme with an estimated cost of HK\$136.2 billion (money-of-the-day prices). At present, the AA is working on the statutory Environmental Impact Assessment (EIA) upon receiving the Study Brief from the Environmental Protection Department since August 2012. The study covers assessments on such areas as air quality, marine ecology and fisheries, Chinese White Dolphins, noise, etc. The EIA is expected to be completed in around two years. At the same time, the AA is conducting other related planning work, including the associated design details and financing arrangements. The Government will make a decision as to whether to proceed with the implementation of the three-runway system when all relevant information is available. Should a decision be made to proceed with the project, the Government will consider, together with the AA, the relevant funding arrangements for the project and, where necessary, seek funding approval from the Finance Committee of the Legislative Council. Subject to obtaining all necessary approvals for proceeding with the project in a timely manner, we expect that the three-runway system can commence operation in 2023.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 25.3.2013

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

Reply Serial No.

THB(T)246

Question Serial No.

4823

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 impending completion of the Hong Kong-Zhuhai-Macao Bridge (HZMB) will possibly boost the demand for logistics facilities on Lantau Island. Will the Administration allocate resources in 2013-14 for studying the development of logistics facilities on Lantau Island? If yes, what are the specific work plan and estimated expenditure for the study?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The Government will be launching the Stage 2 Public Engagement for the study on "Enhancing Land Supply Strategy – Reclamation outside Victoria Harbour and Rock Cavern Development" in March 2013. The consultation will cover proposed reclamations at a few sites, including one at Siu Ho Wan on Lantau Island, and public comments on the future land uses including logistics development would be welcome. We will keep in view the development of the Lantau Logistics Park, taking into account the consultation results on the proposed Siu Ho Wan reclamation site, the needs of the logistics sector, as well as the global and local economic situation.

Name in block letters: JOSEPH Y T LAI

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

Date: 2.4.2013

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

Reply Serial No.

THB(T)247

Question Serial No.

4956

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 Financial Secretary has mentioned that an environmental impact assessment (EIA) and other planning for the third runway of the Hong Kong International Airport are underway. Will the Administration advise whether the study will assess the airspace capacity of Hong Kong? If not, will provisions be earmarked for conducting the related study?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The statutory EIA that the Airport Authority Hong Kong is conducting for the three-runway system covers mainly environmental assessments on such areas as air quality, marine ecology and fisheries, Chinese White Dolphins, noise, etc. Airspace capacity is not part of the assessment. Given that airspace capacity is not a limiting factor in the development of the three-runway system, we do not have plans to conduct the study.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

3.4.2013

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

Reply Serial No.

THB(T)248

Question Serial No.

3841

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 “continue to oversee the construction and the operational arrangements of the Hong Kong section of the XRL” as mentioned under *Matters Requiring Special Attention in 2013-14*, will the Administration advise this Committee: (a) of the latest progress of the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL); (b) whether the works have proceeded according to schedule; (c) whether there are any delays or difficulties unforeseen at the design stage; if so, of the contingency measures; (d) whether the Hong Kong section of the XRL will be completed on schedule according to the current progress; (e) whether there will be any cost overrun as assessed from the latest expenditure incurred by the works; and (f) of the initial proposals for the future operational arrangements of the XRL and the future mode of border control?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

The construction of the Hong Kong section of the XRL, which commenced in January 2010, is expected to be completed in 2015. The MTR Corporation Limited (MTRCL) has been entrusted with the construction, testing and commissioning of the XRL.

The Government has been closely monitoring the works of the MTRCL to ensure that the implementation of the project is within the approved project estimate, of good quality and on schedule. A Project Supervision Committee chaired by the Director of Highways is tasked with monitoring of the project’s progress, procurement activities, post tender award cost control and resolution of contractual claims.

As at 31 December 2012, the MTRCL has awarded most of the major construction contracts, making up a total awarded value of about \$44.8 billion. The foundation works of the West Kowloon Terminus are substantially completed and the underground structural works are underway. The construction of various tunnel sections is in progress. We are

working closely with the relevant parties with a view to completing the works within budget and on schedule.

The discussion on the operational and customs, immigration and quarantine (CIQ) arrangements for the XRL is in progress. We will continue to discuss and study the operational arrangements for the XRL and the related issues through the various task forces established with the Mainland authorities. Also, we will continue our discussion with the Mainland side with a view to mapping out the way forward for the relevant CIQ arrangements as early as possible.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>2.4.2013</u>

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)249

Question Serial No.

3842

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 “continue to oversee the implementation of the WIL, the SIL (East), the KTE and the SCL” mentioned under *Matters Requiring Special Attention in 2013-14*, will the Administration advise this Committee on the latest progress of the aforesaid rail projects and the latest expected completion and commissioning dates?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

The progress (as at end of February 2013) and the expected commissioning dates of the four rail projects are tabulated below: -

Project	Progress of construction works (as at end of February 2013)	Expected Commissioning Date
West Island Line	About 68% completed	2014
South Island Line (East)	About 39% completed	2015
Kwun Tong Line Extension	About 40% completed	2015
Shatin to Central Link	Project at the initial stage, about 2% completed	Tai Wai to Hung Hom section: 2018 Hung Hom to Admiralty section: 2020

Name in block letters: JOSEPH Y T LAI

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

Date: 2.4.2013

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

Reply Serial No.

THB(T)250

Question Serial No.

3844

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 “in conjunction with the governments of Guangdong and the Macao Special Administrative Region, continue to oversee the works for the HZMB Main Bridge and explore and formulate related cross-boundary transport arrangements” as mentioned under *Matters Requiring Special Attention in 2013-14*, will the Administration advise this Committee of: the latest progress of the works for the Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge; the expected date of completion of the works and the date of commissioning; and the suggested options in respect of cross-boundary transport arrangements?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

Construction of the HZMB Main Bridge, located within the Mainland waters, commenced in 2009. The eastern and western artificial islands were formed in end 2011. Works for the structure of the Main Bridge commenced in mid-2012. The target date for commissioning is 2016.

The governments of Guangdong Province, the Hong Kong Special Administrative Region (SAR) and the Macao SAR have set up the HZMB Cross-boundary Policies Coordination Group to study and make recommendations regarding the cross-boundary transport arrangements for the bridge, including the types of vehicles permitted to use the bridge, the relevant regulatory regime, etc. Discussion among the three governments is on-going.

Name in block letters: JOSEPH Y T LAI

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

Date: 2.4.2013

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)251

Question Serial No.

3700

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

Programme: (2) Land and Waterborne Transport
(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 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 in the past two financial years (2011-12 and 2012-13):

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 this financial year (2013-14)? If yes, please provide the following information:

Name of consultant	Mode of award (open auction/tender/others (please specify))	Title, content and objectives of project	Consultancy fee (\$)	Start Date	Progress of study (under planning/in progress/completed)	Follow-ups taken by the Administration on the study reports and their progress (if any)	For the projects that are expected to be completed in this financial year, is there any plan to make them public? If yes, through what channels? If no, why?

(c) 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 2011-12 and 2012-13:

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the 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?
Wilbur Smith Associates Limited	Tender	<p>Consultancy Services for Providing Expert Advice on Rationalising the Utilisation of Road Harbour Crossings (RHCs)</p> <p><i>To study the capacities of the three RHCs, taking into account their geographic locations and capacity of the connecting road networks, and identify options feasible in transport, financial, organisational and legal terms, to improve traffic distribution among the RHCs.</i></p>	<p>0.775 (for 2011-12, which was the last payment for the consultancy study)</p> <p>7.998 for the whole consultancy study</p>	Nov 2008	Completed	<p>After announcing the findings and recommendations of the consultancy study in Nov 2010, the Government completed in the first quarter of 2011 a three-month public consultation.</p> <p>In the light of the views received during the public consultation conducted in 2011, the Government has studied and modified some of the toll adjustment options recommended by the consultants to address the requests from the public and the trade. The Administration has put forward three toll adjustment options as proposed measures to improve the traffic distribution among the RHCs on 8 February 2013 for a further three-month public consultation.</p>	See the last column.

Name of consultant	Mode of award (open auction/tender/others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/completed)	Follow-ups taken by the 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?
AECOM Asia Company Limited	Tender	<p>Consultancy Study on Potential Re provisioning Sites for Oil Depots Affected by the Proposed Port Development at Southwest Tsing Yi</p> <p><i>To identify potential re provisioning sites for oil depots which may be affected by the proposed port development at Southwest Tsing Yi and to conduct assessments on environmental impacts and traffic impacts, etc.</i></p>	3.404	Apr 2009	In progress	N/A	N/A
AECOM Asia Company Limited	Tender	<p>Traffic Study for Pok Fu Lam Area</p> <p><i>To assess and appraise the traffic conditions and identify traffic improvement measures.</i></p>	0.88	Dec 2010	In progress	N/A	N/A

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the 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?
MVA Hong Kong Limited	Tender	<p>Traffic Impact Assessment for Long-term Logistics Development in Kwai Tsing Area</p> <p><i>To update and assess the traffic impacts of the proposed logistics developments in the light of the latest developments in the district, and to recommend improvement measures required to effectively mitigate the impacts.</i></p>	1.1	Dec 2010	Completed	The traffic improvement measures recommended for Tsing Yi were presented to the Traffic and Transport Committee of the Kwai Tsing District Council on 18 Oct 2012.	See the last column.

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the 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?
AECOM Asia Company Limited	Tender	<p>Consultancy Study on Review and Update of the Railway Development Strategy 2000</p> <p><i>To review and update the "Railway Development Strategy 2000" for Hong Kong to meet the needs of domestic and cross-boundary railway transport by 2031.</i></p>	26	Mar 2011	In progress	We closely monitor the progress of the study through regular meetings with the consultants and relevant departments.	The Study is not yet completed. We carried out the Stage 1 public engagement exercise from April to July 2012 to consult the public on the proposals of three major regional railway corridors. We are conducting the Stage 2 public engagement exercise from 21 February to 20 May 2013 to discuss the proposals of seven local enhancement schemes for the existing railway lines.

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the 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?
Wilbur Smith Associates Limited	Written quotations	<p>Detailed Traffic Assessment of Toll Arrangements for Road Harbour Crossings</p> <p><i>To update the transport model to reflect the latest traffic demand and conditions; To examine the feasibility and traffic impact of toll-related suggestions received during the public consultation; and to carry out detailed traffic assessment and formulate toll scenarios for the three Road Harbour Crossings with a view to achieving a better distribution of traffic.</i></p>	0.591 (for 2011-12) 0.127 (for 2012-13) 0.844 for the whole consultancy study (after rounding off)	May 2011	In progress	In the light of the views received during the public consultation conducted in 2011, the Government has studied and modified some of the toll adjustment options recommended by the consultants to address the requests from the public and the trade. The Administration has put forward three toll adjustment options as proposed measures to improve the traffic distribution among the RHCs on 8 February 2013 for a further three-month public consultation.	N/A

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the 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?
BMT Asia Pacific Limited	Tender	<p>Consultancy Study on the Strategic Development Plan for Hong Kong Port 2030</p> <p><i>To review relevant factors so as to update the port cargo forecasts and recommend how to make more efficient use of the existing port facilities and review the future development plan.</i></p>	2.103	Jul 2011	In progress	N/A	N/A
BMT Asia Pacific Limited	Tender	<p>Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre</p> <p><i>To map out strategies for enhancing Hong Kong's position as an international maritime centre taking into account prevailing opportunities and challenges.</i></p>	1.39	Nov 2011	In progress	N/A	N/A

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the 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?
Asia Consulting Group Limited	Tender	<p>Financial Consultancy Study (Appointment of Financial Adviser) for the Hong Kong International Airport Master Plan 2030</p> <p><i>To advise the Government on the financial and economic aspects relating to the Master Plan 2030.</i></p>	2.7	Dec 2011	Completed	We made reference to the findings of the study when considering the recommendation on the Master Plan 2030 submitted by the Airport Authority in Dec 2011.	Key findings of the study have been set out in the Legislative Council Brief on the Government's decision on the Master Plan 2030 issued on 20 March 2012.
GHK (Hong Kong) Ltd.	Written quotations	<p>Consultancy for the Study of Fare Adjustment Mechanism of the MTR Corporation Limited (MTRCL)</p>	About 1.34	Dec 2011	In progress	Recommendations made in the report will serve as reference in the review of Fare Adjustment Mechanism of the MTRCL by the Administration.	N/A

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the 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?
AECOM Asia Company Limited	Tender	<p>Ecological Assessment for Logistics Development in Tuen Mun Area 49</p> <p><i>To ascertain the acceptability of the proposed logistics development from ecological perspective; and to identify and develop practicable improvement measures to address the ecological impacts in the Study Area.</i></p>	0.205	Oct 2012	In progress	N/A	N/A
Deloitte & Touche Financial Advisory Services Ltd	Written quotations	<p>Appointment of Financial Consultant for the Review of Fare Adjustment Mechanism of the MTRCL</p>	The fee would be based on actual time to be spent on providing the financial input, according to prescribed hourly rates, subject to a cap of \$1.3M for the overall consultancy fee.	Mar 2013	In progress	Deliverables of the consultancy will serve as reference in the review of Fare Adjustment Mechanism of the MTRCL by the Administration.	N/A

(b) Projects for which funds have been reserved for conducting consultancy studies in 2013-14:

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the 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?
AECOM Asia Company Limited	Tender	<p>Consultancy Study on Potential Re provisioning Sites for Oil Depots Affected by the Proposed Port Development at Southwest Tsing Yi</p> <p><i>To identify potential re provisioning sites for oil depots which may be affected by the proposed port development at Southwest Tsing Yi and to conduct assessments on environmental impacts and traffic impacts, etc.</i></p>	0.483	Apr 2009	In progress	N/A	The findings will be announced after the completion of the study.
AECOM Asia Company Limited	Tender	<p>Traffic Study for Pok Fu Lam Area</p> <p><i>To assess and appraise the traffic conditions and identify traffic improvement measures.</i></p>	0.24	Dec 2010	In progress	N/A	N/A

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the 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?
AECOM Asia Company Limited	Tender	<p>Consultancy Study on Review and Update of the Railway Development Strategy 2000</p> <p><i>To review and update the "Railway Development Strategy 2000" for Hong Kong to meet the needs of domestic and cross-boundary railway transport by 2031.</i></p>	16.996	Mar 2011	In progress	We closely monitor the progress of the study through regular meetings with the consultants and relevant departments.	<p>Upon completion of the Stage 2 public engagement exercise, the consultants will optimise the planning for major regional railway corridors and local enhancement schemes based on the views collected at both stages of the exercise. The entire study is expected to be completed in 2013.</p> <p>The Government will consider the consultants' final recommendations and explore the way forward for different railway projects having regard to transport demand, cost-effectiveness and the pace of development of new development areas, with a view to reporting the results to the public in 2014.</p>

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the 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?
Wilbur Smith Associates Limited	Written quotations	<p>Detailed Traffic Assessment of Toll Arrangements for RHCs</p> <p><i>To update the transport model to reflect the latest traffic demand and conditions; To examine the feasibility and traffic impact of toll-related suggestions received during the public consultation; and to carry out detailed traffic assessment and formulate toll scenarios for the three RHCs with a view to achieving a better distribution of traffic.</i></p>	0.127 (for 2013-14) 0.844 for the whole consultancy study (after rounding off)	May 2011	In progress	In the light of the views received during the public consultation conducted in 2011, the Government has studied and modified some of the toll adjustment options recommended by the consultants to address the requests from the public and the trade. The Administration has put forward three toll adjustment options as proposed measures to improve the traffic distribution among the RHCs on 8 February 2013 for a further three-month public consultation.	See the last column.

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/ completed)	Follow-ups taken by the 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?
BMT Asia Pacific Limited	Tender	<p>Consultancy Study on the Strategic Development Plan for Hong Kong Port 2030</p> <p><i>To review relevant factors so as to update the port cargo forecasts and recommend how to make more efficient use of the existing port facilities and review the future development plan.</i></p>	0.67	July 2011	In progress	N/A	The findings will be announced after the completion of the study.
BMT Asia Pacific Limited	Tender	<p>Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre</p> <p><i>To map out strategies for enhancing Hong Kong's position as an international maritime centre taking into account prevailing opportunities and challenges.</i></p>	1.61	Nov 2011	In progress	N/A	The findings will be announced after the completion of the study.

Name of consultant	Mode of award (open auction/ tender/ others (please specify))	Title, content and objectives of project	Consultancy fee (\$ million)	Start Date	Progress of study (under planning/in progress/completed)	Follow-ups taken by the 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?
AECOM Asia Company Limited	Tender	<p>Ecological Assessment for Logistics Development in Tuen Mun Area 49</p> <p><i>To ascertain the acceptability of the proposed logistics development from ecological perspective; and to identify and develop practicable improvement measures to address the ecological impacts in the Study Area.</i></p>	0.086	Oct 2012	In progress	N/A	The findings will be reported to the District Council and the Town Planning Board in the context of a planning application.
Not available	Written quotations	Consultancy for the Review on the Fare Adjustment Arrangement for Franchised Buses	Subject to bidding	Around Q2 2013	Under planning	N/A	N/A
Not available	Written quotations	Engagement of a consultant to assist the Air Transport Licensing Authority for consideration of applications	Subject to bidding	Around Q2 2013	Under planning	N/A	N/A
Not available	Written quotations	Review Study on Helicopter Traffic Demand in Hong Kong	Subject to bidding	Around Q3 2013	Under planning	We will make reference to the findings of the study when reviewing the need for the development of heliport facilities in Hong Kong.	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.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>5.4.2013</u>

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

Reply Serial No.

THB(T)252

Question Serial No.

3715

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:

With regard to the growing co-operation between Hong Kong and the Mainland in recent years, please provide relevant information on Hong Kong/Mainland cross-boundary projects or programmes in which the Transport and Housing Bureau is or has been involved.

- (a) For Hong Kong/Mainland cross-boundary projects or programmes in the past two years (2011-12 and 2012-13), please provide information in the following format:

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation and expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Details of the legislative or policy changes related to the programme

(b) For Hong Kong/Mainland cross-boundary projects or programmes in this financial year (2013-14), please provide information in the following format:

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation and expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Details of the legislative or policy changes related to the programme

(c) Apart from the projects or programmes listed above, are there any other modes of cross-boundary co-operation? If yes, what are they? What were the manpower and expenditure involved in the past three financial years (2010-11 to 2012-13), and how much financial and manpower resources are earmarked in the 2013-14 Estimates?

Asked by: Hon. HO Sau-lan, Cyd

Reply:

(a) & (b) Details of cross boundary projects/programmes from 2011-12 to 2013-14 are as follows:

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation and expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Details of the legislative or policy changes related to the programme
Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link	<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 project estimate for the construction of the project is \$66.8 billion.</p> <p>[2011-12 (actual expenditure): \$11,079.0 million; 2012-13 (revised estimate): \$11,890.8 million; 2013-14 (estimate): \$13,698.1 million]</p>	The Ministry of Railways	Commenced in January 2010; targeted to be completed in 2015.	<p>The relevant information has been released to the public through various channels, including public forums, meetings with residents, websites, publications, submissions to District Councils and the Legislative Council (LegCo) etc.</p> <p>Manpower and expenditure involved are covered through deployment of internal resources. There is no separate breakdown for this particular task.</p>	The project is implemented under the current legal and policy framework.

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation and expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Details of the legislative or policy changes related to the programme
Hong Kong-Shenzhen Western Express Line (WEL)	<p>To provide a multi-functional cross-boundary railway to facilitate the cooperation of the Hong Kong and Shenzhen airports, as well as to support the development of Qianhai and Northwest New Territories.</p> <p>The project is included in the Framework Agreement.</p> <p>Estimated project cost is not available at this preliminary planning stage.</p>	The Railway Development Office of the Shenzhen Municipal Government	<p>The planning is included in the Review and Update of the Railway Development Strategy 2000 (RDS-2U) which started in March 2011.</p> <p>The entire study is expected to be completed in 2013. The Government will consider the consultants' final recommendations and explore the way forward for different railway projects having regard to transport demand, cost-effectiveness and the pace of development of new development areas, with a view to reporting the results to the public in 2014.</p>	<p>We carried out the Stage 1 public engagement exercise for the RDS-2U study from April to July 2012 to consult the public on the proposals of three major regional railway corridors, including the WEL.</p> <p>The manpower and expenditure are covered under the RDS-2U study. There is no separate breakdown for this particular task.</p>	Not applicable (N/A) at this preliminary planning stage.

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation and expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Details of the legislative or policy changes related to the programme
Study on Regional Co-operation Plan on Infrastructure Construction	<p>To assess whether the planned infrastructures 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 supply, 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 Renminbi \$2.6 million. Each of the three jurisdictions is responsible for one third of the amount.</p>	The Development and Reform Commission of the Guangdong Province, and the Infrastructure Development Office of the Government of the Macao Special Administrative Region (SAR)	Commenced in January 2010 and completed in 2012.	<p>The plan has been uploaded to the website of the Transport and Housing Bureau for public viewing.</p> <p>Manpower and expenditure involved are covered through deployment of internal resources. There is no separate breakdown for this particular task.</p>	No legislative and policy changes are involved.

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation and expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Details of the legislative or policy changes related to the programme
<p>Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge (Public Works Project item Nos. 4QR & 3QR)</p>	<p>To provide a much needed land transport link between the Hong Kong SAR and the Western Pearl River Delta.</p> <p>The HZMB Main Bridge is a 29.6 km dual three-lane carriageway in the form of bridge-cum-tunnel structure. It runs from the artificial island off Gongbei of Zhuhai to the eastern artificial island for the tunnel section just west of the Hone Kong SAR boundary.</p> <p>The project is included in the Framework Agreement.</p> <p>The approved estimate for the Main Bridge Project to be shared by the Hong Kong SAR is \$9,280 million.</p> <p>[2010-11: \$951.3 million 2011-12: \$1,412.3 million 2012-13: \$1,609.8 million 2013-14 (estimate): \$1,659.01 million]</p>	<p>The Development and Reform Commission of the Guangdong Province</p>	<p>Design work commenced in April 2009.</p> <p>Construction works commenced in December 2009, with end 2016 as the target completion date.</p>	<p>The relevant information has been included in the funding applications for Hong Kong's contribution to the preliminary design and site investigation; and detailed design and construction of the Main Bridge Project submitted to the LegCo in January and May 2009 respectively.</p> <p>Manpower and expenditure involved are covered through deployment of internal resources. There is no separate breakdown for this particular task.</p>	<p>N/A</p>

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation and expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Details of the legislative or policy changes related to the programme
<p>Ad hoc quota trial scheme for cross-boundary private cars between Hong Kong and Guangdong (the Scheme)</p>	<p>To develop and implement an ad hoc quota trial scheme to enhance cross-boundary travel between Hong Kong and Guangdong.</p> <p>The Scheme is included in the Framework Agreement.</p> <p>The actual / estimated expenditure for developing computer systems by the Transport Department (TD) and related maintenance and administrative costs, etc. from 2010-11 to 2013-14 are listed below –</p> <p>[2010-11: \$2.48 million 2011-12: \$8.77 million 2012-13: \$8.38 million 2013-14 (estimate): \$3.26 million]</p>	<p>The Guangdong Provincial Government</p>	<p>The first phase of the Scheme was rolled out on 30 March 2012.</p> <p>There is no concrete timetable for the second phase at present.</p>	<p>The basic implementation plan for ad hoc quota was reported to the Panel on Transport of the LegCo in January 2009. The Administration announced after Hong Kong/ Guangdong Co-operation Joint Conference (HKGDCJC) in August 2011 that the first phase of the Scheme would be implemented in March 2012. Afterwards, the Chief Secretary for Administration reiterated the implementation timetable of the first phase of the Scheme at the 17th Working Meeting of the HKGDCJC in January 2012. The arrangements for the first phase of the Scheme and the current conception for the second phase of the Scheme were presented to the Panel on Transport of the LegCo in February 2012.</p> <p>The implementation details of the first phase of the Scheme were</p>	<p>The first phase of the Scheme does not require amendment to any existing legislation.</p>

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation and expenditure involved	Name of Mainland department / organisation involved	Progress (% completed, start date, anticipated completion date)	Have the details, objective, amount involved or impact on the public, society, culture and ecology etc. been released to the public? If yes, through which channels and what were the manpower and expenditure involved? If no, what are the reasons?	Details of the legislative or policy changes related to the programme
				<p>released to the public on 13 February 2012 by the TD.</p> <p>The progress of implementation of the first phase of the Scheme were reported to the Panel on Transport of the LegCo in December 2012.</p>	

(c) Apart from the projects or programmes listed above, there is no other mode of cross-boundary co-operation handled by the Transport Branch of the Transport and Housing Bureau.

Name in block letters: JOSEPH Y T LAI

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

Date: 5.4.2013

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

Reply Serial No.

THB(T)253

Question Serial No.

4342

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 expenditure and number of officers involved by the Transport and Housing Bureau for overseeing the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) since 2010. Please advise on the Bureau's estimated expenditure and number of officers involved for the project in 2013-14.

Asked by: Hon. KWOK Ka-ki

Reply:

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

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

3.4.2013

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

Reply Serial No.

THB(T)254

Question Serial No.

4344

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 if the Transport and Housing Bureau has conducted any hydrographical and geological surveys on the construction works along the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) as well as assessments of the impacts on property and the community since 2010, and the expenditure and number of officers involved. Please advise if the Bureau has made any compensation and provided building repair services or other remedial measures to residents of Ngau Tam Mei affected by the XRL construction works since 2010, and the estimated expenditure and number of officers involved.

Asked by: Hon. KWOK Ka-ki

Reply:

The Government has entrusted the design and construction of the Hong Kong section of the XRL to the MTR Corporation Limited (MTRCL). Detailed surveys and reviews of the environment, hydrology, geology, underground utilities and buildings along the railway alignment were conducted by the MTRCL during the design stage to ensure that the XRL would be designed and constructed in a manner bringing minimum impact to the environment and the community. An Environmental Impact Assessment (EIA) was also carried out by the MTRCL in accordance with the EIA Ordinance. Approved by the Environmental Protection Department, the EIA covered detailed assessment of different environmental aspects, including water quality, ecology, fisheries, noise, landscape and visual impacts, during both the construction and operation stages of the XRL.

Regarding the construction works in the Ngau Tam Mei area and the associated cases of alleged building damage being followed up by the MTRCL, if site inspection suggests that certain damage may be caused by the construction works, the MTRCL will follow up with the concerned property owner. If there is no sign to indicate that the building damage is caused by the works, an independent loss adjuster will be invited, subject to the agreement

of the property owner, to investigate into the cause. The assessment results will be reported to both the property owner and MTRCL for appropriate follow-up actions.

So far, the building damage cases lodged by Ngau Tam Mei residents are either found to be unrelated to the works or still under the loss adjuster's assessment. Hence, no compensation has been provided to the residents of Ngau Tam Mei. However, on a goodwill basis, the MTRCL will provide assistance to the residents in carrying out some minor maintenance works, such as road re-surfacing, repair of fences, etc. on the condition that the rights and obligations of all parties involved will not be compromised.

The manpower requirement for overseeing the XRL project is met through deployment of internal resources.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)255

Question Serial No.

4345

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 expenditure and number of officers involved in the works for the traffic improvements to Tuen Mun Road Town Centre Section, and the reconstruction and improvement of Tuen Mun Road. Please advise on the progress of the works and number of bus routes and public light bus routes affected. Please advise on the impact of the works on journey time.

Asked by: Hon. KWOK Ka-ki

Reply:

The estimated expenditure for the project concerning Traffic Improvements to Tuen Mun Road Town Centre Section is \$1,967.9 million. The design and supervision of works are carried out by a consultant engaged by the Highways Department (HyD).

The estimated expenditure for the Reconstruction and Improvement of Tuen Mun Road is \$6,804.3 million. The design and supervision of works are carried out by a consultant engaged by the HyD.

The progress of works has been satisfactory. During the construction stage of these projects, the existing number of traffic lanes has been maintained during peak hours to minimise traffic disturbance. Bus routes and public light bus routes along Tuen Mun Road are not affected by the works.

The Transport Branch of the Transport and Housing Bureau deploys existing staff to monitor the progress of the above road projects.

To facilitate the Reconstruction and Improvement of Tuen Mun Road works, the HyD has implemented temporary reduction of speed limit for the section of Tuen Mun Road between Tsuen Wan and Sam Shing Hui since February 2012. According to a traffic survey, the peak hour journey time for vehicles travelling between Tsuen Wan and Sam Shing Hui has increased by about two minutes.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>8.4.2013</u>

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

Reply Serial No.

THB(T)256

Question Serial No.

4347

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 expenditure and number of officers involved for the planning and design work for the Tuen Mun Western Bypass, the Central Kowloon Route, the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2, the Cross Bay Link, as well as the Tseung Kwan O-Lam Tin Tunnel projects. Please advise on the details of the public consultation exercises conducted for the above projects under planning by the Transport and Housing Bureau over the past five years (2008-09 to 2012-13). Please advise on the number of public consultation exercises to be conducted by the Bureau, the estimated expenditure and number of officers involved in 2013-14.

Asked by: Hon. KWOK Ka-ki

Reply:

The estimated expenditure for conducting public engagement exercises for the projects in 2013-14 is tabulated below –

Item	Estimated expenditure for conducting public engagement in 2013-14 (\$ million)
Tuen Mun Western Bypass (TMWB)	5.0
Central Kowloon Route (CKR)	3.0
Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2 (Tolo Stage 2)	-- [The Highways Department (HyD) will deploy internal staff to maintain liaison with the concerned District Councils (DCs).]

Item	Estimated expenditure for conducting public engagement in 2013-14 (\$ million)
Cross Bay Link (CBL)	0.1
Tseung Kwan O - Lam Tin Tunnel (TKO-LTT)	0.1

For the proposed TMWB, the HyD engaged the relevant stakeholders, including the Tuen Mun DC and the Heung Yee Kuk, from 2008 to 2011 to identify the preferred alignment for the TMWB, and has since maintained liaison with them. The HyD is continuing with the TMWB's preliminary design and relevant impact assessment, and will continue to consult the stakeholders during the process.

For CKR, the HyD conducted phase 1 of public engagement from April 2008 to July 2009 to consult the public on the preliminary design of the CKR project. The HyD conducted phase 2 of public engagement from December 2012 to March 2013 to collect public views on the detailed design and construction arrangement of the CKR project. The HyD is enhancing the detailed design of the project, taking into account the feedback from the public. In 2013-14, the HyD will continue to maintain liaison with the public.

For Tolo Stage 2, the HyD consulted the relevant DCs and stakeholders on the overall layout of the project from 2008 to 2009. The HyD has been reporting progress to the concerned DCs thereafter. In general, the public supported the proposed project and urged for its early implementation. The project was gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) in 2009, amended in accordance with public objections and gazetted again in 2010, and authorised by the Chief Executive in Council in 2011.

The public engagement exercises for TKO-LTT and CBL were conducted jointly. The Civil Engineering and Development Department carried out three stages of public engagement exercise from April 2009 to May 2012 to collect public views. In 2013-14, the project will be gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370).

The Transport and Housing Bureau (Transport Branch) has been deploying internal staff to oversee the implementation of various road projects.

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
INITIAL WRITTEN QUESTION**

Reply Serial No.

THB(T)257

Question Serial No.

4348

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 respective completion date of the works for the Central-Wan Chai Bypass and Island Eastern Corridor Link and the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 1 projects, and the expenditure and number of officers involved. Please advise on the respective numbers of bus routes and public light bus routes affected. Please advise on the impact of the above works on their respective journey time. Please advise on the estimated expenditure and number of officers involved for the above projects in 2013-14.

Asked by: Hon. KWOK Ka-ki

Reply:

The required information for the two road projects is tabulated below –

- (a) Central-Wan Chai Bypass and Island Eastern Corridor Link; and
- (b) Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 1:

Item	Anticipated Completion Date	Approved Project Estimate (\$ million in money-of-the-day prices)	Estimated Expenditure in 2013-14 (\$ million)
(a)	End 2017	28,104.6	3,648.8
(b)	Early 2014	4,486.9	749.7

The impact of these construction works on the journey time is estimated to be minimal as the existing number of traffic lanes is maintained under the temporary traffic arrangements. There is no suspension of service for any bus routes and public light bus routes. The Transport and Housing Bureau (Transport Branch) has been deploying internal staff to oversee the implementation of these two projects.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>9.4.2013</u>

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

Reply Serial No.

THB(T)258

Question Serial No.

4350

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 details of the pedestrian scheme in Yuen Long Town to be implemented by the Transport and Housing Bureau (THB). Please advise on the number of public engagement exercises to be conducted by the Bureau, the estimated expenditure and number of officers to be involved for the above scheme in 2013-14.

Asked by: Hon. KWOK Ka-ki

Reply:

A number of pedestrian environment improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment of Yuen Long Town, taking into account the views gathered from the public engagement exercise during the period from May 2009 to September 2010.

The minor schemes developed so far involve traffic management measures, widening of footpath and improvement of pedestrian crossings. So far, two minor schemes (viz widening the existing footpath of Kau Yuk Road and straightening the pedestrian crossings at the junction of Kau Yuk Road and Tai Tong Road; as well as implementation of no-stopping restrictions at On Shun Street) were completed in 2011. The Highways Department (HyD) will complete the other minor schemes as early as possible.

For the major schemes, the HyD commissioned a feasibility study in September 2011 and aims to complete the study within 2013. In March 2013, the HyD launched another stage of public engagement, focusing on four proposed major schemes, to collect public views. The four proposed major schemes involve a new footbridge system along Yuen Long Town Nullah, streetscape improvement, major junction improvement and extension of an existing footbridge.

The public engagement exercise with an estimated cost of \$0.3 million is conducted by the HyD. The Transport Branch of the THB deploys in-house staff, who are also involved in

other duties, to monitor the implementation of the pedestrianisation scheme. There is no separate breakdown of manpower for this particular task.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>5.4.2013</u>

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

Reply Serial No.

THB(T)259

Question Serial No.

4351

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 ranking criteria of the Transport and Housing Bureau for the proposals on the provision of hillside escalator links and elevator systems. Please advise on the number of public engagement exercises, the estimated expenditure and number of officers to be involved by the Bureau for the work in 2013-14.

Asked by: Hon. KWOK Ka-ki

Reply:

The Government established a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems to determine the priority for conducting preliminary technical feasibility studies for the proposed works projects. The 20 proposals received at the time were evaluated in accordance with the assessment system and the results were reported to the Panel on Transport of the Legislative Council (LegCo) on 26 February 2010. Two proposals were screened out initially, and so 18 others were ranked. The Administration indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

The ranking system on provision of hillside escalator links and elevator systems comprised initial screening and scoring stages. The initial screening helped screen out proposals which were obviously infeasible or unjustifiable for implementation. Proposals which passed the initial screening stage would be evaluated by the scoring system based on the established set of evaluation criteria among three categories, namely, circumstantial factors, beneficial factors and implementation factors.

The 20 proposals on hillside escalator links and elevator systems were prioritised based on their scores for further planning and feasibility studies. The Administration has taken forward the top ten proposals for preliminary technical feasibility studies using in-house resources, nine of which have been completed and the remaining one is nearing completion. Except for the “Pedestrian Link at Tsz Wan Shan” (ranked first) that is implemented under the Shatin to Central Link project, the Administration would formulate public consultation plans for these proposals by stages. The Highways Department will soon launch a public consultation exercise for the proposed Escalator Link and Pedestrian Walkway System at Pound Lane, and will carry out similar exercises for other proposals in due course. The Transport and Housing Bureau (Transport Branch) has been deploying in-house resources to oversee the implementation of the projects. There is no separate breakdown of expenditure and manpower for this particular task.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>9.4.2013</u>

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

Reply Serial No.

THB(T)260

Question Serial No.

4352

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 new policy on “Universal Accessibility” to expand the existing programme on retrofitting of barrier-free access facilities at public footbridges, elevated walkways and subways introduced by the Transport and Housing Bureau, please advise on the details and locations. Please advise on the number of public consultation exercises to be conducted by the Bureau, the estimated expenditure and number of officers involved for the above policy in 2013-14.

Asked by: Hon. KWOK Ka-ki

Reply:

The new policy on Universal Accessibility (UA) announced by the Administration in August 2012 retrofits barrier-free access (BFA) facilities such as lifts to existing public walkways (i.e. footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) so as to facilitate access of the public. Under the UA Programme, the Administration has consulted the District Councils (DCs) in the first quarter of 2013 on proposals suggested by the public involving about 250 public walkways (referred to as the Expanded Programme) on the priority for implementation, and will proceed to conduct preliminary technical feasibility studies for the selected priority projects. In parallel, we will continue to pursue the Original Programme (consisting of about 170 projects for retrofitting of BFA facilities to meet the recommendations of the Equal Opportunities Commission).

The details and locations of the Expanded Programme have been reported to the Legislative Council during the application for funding approval in December 2012 of a new block allocation Subhead 6101TX – “Universal Accessibility Programme” for taking forward the UA Programme. Please refer to our letter of 7 January 2013 to the Public Works Subcommittee.

For the Original Programme, the HyD has already consulted the relevant District Councils on the detailed designs for some 70 items. For the remaining items, the HyD will continue to consult the relevant District Councils in 2013-14.

For 2013-14, an amount of \$187.272 million under the new block allocation Subhead 6101TX has been approved for taking forward the projects under the UA Programme. The Transport and Housing Bureau (Transport Branch) has been deploying in-house staff to oversee the implementation of the projects.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>9.4.2013</u>

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

Reply Serial No.

THB(T)261

Question Serial No.

4353

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 expenditure involved and the number of applicants since the implementation of the first phase of the ad hoc quota trial scheme for cross-boundary private cars (the Scheme). Please advise if the Transport and Housing Bureau has conducted any study on the Scheme's implications on the traffic in New Territories West and the expenditure involved. Please advise on the number of public consultation exercises to be conducted by the Bureau in 2013-14 before it continues to work with the relevant Guangdong authorities to implement the above policy, and the estimated expenditure and number of officers involved. Please advise on the completion date of the Scheme.

Asked by: Hon. KWOK Ka-ki

Reply:

The first phase of the Scheme was rolled out on 30 March 2012. As at 4 March 2013, the Transport Department (TD) has received 1 593 applications with 1 442 applications approved. Based on the observation by the TD, the first phase of the Scheme has not caused any adverse impact on the traffic conditions in the New Territories West. The expenditure for the Scheme in 2012-13 and estimated expenditure in 2013-14 are \$8.38 million and \$3.26 million respectively, which cover the costs of system development and maintenance, staff cost, postage and handling charges.

As the first phase of the Scheme has only been in operation for about a year, its effect and demand should be further observed. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out extensive consultation and listen to the views of the community. There is no concrete timetable for implementing the second phase of the Scheme.

Name in block letters: JOSEPH Y T LAI
Post Title: Permanent Secretary for
Transport and Housing (Transport)
Date: 25.3.2013

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

Reply Serial No.

THB(T)262

Question Serial No.

4354

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 whether the Transport and Housing Bureau has conducted any study on the safety of public light bus operation in the past five years (i.e. 2008-09 to 2012-13), and the findings and expenditure involved. Please provide the respective figures, by the 18 districts, on accidents and casualties involving public light bus in the past five years. Please advise on the number of public consultation exercises to be conducted in 2013-14 by the Bureau on the above policy, and the expenditure and number of officers involved. Please also advise on the completion date of the study, if any.

Asked by: Hon. KWOK Ka-ki

Reply:

While there was no formal study on the safety of public light bus (PLB) operation in the past five years, the Administration has reviewed and implemented measures to enhance the safety of the PLB operation including prescribing in law a maximum speed of 80 kilometres/hour for the PLB on roads, mandating the installation of approved speed limiter on all PLBs, mandating electronic data recording device (commonly known as “blackbox”) as a basic equipment of newly registered PLBs, etc.

The numbers of traffic accidents involving PLBs by district from 2008-09 to 2012-13 are listed below:

District	April 2008 - March 2009	April 2009 - March 2010	April 2010 - March 2011	April 2011 - March 2012	April 2012 - February 2013*
Central & Western	65	68	62	66	58
Wan Chai	42	40	31	39	27
Eastern	67	50	48	53	47
Southern	45	50	45	40	39
Yau Tsim Mong	94	96	112	91	70
Sham Shui Po	51	59	59	57	35
Kowloon City	69	104	78	89	59
Wong Tai Sin	61	79	85	76	76
Kwun Tong	109	127	129	128	122
Kwai Tsing	75	87	81	75	63
Tsuen Wan	70	90	71	72	65
Tuen Mun	46	33	52	44	37
Yuen Long	60	43	40	64	57
North	49	40	55	46	62
Tai Po	31	30	45	28	36
Sha Tin	54	55	53	81	58
Sai Kung	34	34	31	28	26
Islands	0	1	0	2	3
Total	1022	1086	1077	1079	940

Note: * Figures are provisional and cover 11 months only.

The Transport Department (TD) has regular meetings with the PLB operators to discuss measures to enhance safety of the PLB operation. The task is performed by two in-house teams in the TD comprising (i) one Principal Transport Officer, one Chief Transport Officer, one Senior Transport Officer, one Transport Officer and one Transport Executive of the Ferry and Paratransit Division; and (ii) one Senior Engineer and one Engineer of the Vehicle Safety and Standards Division as part of their normal duties. There is no separate breakdown of expenditure for this particular task.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

3.4.2013

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

Reply Serial No.

THB(T)263

Question Serial No.

4355

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 study on the utilisation of the three existing road harbour crossings (RHCs) in Hong Kong, please advise on the number of public consultation exercises conducted for the study by the Transport and Housing Bureau in 2012 and the expenditure and manpower involved. Please advise whether the Bureau's consultancy study has considered the feasibility of buying back the Eastern Harbour Crossing (EHC) and the Western Harbour Crossing (WHC). Please advise on the number of public consultation exercises to be conducted for the study by the Bureau in 2013-14 and the estimated expenditure and number of officers to be involved. Please also advise on the completion date of the study.

Asked by: Hon. KWOK Ka-ki

Reply:

The Government commissioned in November 2008 a consultancy study on rationalising the utilisation of the RHCs for a comprehensive analysis of all relevant factors that would affect the distribution of traffic amongst the three RHCs with an objective of identifying the optimum level of traffic for the three RHCs, taking into account their geographic locations and the capacity of the connecting road networks, and recommending feasible options that cover the necessary financial, organisational and legal mechanisms to achieve the optimum traffic situation. Subsequently, the Government completed a three-month public consultation exercise on the findings and recommendations of the consultancy study in the first quarter of 2011. Thereafter, in the light of the views received during the public consultation, we have further studied and fine-tuned some of the toll adjustment options recommended by the consultants to address the public's and the trade's concerns, with a view to putting forward refined toll adjustment options for further public consultation.

In the aforementioned consultancy study, the consultants have examined the option of buying back. The consultants considered that buying back of the EHC and the WHC could not rationalise traffic among the RHCs. Besides, buying back would involve complex and protracted negotiations with the franchisees. As the ownership of the EHC would be transferred back to the Government in 2016, there seemed to be little benefit in buying back the EHC before then. As for the WHC, its connecting roads would not be able to cope with additional traffic during peak hours when relief of the congestion at the Cross Harbour Tunnel (CHT) is most needed. This constraint may only be overcome when the Central-Wanchai Bypass comes into operation in end 2017. We agree with the consultants.

On 8 February 2013, the Administration put forward three toll adjustment options as proposed measures to improve the traffic distribution among the RHCs for a three-month public consultation. All three options involve different degrees of upward toll adjustments at the CHT and downward toll adjustments at the EHC in order to divert some traffic from the CHT to the EHC, thereby alleviating the traffic congestion at the CHT. We will consult relevant stakeholders, such as the Panel on Transport of the Legislative Council, the Transport Advisory Committee, relevant District Councils and transport trades including taxi, goods vehicles, public light buses, non-franchised and franchised buses. This public consultation exercise is being carried out with existing manpower as part of their normal duties. There is no separate breakdown of the manpower or expenditure involved for this particular task.

Depending on the outcome of the public consultation, we will commence discussion with the EHC franchisee on the implementation of the most preferred toll adjustment option. Taking into account the time required to conduct the public consultation, negotiate with the EHC franchisee, and effect the necessary legislative amendments, we plan to conduct a 12-month trial of the chosen toll adjustment option in the second half of 2014. We will review the outcome of the trial before deciding whether the toll adjustments should continue.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>3.4.2013</u>

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)264

Question Serial No.

4356

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 review of the fare adjustment mechanism (FAM) of the MTR Corporation Limited (MTRCL), please advise on the number of public consultation exercises conducted for the review by the Transport and Housing Bureau in 2012 and the expenditure and number of officers involved. Please advise whether the Bureau's study has considered the feasibility of buying back the MTRCL. Please advise on the number of public consultation exercises to be conducted for the review by the Bureau in 2013-14 and the estimated expenditure and number of officers involved. Please also advise on the completion date of the review.

Asked by: Hon. KWOK Ka-ki

Reply:

In 2012, the Government published a public consultation document on the review of the FAM of the MTRCL to consult the Panel on Transport of the Legislative Council, District Councils and the general public on the issue from September to November. The expenditure and manpower involved are absorbed by existing resources of the Transport Branch of the Transport and Housing Bureau and there is no separate breakdown for such work.

In accordance with the Operating Agreement signed in 2007, the Government is conducting a five-yearly review of the FAM with the MTRCL. Our objective is to incorporate service performance and profitability of the MTRCL, as well as public affordability, as additional factors for consideration in the FAM. The Government and the MTRCL aim to complete the review shortly such that the revised FAM can be implemented in June 2013 for the 2013 fare adjustment.

Name in block letters: JOSEPH Y T LAI

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

Date: 2.4.2013

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

Reply Serial No.

THB(T)265

Question Serial No.

4357

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 improvement to the external transport services in the Park Island, please advise whether the Transport and Housing Bureau (the Bureau) will re-tender the ferry route between the Park Island and Tsuen Wan in 2013-14. Please advise on the number of public consultation exercises to be conducted by the Bureau for the matter and the estimated expenditure and number of officers to be involved. Please advise whether the Bureau will consider in 2013-14 enhancements to the external bus services in the Park Island, including increasing routes and frequency. Please advise on the number of public consultation exercises to be conducted by the Bureau for the matter and the estimated expenditure and number of officers to be involved.

Asked by: Hon. KWOK Ka-ki

Reply:

The Government has no plan to conduct a tender exercise for the “Ma Wan – Tsuen Wan” ferry service in 2013-14. Since late 2011, the Transport Department (TD) has conducted two rounds of consultation with the Tsuen Wan District Council and maintained a continuous dialogue with the Park Island residents through a series of meetings with the Park Island Owners’ Committee and public forums participated by the residents. As reflected in the public consultation, Park Island residents differ in opinions on the issue of continued provision of the ferry service. Nonetheless, with the assistance of the TD, local transport is strengthened to meet demand of the residents travelling between Park Island and Tsuen Wan.

Apart from the ferry service between Ma Wan and Central, there are five residents’ service routes plying between Ma Wan and Tsing Yi, Kwai Fong, Tsuen Wan, Airport and Central. The Ma Wan/Tsing Yi and Ma Wan/Kwai Fong services are operated 24 hours a day to facilitate residents interchanging with other modes of transport at the nearest MTR stations or public transport interchanges. The TD will continue to closely monitor the passenger

demand. It will consider bus service improvement proposals in consultation with the transport service providers if the circumstances so warrant. Local representatives will be consulted on such proposals before implementation.

The expenditure involved in the work related to improving ferry service and residents' services will be absorbed by the existing resources of the TD. There is no separate provision or breakdown of the resources allocated for the task.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>3.4.2013</u>

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

Reply Serial No.

THB(T)266

Question Serial No.

4358

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 improvement to the external transport services in the Yat Tung Estate, please advise if the Transport and Housing Bureau will decide in 2013-14 whether the MTR Tung Chung Line will be extended to Tung Chung West. Please advise on the number of public consultation exercises to be conducted by the Bureau for the matter and the estimated expenditure and number of officers to be involved. Please advise whether the Bureau will consider in 2013-14 enhancements to the external bus services in the Yat Tung Estate, including increasing routes and frequency. Please advise on the number of public consultation exercises to be conducted by the Bureau for the matter and the estimated expenditure and number of officers to be involved.

Asked by: Hon. KWOK Ka-ki

Reply:

In March 2011, the Government commissioned consultants to conduct a study for the Review and Update of the Railway Development Strategy 2000 (RDS-2U), with a view to updating the long-term railway development blueprint of Hong Kong in the light of the latest developments of society. We carried out the Stage 1 public engagement exercise from April to July 2012 to consult the public on the proposals of three major regional railway corridors. We are conducting the Stage 2 public engagement exercise from 21 February to 20 May 2013 to discuss the proposals of seven local enhancement schemes for the existing railway lines, including the Tung Chung West Extension.

Upon completion of the Stage 2 public engagement exercise, the consultants will optimise the planning for major regional railway corridors and local enhancement schemes based on the views collected at both stages of the exercise. The entire study is expected to be completed in 2013. The Government will consider the consultants' final recommendations and explore the way forward for different railway projects, including the Tung Chung West Extension, having regard to transport demand, cost-effectiveness and the pace of

development of new development areas, with a view to reporting the results to the public in 2014.

\$16.996 million has been earmarked in 2013-14 for continuing the RDS-2U study (including the Stage 2 public engagement exercise). The work involved in the public engagement exercise will be carried out by the existing staff as part of their duties. There is no separate breakdown of manpower or expenditure for this particular task.

As an on-going task, the Transport Department (TD) considers and assesses bus route development programmes (RDPs) submitted by franchised bus companies. In assessing the RDPs, the TD will take into account factors such as changes in population and passenger demand, infrastructural development, and established guidelines on service improvement and reduction. For Yat Tung Estate, the TD and bus companies have proposed to improve the services of four bus routes under the 2013-14 RDP for Islands District. Amongst those routes, one is an external route to Tsuen Wan while the rest are internal ones operating between Yat Tung Estate and Tung Chung town centre or the Airport. Residents of Yat Tung Estate can make use of internal bus services and interchange at Tung Chung town centre for other external bus routes.

The TD consulted the Islands District Council Traffic and Transport Committee (TTC) on the RDP on 18 March 2013. Members of the TTC were generally supportive of the proposed service improvement proposals.

The processing of the RDPs is mainly handled by the staff of the Bus and Railway Branch of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>3.4.2013</u>

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

Reply Serial No.

THB(T)267

Question Serial No.

4359

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 improvement to the external transport services in Hung Shui Kiu, please advise if the Transport and Housing Bureau will decide in 2013-14 whether the Hung Shui Kiu Station of the MTR West Rail Line will be constructed. Please advise on the number of public consultation exercises to be conducted by the Bureau for the matter and the estimated expenditure and number of officers to be involved. Please advise whether the Bureau will consider in 2013-14 enhancements to the external bus services in Hung Shui Kiu, including increasing routes and frequency. Please advise on the number of public consultation exercises to be conducted by the Bureau for the matter and the estimated expenditure and number of officers to be involved.

Asked by: Hon. KWOK Ka-ki

Reply:

In March 2011, the Government commissioned consultants to conduct a study for the Review and Update of the Railway Development Strategy 2000 (RDS-2U), with a view to updating the long-term railway development blueprint of Hong Kong in the light of the latest developments of society. We carried out the Stage 1 public engagement exercise from April to July 2012 to consult the public on the proposals of three major regional railway corridors. We are conducting the Stage 2 public engagement exercise from 21 February to 20 May 2013 to discuss the proposals of seven local enhancement schemes for the existing railway lines, including the addition of a Hung Shui Kiu Station.

Upon completion of the Stage 2 public engagement exercise, the consultants will optimise the planning for major regional railway corridors and local enhancement schemes based on the views collected at both stages of the exercise. The entire study is expected to be completed in 2013. The Government will consider the consultants' final recommendations and explore the way forward for different railway projects, including the addition of a Hung

Shui Kiu Station, having regard to transport demand, cost-effectiveness and the pace of development of new development areas, with a view to reporting the results to the public in 2014.

\$16.996 million has been earmarked in 2013-14 for continuing the RDS-2U study (including the Stage 2 public engagement exercise). The work involved in the public engagement exercise will be carried out by the existing staff as part of their duties. There is no separate breakdown of manpower or expenditure for this particular task.

As an on-going task, the Transport Department (TD) considers and assesses bus service adjustment proposals from franchised bus companies. In accessing such proposals, the TD will take into account factors such as changes in population and passenger demand, infrastructural development, and established guidelines on service improvement and reduction.

The TD is studying with the bus company bus service improvement proposals to tie in with the population intake in Hung Shui Kiu area in early 2015. Apart from that, the TD will also take a more holistic review on the bus service provision in the district as a whole to better meet passenger demand, enhance bus operation efficiency, alleviate fare increase pressure, and reduce traffic congestion and roadside emissions. The TD will consult the Yuen Long District Council Traffic and Transport Committee on the proposals later this year.

The processing of the bus service proposals is mainly handled by the staff of the Bus and Railway Branch of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>3.4.2013</u>

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

Reply Serial No.

THB(T)268

Question Serial No.

4360

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 improvement to the external transport services at the Tuen Mun Ferry Pier, please advise if the Transport and Housing Bureau will decide in 2013-14 whether the Tuen Mun Ferry Pier Station of the MTR West Rail Line will be constructed. Please advise on the number of public consultation exercises to be conducted by the Bureau for the matter and the estimated expenditure and number of officers to be involved. Please advise whether the Bureau will consider in 2013-14 enhancements to the external bus services at the Tuen Mun Ferry Pier, including increasing routes and frequency. Please advise on the number of public consultation exercises to be conducted by the Bureau for the matter and the estimated expenditure and number of officers to be involved.

Asked by: Hon. KWOK Ka-ki

Reply:

In March 2011, the Government commissioned consultants to conduct a study for the Review and Update of the Railway Development Strategy 2000 (RDS-2U), with a view to updating the long-term railway development blueprint of Hong Kong in the light of the latest developments of society. We carried out the Stage 1 public engagement exercise from April to July 2012 to consult the public on the proposals of three major regional railway corridors. We are conducting the Stage 2 public engagement exercise from 21 February to 20 May 2013 to discuss the proposals of seven local enhancement schemes for the existing railway lines, including the Tuen Mun South Extension.

Upon completion of the Stage 2 public engagement exercise, the consultants will optimise the planning for major regional railway corridors and local enhancement schemes based on the views collected at both stages of the exercise. The entire study is expected to be completed in 2013. The Government will consider the consultants' final recommendations and explore the way forward for different railway projects, including the Tuen Mun South

Extension, having regard to transport demand, cost-effectiveness and the pace of development of new development areas, with a view to reporting the results to the public in 2014.

\$16.996 million has been earmarked in 2013-14 for continuing the RDS-2U study (including the Stage 2 public engagement exercise). The work involved in the public engagement exercise will be carried out by the existing staff as part of their duties. There is no separate breakdown of manpower or expenditure for this particular task.

As an on-going task, the Transport Department (TD) considers and assesses bus route development programmes (RDPs) submitted by franchised bus companies. In assessing the RDPs, the TD will take into account factors such as changes in population and passenger demand, infrastructural development, and established guidelines on service improvement and reduction. For Tuen Mun District, the TD and the bus company have conducted a holistic review on the bus service in the district to better meet passenger demand, enhance bus operation efficiency, alleviate fare increase pressure, and reduce traffic congestion and roadside emission. The resultant RDP for 2013-14 includes service improvement proposals to cater for the increase in passenger demand in Tuen Mun Ferry Pier area. The TD has started to consult the Tuen Mun District Council on the proposals in early 2013 for target implementation in mid-2013.

The processing of the RDPs is mainly handled by the staff of the Bus and Railway Branch of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>3.4.2013</u>

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

Reply Serial No.

THB(T)269

Question Serial No.

4361

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 whether the Transport and Housing Bureau will conduct any public consultation in 2013-14 on bus route rationalisation and the estimated expenditure and number of officers involved.

Asked by: Hon. KWOK Ka-ki

Reply:

As an annual exercise, the Transport Department (TD) will assess the proposed route development programmes (RDPs) submitted by the franchised bus companies. In doing so, the TD will take into account factors such as changes in population and passenger demand, infrastructural development and the established guidelines on service improvement and reduction. According to established practice, the TD would consult each of the 18 District Councils on the relevant proposed RDPs, which may comprise introduction of new routes, frequency improvement or extension of operating hours, as well as cancellation or amalgamation of routes, frequency reduction or route truncation. The consultation for the 2013-14 RDPs is underway and is expected to be completed by May 2013.

The processing of the RDPs is mainly handled by staff of the Bus and Railway Branch of the TD as part of their normal duties. There is no separate breakdown of expenditure for the purpose.

Name in block letters: JOSEPH Y T LAI

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

Date: 25.3.2013

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

Reply Serial No.

THB(T)270

Question Serial No.

4362

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 whether the Transport and Housing Bureau will conduct any public consultation on the construction works for the Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project prior to securing funding approval for and kick-starting the works in 2013-14, and the estimated expenditure and number of officers to be involved. Please advise on the estimated expenditure and number of officers to be involved for overseeing the progress of construction of the Hong Kong Boundary Crossing Facilities, the Hong Kong Link Road and the TM-CLKL in 2013-14.

Asked by: Hon. KWOK Ka-ki

Reply:

As reported to the Panel on Transport of the Legislative Council (LegCo) in October 2011 and the Public Works Subcommittee in November 2011 respectively when we sought funding approval for the advance works of the TM-CLKL project, we had conducted a series of public engagement exercises for the TM-CLKL and collected the views of different groups and residents of Lantau and Tuen Mun on the overall layout and alignment of the TM-CLKL. In general, the public supported the proposed project and urged for its early implementation.

The Finance Committee (FC) of the LegCo approved funding for the detailed design, site investigations, and advance works of the TM-CLKL in November 2011. The advance works, comprising the construction of the southern landfall, are already underway. Regarding the remaining works, we plan to consult the Panel on Transport and seek funding approval from the FC in the second quarter of 2013. The works are scheduled to commence in mid-2013.

With funding approval from the FC in November 2011 and May 2012, the Hong Kong Boundary Crossing Facilities and the Hong Kong Link Road are now under construction. The Transport and Housing Bureau (Transport Branch) deploys existing staff to monitor the HZMB projects and there is no separate breakdown of manpower and expenditure for this particular task.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>3.4.2013</u>

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

Reply Serial No.

THB(T)271

Question Serial No.

5455

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:

There are news from the community that “according to sources from the MTR Corporation Limited (MTRCL), the company has slackened the pace of a number of contracts with the suspension of the negotiation between Beijing and Hong Kong authorities on the co-location arrangement. The Hong Kong Government has been hesitant about the matter as it is still finding a way out. Meanwhile, when the Secretary for Security Mr. LAI Tung-kwok appeared on the Radio Television Hong Kong’s programme “*Face to Face*” broadcast in late February, he refrained from answering the question about “the time when the consideration on the co-location arrangement would be completed” despite repeated questions from the host. He even said that no timetable had been set, suggesting that the co-location arrangement might be aborted. In the absence of a co-location arrangement, the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) will lose most of its advantages. In this respect, The Professional Commons has pointed out that the absence of a co-location arrangement means not only the loss of nearly \$70 billion of construction cost but also the huge sum of billions of dollars due to operational deficits and project slippage that will be borne by the Hong Kong people. Will the Financial Secretary and Chief Secretary for Administration advise on the timetable for the study of the co-location arrangement? If the co-location arrangement cannot be made, will the construction of the Hong Kong section of the XRL be terminated?

Asked by: Hon. LEUNG Kwok-hung

Reply:

The arrangements for co-location of boundary crossing facilities (BCF) in the West Kowloon Terminus (WKT) 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 (CIQ) arrangements as early as possible.

The construction of the Hong Kong section of the XRL commenced in January 2010. The progress of the construction has been satisfactory so far. The scheduled completion date of the Hong Kong section of the XRL is 2015.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)272

Question Serial No.

3881

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 nurturing of talents, the Government will establish a \$100 million training fund for maritime and aviation transport to attract young people to receive maritime and aviation transport training. Will the Government advise this Committee of the expected number of young people to be benefited from the \$100 million fund?

Asked by: Hon. LEUNG Yiu-chung

Reply:

We are working with the relevant stakeholders in devising the implementation details and action plan for the training fund. We will provide such information when seeking funding approval from the Finance Committee of the Legislative Council.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

2.4.2013

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

Reply Serial No.

THB(T)273

Question Serial No.

5026

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

- (a) What is the progress of the study and legislative work for the co-location of boundary crossing facilities? What are the targets, details and specific timetable of the work and the manpower and expenditure involved? Will the expected commissioning date of the Hong Kong section of the XRL be delayed? What is the estimated overrun caused by slippage of the project?
- (b) Has the Administration assessed whether the implementation of the co-location arrangement will require amendments to the project (such as designs of the station and boundary control facilities)? If yes, what are the amendments and their implications on the estimated project cost of the Hong Kong section of the XRL and the operating costs in future? If not, what are the reasons?

Asked by: Hon. MOK, Charles Peter

Reply:

- (a) The arrangements for co-location of boundary crossing facilities (BCF) in the West Kowloon Terminus (WKT) 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 (CIQ) arrangements as early as possible.

The manpower and expenditure in taking forward the CIQ arrangements for the XRL are absorbed by existing resources, and as such no additional manpower and expenditure are involved.

The construction of the Hong Kong section of the XRL commenced in January 2010. The progress of the construction has been satisfactory so far. The scheduled completion date of the Hong Kong section of the XRL is 2015. So far, there has been no sign of cost overrun for the project.

- (b) Provisions have been made for the co-location of the BCF in the WKT. The implementation of the relevant CIQ arrangements would not affect the construction of the Hong Kong section of the XRL.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)274

Question Serial No.

5105

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 “reviewed the fare adjustment mechanism of the MTR Corporation Limited”, will the Administration advise this Committee of the following:

- (a) whether additional resources will be provided for the work; if yes, the details;
- (b) when it will be tabled at the Legislative Council (LegCo) for discussion and the timetable of the review;
- (c) whether the Government will consider fully exercising the authority to assign government officials to be members of the Board of the MTR Corporation Limited (MTRCL) to oversee the operation of the company; if so, the details; if not, the reasons for that;
- (d) what are the rebates for passengers offered by the MTRCL on their fares; and
- (e) what are the Administration’s measures for monitoring the MTRCL efforts to refund the total amount of \$600 million to passengers as rebates on fares within this year; if the MTRCL fails to do so, how will the Administration deal with it?

Asked by: Hon. TANG Ka-piu

Reply:

- (a) and (b) In 2012, the Government published a public consultation document on the review of the fare adjustment mechanism (FAM) of the MTRCL to consult the Panel on Transport of the LegCo, District Councils and the general public on the issue from September to November.

In accordance with the Operating Agreement signed in 2007, the Government is conducting a five-yearly review of the FAM with the MTRCL. Our objective is to incorporate service performance and profitability of the MTRCL, as well as public affordability, as additional factors for consideration in the FAM. The Government and the MTRCL aim to complete the review shortly such that the revised FAM can be implemented in June 2013 for the 2013 fare adjustment.

The expenditure and manpower involved in the review exercise are absorbed by existing resources of the Transport Branch of the Transport and Housing Bureau. There is no separate breakdown for this particular task.

- (c) Currently, the Secretary for Transport and Housing, the Secretary for Financial Services and the Treasury, and the Commissioner for Transport are serving as Non-executive Directors of the Board of the MTRCL.
- (d) and (e) At the time when the MTRCL published the adjusted fares in May 2012, it also announced the offer of a new package of fare promotions to give back to passengers the value of the additional revenue it would receive in the year from the 2012 fare adjustment, bringing an overall savings in transport expenses of approximately \$670 million to passengers.

According to the MTRCL, the savings were calculated based on the Corporation's past experience in offering similar promotions. The actual savings would depend on the patronage figures and the participation level of passengers. The MTRCL stated that it would not terminate the promotions prematurely even if the actual savings reach \$670 million. If the actual savings are less than \$670 million, the Government will urge the MTRCL to consider extending certain promotions or introducing other promotions.

As at the end of 2012, the MTRCL stated that the total fare revenue returned to passengers for the 2012 FAM promotions, including "Ride 10 get 1 free", "Free child travel for weekends", "\$20 MTR Shop Coupons for Monthly Pass Users" and "Tung Chung – Hong Kong Monthly Pass", amounted to some \$230 million.

The Government will continue to monitor closely the implementation of the promotions. The MTRCL will also regularly review the effectiveness of the fare promotions. Upon their completion, the MTRCL will submit to the Government the actual utilisation data of the promotions.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>8.4.2013</u>

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

Reply Serial No.

THB(T)275

Question Serial No.

5106

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 Motor Vehicles First Registration Tax, please inform this Committee :

- (a) the number of private cars, motorcycles, goods vehicles, taxis, light buses and non-franchised buses first registered in each month of the financial year 2012-13, with a breakdown in taxable value, and;
- (b) the number of electric vehicles and hybrid vehicles first registered in the financial year 2012-13, and the current number of electric vehicles and hybrids vehicles used on roads.

Asked by: Hon. TANG Ka-piu

Reply:

- (a) The number of first registration of private cars, motorcycles, goods vehicles, taxis, light buses and non-franchised buses (for the period from April 2012 to February 2013), broken down according to the vehicle class and tax rate is presented at Annex.
- (b) There were 433 licensed electric vehicles (including special purpose vehicles) as at the end of February 2013, among which 99 (including special purpose vehicles) were first registered during the period from April 2012 to February 2013 inclusive.

Hybrid vehicles are categorised by the Transport Department (TD) as either petrol or diesel vehicles, depending on the fuel used for the engine. The TD does not maintain separate statistical data on registered hybrid vehicles.

Name in block letters: JOSEPH Y T LAI

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

Date: 3.4.2013

Vehicle Class	Taxable Value (as stipulated in the Schedule to Cap. 330)	Number of first registered vehicles										
		Apr 2012	May 2012	Jun 2012	Jul 2012	Aug 2012	Sep 2012	Oct 2012	Nov 2012	Dec 2012	Jan 2013	Feb 2013
Private cars	\$150,000 or less	879	1 043	961	967	1 118	988	971	973	746	825	692
	\$150,001 to \$300,000	927	1 584	1 546	1 427	1 720	1 495	1 431	1 677	1 674	1 405	1 305
	\$300,001 to \$500,000	699	1 407	1 282	1 135	1 215	1 189	1 099	1 185	1 009	1 329	956
	More than \$500,000	266	477	304	266	341	259	266	313	301	304	175
Van-type light goods vehicles not exceeding 1.9 tonnes permitted gross vehicle weight (PGVW)	\$150,000 or less	0	0	0	0	0	0	0	0	0	0	0
	\$150,001 to \$300,000	0	0	0	0	0	0	0	0	0	0	0
	More than \$300,000	0	0	0	0	0	0	0	0	0	0	0
Van-type light goods vehicles exceeding 1.9 tonnes PGVW	Flat tax rate as applicable to the class of vehicle	208	324	227	300	295	309	299	405	390	361	275
Motorcycles		256	355	255	314	380	334	387	387	223	298	260
Non van-type light goods vehicles		103	79	82	77	97	74	100	104	108	75	59
Medium goods vehicles		149	197	173	161	161	170	195	150	207	170	137
Heavy goods vehicles		60	65	74	56	65	64	70	78	43	61	61
Taxis		36	20	12	24	28	33	30	21	12	14	17
Public light buses		2	3	3	5	3	4	6	2	7	8	1
Private light buses		12	24	26	21	83	27	13	32	17	31	12
Non-franchised buses		55	72	57	56	143	65	44	61	49	74	47

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

Reply Serial No.

THB(T)276

Question Serial No.

4293

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 railway safety, will the Administration provide information on the following:

- (a) the resources and manpower involved in railway safety in the past three years (2010-11, 2011-12 and 2012-13);
- (b) the number of accidents and casualties on each railway line in the past three years (2010-11, 2011-12 and 2012-13) broken down by type of accidents;
- (c) the number of service delays and the average duration of delay on each railway line in the past three years (2010-11, 2011-12 and 2012-13); and
- (d) the measures for the Administration to monitor the MTR Corporation Limited (MTRCL) against its service pledges; whether a penalty system will be introduced; if yes, the details; if not, how can the Administration ensure that there such incidents do not recur?

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) The Electrical and Mechanical Services Department (EMSD) is responsible for monitoring the safety of railway systems. The number of professional/technical staff in the EMSD's Railways Branch responsible for regulating safety of the existing railway lines and the corresponding annual staff cost are set out below:

	2010-11	2011-12	2012-13
Number (No.) of staff	9	9	11
Total annual staff cost (in terms of notional annual mid-point salary) (\$ million)	7.690	8.238	9.842

- (b) The MTRCL does not maintain separate figures on the number of accidents and casualties on each railway line. Information on accidents involving injuries or fatalities of MTR passengers from 2010 to 2012 is as follows -

Equipment involved	2010			2011			2012		
	No. of accidents	No. of injuries	No. of fatalities	No. of accidents	No. of injuries	No. of fatalities	No. of accidents	No. of injuries	No. of fatalities
Escalator / Travelator	725	785	0	773	861	0	822	923	0
Train Door	259	272	0	286	291	0	229	234	0
Platform Gap	159	159	0	194	194	0	185	185	0
Platform Screen Door/ Automatic Platform Gate	44	46	0	37	37	0	30	32	0
Lift	12	12	0	15	15	0	8	8	0
Miscellaneous	92	115	1	111	141	1	131	191	0
Total	1 291	1 389	1	1 416	1 539	1	1 405	1 573	0

The above figures exclude cases of suicide/attempted suicide, and accidents due to passengers' own sickness and trespassing. "Miscellaneous" includes cases involving passengers or members of the public tripping or falling as a result of their losing balance and light rail accidents involving pedestrians or vehicles on the road.

- (c) The numbers of service delays under various delay ranges by railway line from 2010 to 2012 are listed below -

Delay Range	Year	Kwun Tong Line	Tsuen Wan Line	Island Line	Tseung Kwan O Line	Tung Chung Line	Disney-land Resort Line	Airport Express	East Rail Line	Ma On Shan Line	West Rail Line	Light Rail
8-30 minutes	2010	22	18	11	25	21	3	11	54	6	18	74
	2011	29	19	9	17	24	3	12	72	8	15	78
	2012	27	23	9	14	19	9	6	41	2	10	80
31-60 minutes	2010	2	0	0	0	0	1	0	5	0	0	4
	2011	1	0	0	0	2	0	0	3	0	0	5
	2012	0	1	0	1	0	0	1	3	0	0	2
61 minutes or more	2010	0	1	0	0	0	0	0	0	1	0	1
	2011	0	0	0	0	0	1	0	1	0	0	1
	2012	0	0	1	0	0	0	0	1	0	1	3

- (d) The Government has all along required the MTRCL to offer safe, reliable and efficient railway services at all times. The EMSD is responsible for monitoring the safety of railway systems. It will conduct post-incident investigations to ensure that the MTRCL will take appropriate follow-up and improvement measures. The EMSD will also conduct regular inspections to check whether the MTRCL has carried out all

necessary railway system maintenance works to ensure railway safety. Under the Mass Transit Railway Regulations, the MTRCL has to notify the EMSD of any incident that occurred at any part of the entire railway premises which has a direct bearing on the safe operation of the railway.

In accordance with the Operating Agreement signed in 2007, the Government is conducting a five-yearly review on the fare adjustment mechanism (FAM) with the MTRCL. Our objective is to incorporate service performance of the MTRCL, apart from their profitability as well as public affordability, as an additional factor for consideration in the FAM. The Government and the MTRCL aim to complete the review shortly such that the revised FAM can be implemented in June 2013 for the 2013 fare adjustment.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>8.4.2013</u>

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

Reply Serial No.

THB(T)277

Question Serial No.

4294

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 provision of hillside escalator links and elevator systems”, will the Administration provide the following information:

- (a) the current list of proposals; whether there is any new proposal as compared with the list of 2011; and
- (b) the proposals to be tabled at the Legislative Council (LegCo) for funding approval in 2013-14, the expenditure involved and the project schedule?

Asked by: Hon. WONG Kwok-hing

Reply:

(a) The Government established a set of comprehensive, objective and transparent scoring criteria for assessing proposals for hillside escalator links and elevator systems to determine the priority for conducting preliminary technical feasibility studies for the proposed works projects. The 20 proposals received at the time were evaluated in accordance with the assessment system and the results were reported to the Panel on Transport of the LegCo on 26 February 2010. Two proposals were screened out initially, and so 18 others were ranked. The Administration indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

The Administration have taken forward the top ten ranking proposals by conducting preliminary technical feasibility studies and the corresponding progress are listed in the table below.

Rank	District	Proposal	Progress
1	Wong Tai Sin	Pedestrian Link at Tsz Wan Shan	This link is implemented under the Shatin to Central Link project. The construction commenced in July 2012 for completion by phases between 2014 and 2016.
2	Eastern	Braemar Hill Pedestrian Link	Preliminary technical feasibility studies completed and further investigation in progress.
3	Kwai Tsing	Lift System and Pedestrian Walkways at Cheung Hang Estate	
4	Central & Western	Escalator Link and Pedestrian Walkway System at Pound Lane	
5	Kwai Tsing	Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road	
6	Kwai Tsing	Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street	Preliminary technical feasibility studies completed and further investigation to be arranged.
7	Kwai Tsing	Lift and Pedestrian Walkway System between Lai Cho Road and Wah Yiu Road	
8	Wong Tai Sin	Pedestrian Link at Chuk Yuen North Estate	
9	Kowloon City	Lift and Pedestrian Walkway System at Waterloo Hill	Preliminary technical feasibility study completed and further investigation in progress.
10	Kwai Tsing	Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road	Preliminary technical feasibility study in progress.

The proposals ranked 11-20 are listed in the table below:

Rank	Proposal	Remarks
11	Lift and Pedestrian Walkway System between Wo Tong Tsui Street and Kwai Hing Road	-
12	Lift and Pedestrian Walkway System at Luen On Street	-

Rank	Proposal	Remarks
13	Escalator System at Yuet Wah Street	To be implemented by the Civil Engineering and Development Department in relation to the Redevelopment of the Kwun Tong Town Centre by the Urban Renewal Authority. Works are scheduled to commence in the second quarter of 2013 for completion in end 2015.
14	Escalator Link between Hong Sing Garden and Po Hong Road	-
15	Lift and Pedestrian Walkway System between Lai King Hill Road and Princess Margaret Hospital	-
16	Lift and Pedestrian Walkway System between Saddle Ridge Garden and Sai Sha Road	-
17	Lift and Pedestrian Walkway System between Hing Shing Road and Tai Wo Hau Road	-
18	Escalator Link between Sha Tin Sui Wo Court and Footpath leading to MTR Fo Tan Station	-
19	Additional Escalator System between Central and Mid-levels	Screened out at the Initial Screening Stage (similar facility is already provided in close proximity).
20	Escalator System at Ap Lei Chau	Screened out at Initial Screening Stage (its level difference does not exceed 6 metres).

(b) For the proposals ranked second to ninth, we are proceeding with the pre-construction works. In due course, we will consult the District Councils and the relevant stakeholders, arrange of gazettal of the proposals and handle the objections (if any) under the Roads (Works, Use and Compensation) Ordinance (Cap. 370), and also conduct further investigations for the projects. Thereafter, we will map out the implementation schedule, and seek funding approval from the LegCo for carrying out detailed design and construction works.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

8.4.2013

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

Reply Serial No.

THB(T)278

Question Serial No.

4310

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 work on overseeing the granting of new franchises to the New World First Bus Services Limited (NWFB), Long Win Bus Company Limited (LW) and the Citybus Limited (Citybus) (Franchise for Airport and North Lantau Bus Network), will the Administration advise this Committee:

- (a) whether additional resources will be allocated for the above work; if yes, the details; and
- (b) when the matter will be tabled at the Legislative Council (LegCo) for discussion and the timetable of the review?

Asked by: Hon. Wong Kwok-hing

Reply:

Pursuant to section 5 of the Public Bus Services Ordinance (Cap. 230), the Chief Executive in Council approved the granting of new ten-year franchises to the NWFB, the LW and the Citybus in respect of its franchise for the Airport and North Lantau bus network on 24 April 2012. A LegCo Brief on the matter was issued on the same date. The new franchise of the NWFB will commence on 1 July 2013 while those of the LW and the Citybus on 1 May 2013.

Views from the public and the Traffic and Transport Committees of all District Councils on the requirements of the new franchises were invited between July and September 2011. The Administration reported the progress of the franchise negotiations to the Panel on Transport of the LegCo at its various meetings from July 2011 to May 2012, and consulted the Transport Advisory Committee.

Two time-limited posts of one Chief Transport Officer and one Senior Transport Officer were created in the Transport Department to help handle the work related to the granting of the aforementioned franchises from 2011 to 2013. The annual staff costs of the two posts, in terms of notional annual mid-point salary, are as follows –

Rank	No. of Post	Annual Staff Cost
Chief Transport Officer	1	\$1,125,120
Senior Transport Officer	1	\$824,820

Name in block letters: JOSEPH Y T LAI
 Post Title: Permanent Secretary for
Transport and Housing (Transport)
 Date: 3.4.2013

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

Reply Serial No.

THB(T)279

Question Serial No.

4311

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 “introduced legislative amendments to enhance the safety of public light bus operation”, will the Administration advise this Committee of the following:

- (a) the details of the abovementioned legislative amendments and the timetable; and
- (b) the stakeholders to be consulted and the timetable concerned?

Asked by: Hon. WONG Kwok-hing

Reply:

- (a) The legislative amendments to enhance the safety of public light bus (PLB) operation were enacted on 13 April 2012. The new legislation imposes a maximum speed of 80 kilometres/hour (km/hr) for PLBs on roads, mandates the installation of approved speed limiter on all PLBs, requires the display of PLB driver identity plate on PLB by PLB drivers, mandates the installation of approved electronic data recording device (EDRD) (commonly called black box) on all newly registered PLBs and requires applicants for a PLB driving licence to attend and complete a pre-service training course. The last two measures will come into effect after the Transport Department (TD) has completed the necessary preparations.

The TD is working with the EDRD suppliers to identify and approve suitable models for installation on newly registered PLBs. It is also in the process of selecting and designating training schools and formulating the relevant Code of Practice for the provision of the pre-service training course. The Administration aims to introduce the necessary subsidiary legislation and commencement notice for the Legislative Council (LegCo)’s approval within 2013 to give effect to these two measures.

- (b) The Administration had already consulted the green minibus operators, the associations of the red minibus trade and the Panel on Transport of the LegCo before the introduction of the relevant Bill into the LegCo in June 2011. The PLB trade members also made representation to the relevant Bills Committee of the LegCo in January 2012.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>3.4.2013</u>

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

Reply Serial No.

THB(T)280

Question Serial No.

3942

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 Chief Executive has mentioned that the Government will further enhance Hong Kong's status as an international shipping centre. In this connection, will the Administration advise this Committee on:

- (a) the timetable for the study on the development of Container Terminal 10 (CT10) and the expenditure for the works project;
- (b) the projected container throughput for ocean-going vessels upon the completion of CT10; and
- (c) the number of trips by ocean-going vessels calling the port of Hong Kong?

Asked by: Hon. WONG Kwok-kin

Reply:

In 2013-14, the Administration will continue to oversee the preliminary feasibility study for CT10 at Southwest Tsing Yi and the Study on the Strategic Development Plan for Hong Kong Port 2030. The two studies are expected to be completed by mid-2013. We have earmarked about \$1.15 million in 2013-14 for conducting the two studies. Upon completion of the studies, 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 the scale for developing CT10.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

2.4.2013

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

Reply Serial No.

THB(T)281

Question Serial No.

3949

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 "I propose to designate \$100 million to establish a training fund for maritime and aviation transport, so as to sustain and expand various schemes and scholarships, and to implement other new initiatives. This will help attract young people to enrol in related skills training and degree programmes and join the industry upon graduation, providing a wealth of vibrant and competitive talent for the industry." as mentioned by the Financial Secretary in the Budget Speech, will the Administration provide the following information:

- (a) the number of job vacancies in the local shipping and aviation industry in the past five years (i.e. 2008-09 to 2012-13) and the next five years (i.e. 2013-14 to 2017-18) with the figures set out by job title, job nature, salary and working hours;
- (b) the number of local shipping and aviation personnel in the past three years (i.e. 2010-11, 2011-12 and 2012-13) with the figures set out by gender, age, nationality, job nature, years of service, salary and working hours, and the percentage of new recruits with less than a year of service out of the total number of personnel;
- (c) the existing training programmes for the industry and the new ones in the 2013-14 school year with details of their content, mode of study, type of qualifications to be awarded, and the current/expected number of trainees; and
- (d) the respective details and estimated expenditure of the various programmes, scholarships and new initiatives under the training fund for maritime and aviation transport, and the number of young people expected to be attracted by these programmes to join the shipping and aviation industry?

Asked by: Hon. WONG Kwok-kin

Reply:

- (a) & (b) The maritime industry provides about 55 000 jobs (1.6% of total employment), including those for port-related activities, i.e. container terminals, transport of containerised goods and other related port services. The maritime industry

covers a wide range of marine-related as well as ancillary services, such as ship management, shipbroking and chartering, maritime finance, legal and arbitration, maritime insurance and other port-related jobs. We do not have readily available data to quantify the manpower supply and demand of the maritime industry. In general, the industry considers that there are job opportunities at different levels, namely crew, technical and professional.

The Hong Kong International Airport (HKIA) is an important driver to Hong Kong's economy. In 2010 (the latest year when such data were compiled), about 65 000 people were working on the airport island, and the number would be a few times higher when indirect and induced jobs created by the aviation industry outside the airport island are taken into account. We do not have readily available data to quantify the manpower supply and demand of the aviation industry. Jobs at the HKIA can be broadly classified into the following categories –

- (i) Professional (17.9%)
- (ii) Managerial (5.2%)
- (iii) Manual/low-skilled (19.5%)
- (iv) Technical (57.4%)

- (c) To help ensure that our maritime industry will continue to be supported by a pool of skilled and knowledge-based workforce, the Government, through the Hong Kong Maritime Industry Council and in collaboration with the industry have been running five maritime training and scholarship schemes to groom talents at the technical and professional levels. Cumulatively, over 880 persons have benefited under the five schemes since their implementation. These schemes are –

Name	Launch year	Education institution involved	Purpose	Number of persons benefitted cumulatively
Sea-going Training Incentive Scheme	2004	Administered by the Marine Department	To provides financial incentive for local persons to take up sea-going training as cadets.	250
Ship Repair Training Incentive Scheme	2006	The Vocational Training Council	To encourage local people to receive training and to serve the ship repair industry.	141
Hong Kong Maritime Law Scholarship Scheme	2010	The City University of Hong Kong	To help build up a pool of maritime legal professionals for Hong Kong.	19
Hong Kong Maritime and Logistics Scholarship Scheme	2007	The Hong Kong Polytechnic University	To train up maritime and logistics professionals for the industry.	77

Name	Launch year	Education institution involved	Purpose	Number of persons benefitted cumulatively
The University of Hong Kong (HKU) – Dalian Maritime University (DMU) Academic Collaboration Scheme	2008	HKU and DMU	To nurture maritime legal professionals well versed in the Hong Kong and Mainland legal systems.	395
Total:				882

On the aviation side, there are local diploma or degree programmes which provide different technical streams or elective courses related to aviation, such as the Bachelor Degree and Master Degree programmes in Mechanical Engineering offered by the Hong Kong Polytechnic University and the Diploma and Higher Diploma in Aircraft Maintenance Engineering offered by the Vocational Training Council.

- (d) The training fund will be used in sustaining and expanding various schemes and scholarships, and implementing other new initiatives. The objective is to help attract young people to enrol in related skills training and degree programmes and join the industry upon graduation, providing the necessary new blood for the industry. We are working with the relevant stakeholders in devising the implementation details and action plan for the training fund. We will provide relevant information when seeking funding approval from the Finance Committee of the Legislative Council.

Name in block letters: JOSEPH Y T LAI

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

Date: 5.4.2013

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

Reply Serial No.

THB(T)282

Question Serial No.

3952

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 “worked with the Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) and the Hong Kong Association of Freight Forwarding and Logistics Limited (HAFFA) to develop and implement a training programme for the freight logistics sector”, will the Administration advise this Committee on:

- (a) the implementation details, target trainees and content of the programme;
- (b) the duration of the programme and the expenditure involved;
- (c) the estimated number of freight logistics personnel to be benefited under the programme; and
- (d) the assessment measures for the Administration to oversee the effectiveness of the programme?

Asked by: Hon. WONG Kwok-kin

Reply:

With the support of the Hong Kong Logistics Development Council (LOGSCOUNCIL), the Administration provided a sponsorship of \$1 million to the CILTHK and the HAFFA in 2007-08 for designing and implementing a vocational training programme (the Programme) tailored to the frontline staff of the freight logistics sector. The Programme seeks to enhance the skills and capabilities of the freight logistics workforce by offering practical knowledge that is crucial for freight operations. The Programme is divided into “Airfreight” and “Seafreight” streams, with four modules for each stream.

The Programme was rolled out in phases from early 2010 upon compilation of the course materials for the relevant modules. So far, Airfreight Modules 1 to 3 and Seafreight Modules 1 and 2 have been commissioned with an enrolment of some 460 participants in total. The remaining modules would be launched this year. We estimate that around 1 000 industry participants would benefit under the Programme.

The course participants are invited to evaluate the effectiveness of the Programme after completion of each module. The feedback received so far has been positive. The Administration will, in collaboration with the LOGSCOUNCIL, the CILTHK and the HAFFA, review the Programme after all the modules have been launched to assess its effectiveness, the case for continued operation, and areas for improvement.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>2.4.2013</u>

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

Reply Serial No.

THB(T)283

Question Serial No.

4590

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 major outlying island ferry routes in Hong Kong, will the Administration advise this Committee of the following:

- (a) the effectiveness of the helping measures for the six major outlying island ferry routes; and
- (b) whether any study has been conducted on the long term solution for the services provided by the outlying island ferry routes and public affordability. If yes, what are the details of the study? If no, whether the Government has any measures to address the possible financial problems that may be brought about by the ferry services in future?

Asked by: Hon. WU Chi-wai

Reply:

(a) & (b)

The Government has been providing various measures to enhance the long-term financial viability of ferry services. They include taking over pier maintenance responsibility, waiving fuel duty, and reimbursing pier rentals and exempting vessel licence fees for ferry services under the Elderly Concessionary Fares Scheme.

The Government completed a review on ferry services for outlying islands in 2010. The review recommended a package of special helping measures to enhance the long-term financial viability of the six major outlying island ferry routes¹ and maintain fare stability. In November 2010, the Finance Committee of the Legislative Council approved a commitment of \$114.963 million for the implementation of these special helping measures

¹ The six ferry routes are “Central – Cheung Chau”; “Inter-islands” serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; “Central – Mui Wo”; “Central – Peng Chau”; “Central – Yung Shue Wan”; and “Central – Sok Kwu Wan”. They account for about 72% of the average daily patronage of all outlying island ferry services in 2012.

for the current three-year licence period of these six ferry routes, running from April / July 2011² to March / June 2014, as follows:

- (i) waiving annual vessel survey fee and private mooring fee;
- (ii) reimbursing pier electricity, water and cleansing charges;
- (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 established arrangement;
- (iv) reimbursing vessel maintenance cost;
- (v) reimbursing revenue foregone due to provision of child fare concessions;
- (vi) reimbursing vessel insurance cost; and
- (vii) re-launching a “visiting scheme to outlying islands” by providing fare subsidy to encourage institutions such as schools, non-governmental organisations, community and local groups to organise activities to the outlying islands served by the six ferry routes.

The Government is conducting a mid-term review on the six major outlying island ferry routes. The review includes examination of, amongst other things, the latest financial position and service level of the six ferry routes, as well as the utilisation of the special helping measures mentioned above. The Government aims to complete the review by mid-2013.

Name in block letters:	<u>JOSEPH Y T LAI</u>
Post Title:	<u>Permanent Secretary for Transport and Housing (Transport)</u>
Date:	<u>2.4.2013</u>

² The licence period for “Central – Mui Wo” route commenced on 1 April 2011 and those for the remaining five routes commenced on 1 July 2011.

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

Reply Serial No.

THB(T)284

Question Serial No.

4591

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 construction and the operational arrangements of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), please advise this Committee of the current progress of the various works, the anticipated completion date and expenditure of the works. Will there be any cost overrun as assessed for the works? If yes, what are the details of the works involved?

Asked by: Hon. WU Chi-wai

Reply:

The construction of the Hong Kong section of the XRL commenced in January 2010. The MTR Corporation Limited (MTRCL) has been entrusted with the construction, testing and commissioning of the XRL. The foundation works of the West Kowloon Terminus are substantially completed and the underground structural works are underway. The construction of the various tunnel sections is in progress. The scheduled completion date of the Hong Kong section of the XRL is 2015.

As at 31 December 2012, the MTRCL has awarded most of the major construction contracts, making up a total awarded value of about \$44.8 billion. We are working closely with the relevant parties with a view to completing the works within budget and on schedule. We will continue to discuss and study the operational arrangements for the XRL and the related issues through the various task forces established with the Mainland authorities.

Name in block letters: JOSEPH Y T LAI

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

Date: 3.4.2013

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

Reply Serial No.

THB(T)285

Question Serial No.

4592

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 policy on “Universal Accessibility” to expand the existing programme on retrofitting of barrier-free access facilities at public footbridges, elevated walkways and subways, will the Administration advise this Committee of the following:

- (a) the projects completed in 2012-13 and the details (please list the breakdown by District Council (DC) districts);
- (b) the projects to be completed in 2013-14 and the details (please list the breakdown by DC districts); and
- (c) the projects scheduled to commence in 2013-14, their expenditures and anticipated completion dates (please list the breakdown by DC districts)?

Asked by: Hon. WU Chi-wai

Reply:

The new policy on Universal Accessibility (UA) announced by the Administration in August 2012 retrofits barrier-free access (BFA) facilities such as lifts to existing public walkways (i.e. footbridges, elevated walkways and subways maintained by the Highways Department (HyD)) so as to facilitate access of the public. Under the UA Programme, the Administration has consulted the 18 DCs in the first quarter of 2013 on proposals suggested by the public involving about 250 public walkways (referred to as the “Expanded Programme”) on the priority for implementation, and will proceed to conduct preliminary technical feasibility studies for the selected priority projects. The detailed design and construction of the projects preliminarily found to be technically feasible will be taken forward as soon as possible. In parallel, we will continue to pursue the Original Programme (consisting of about 170 projects for retrofitting of BFA facilities to meet the recommendations of the Equal Opportunities Commission).

(a) and (b)

Ten projects under the Original Programme, with funding approved by the Legislative Council in July 2011, are under construction. Apart from these ten projects, the construction works of another 24 projects in the Original Programme, with funding approved in January 2013 under the new block allocation (Subhead 6101TX – Universal Accessibility Programme), have just commenced. Works of these 34 projects will be on-going in 2013-14.

(c) The distribution of the 34 projects mentioned in (a) and (b) above is as follows:

District	Number of Public Walkways
Eastern	1
Southern	6
Wan Chai	7
Kowloon City	1
Kwun Tong	1
Sham Shui Po	4
Yau Tsim Mong	4
Kwai Tsing	2
North	1
Sha Tin	1
Tai Po	3
Tuen Mun	1
Tsuen Wan	2
TOTAL	34

Depending on the progress of preliminary technical feasibility studies and then detailed design of projects under the UA Programme, the construction of more projects would commence in 2013-14.

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

9.4.2013

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

Reply Serial No.

THB(T)286

Question Serial No.

4608

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 continued overseeing of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), have the Government and the MTR Corporation Limited (MTRCL) received complaints about the impacts of works on the safety of buildings? If yes, what are the number of cases and the details (including date of complaint and the location of building)? Is there any established case of complaint?

Asked by: Hon. WU Chi-wai

Reply:

Up to February 2013, a total of 193 reports of alleged building damages due to the construction of the Hong Kong section of the XRL were received. After assessment by the independent loss adjuster, 162 cases are found to be unrelated to the construction of the XRL, while the causal relationship for four cases was initially established and these cases are being followed up by the MTRCL. The remaining 27 cases are under assessment. Details of the received reports are as follows:

Location	Number of Cases of Alleged Building Damage				Total	Initial establishment of causal relationship (Up to February 2013)
	2010	2011	2012	2013 (Up to February)		
West Kowloon (Jordan)	1	1	2	0	4	3 – No; 1 – Yes (being followed up by MTRCL)
Tai Kok Tsui	0	0	20	0	20	No
Sham Shui Po	0	1	2	1	4	No
Kwai Chung	0	1	13	1	15	No
Tsuen Wan	6	75	3	0	84	No
Pat Heung, Yuen Long	0	5	15	4	24	14 – No; 2 – Yes (being followed up by MTRCL); 8 under assessment by the loss adjuster
San Tin, Yuen Long	0	2	36	4	42	22 – No; 1 – Yes (being followed up by MTRCL); 19 under assessment by the loss adjuster
Total	7	85	91	10	193	162 – No; 4 – Yes (being followed up by MTRCL); 27 – under assessment by the loss adjuster

Name in block letters:

JOSEPH Y T LAI

Post Title:

Permanent Secretary for
Transport and Housing (Transport)

Date:

28.3.2013

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

Reply Serial No.

THB(T)287

Question Serial No.

4569

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 85 of his Budget Speech, the Financial Secretary has proposed to set aside \$100 million to establish a training fund for maritime and aviation transport to support training for local shipping and aviation industry. Please advise this Committee of the details of the operation of the fund. In addition to the existing training schemes and scholarships, will the Administration consider using the fund to step up the training for different skills in land, maritime and aviation transport, in order to meet the need for different kinds of talent of the shipping and logistics industry? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The training fund will be used in sustaining and expanding various schemes and scholarships, and implementing other new initiatives. The objective is to help attract young people to enrol in related skills training and degree programmes and join the industry upon graduation, providing the necessary new blood for the industry. The Transport Branch of the Transport and Housing Bureau is working with the relevant stakeholders in devising the implementation details and action plan for the training fund. We will provide relevant information when seeking funding approval from the Finance Committee of the Legislative Council.

Name in block letters: JOSEPH Y T LAI

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

Date: 25.3.2013

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

Reply Serial No.

THB(T)288

Question Serial No.

4904

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:

What are the number of inspections conducted by the Transport Department (TD) for checking the compliance of franchised bus companies with the conditions of franchises in the past three years (i.e. from 2010-11 to 2012-13)? What are the number, nature and follow-up actions of the breaches found? Please provide a breakdown of the relevant figures by individual franchised bus companies.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The franchised bus companies are required to provide a proper and efficient public bus service. To monitor the level of bus service provided by each franchised bus company, the TD has been conducting regular surveys (for example, surveys on availability and passenger occupancy) to monitor the performance of the bus companies. The TD also conducts ad hoc surveys (for example, termini surveys, en-route bus stop surveys, journey time surveys and on-board surveys) and site inspections in response to complaints, suggestions, or problems identified from the regular returns of bus companies.

The numbers of surveys and inspections conducted on bus service level by the TD in 2010, 2011 and 2012 are given in the table below:

	2010	2011	2012
Surveys	1 009	1 121	1 465
Site inspections	97	216	267
Total	1 106	1 337	1 732

While some surveys are specific to individual bus companies, many of the surveys are carried out on an area or district basis involving a number of bus routes operated by different franchised bus companies, or cross-harbour routes jointly operated by two bus

companies. There are no statistics of the findings of the survey broken down by individual bus companies.

Non-compliance cases may range from cleanliness, non-stopping at bus stops, staff attitude, unreliable services, to inadequate services. The TD does not keep record on the number of cases in which franchised bus companies are found to have failed to comply with the required level of bus service. Instead, the TD would take follow-up actions if any problem or service deficiency is found in the surveys or inspections. For minor operational issues such as cleanliness, staff attitude, and noise level of a bus television broadcasting system, the TD will refer the case to the bus companies for immediate rectification. If the problem of missing trips is found on a particular bus route or group of routes due to traffic congestion, the TD will address the problem by collaborating with relevant parties and recommend improvement measures, such as implementation of traffic management schemes, alteration of bus routeing or adjustment of service timetables. If the missing trip problem arises from bus companies' operational malpractice, shortage of bus captains or high breakdown rates of buses, the TD will request the franchised bus companies to make improvement. In the case of inadequate services, the TD would follow up with the bus companies to make improvement as appropriate. Follow-up surveys will also be arranged to ascertain the effectiveness of improvement measures made by the franchised bus companies.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

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

Reply Serial No.

THB(T)289

Question Serial No.

4905

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:

What were the total patronage, the number of complaints lodged by passengers to the Transport Department, the number of substantiated complaints, as well as the nature of complaints in respect of the major public transport operators in each of the past three years (i.e. 2010-11 to 2012-13)? Please provide the respective figures for individual public transport operators.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The complaint figures in respect of the public transport operators in Hong Kong are compiled on the basis of calendar years. The situation related to the major operators of various public transport modes is set out below:

(A) Railway – MTR Corporation Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	1 609	342 (211)	- inadequate passenger services and facilities - inadequate frequency and carrying capacity - irregular service - unsatisfactory staff conduct and performance - unsatisfactory cleaning conditions of compartments - high fare level and inadequate
2011	1 691	356 (312)	
2012	1 771	470 (301)	

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
			fare concessions - others, e.g. passengers' disputes with staff

In the past three years, there was roughly 0.13 to 0.18 substantiated complaint out of every one million patronage.

(B) Franchised Bus

1. The Kowloon Motor Bus Company (1933) Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	946.7	1 981 (1 694)	- inadequate frequency and carrying capacity - irregular service - improper driving behaviour - unsatisfactory staff conduct and performance - inadequate passenger services and facilities
2011	936.4	2 519 (2 148)	
2012	942.9	4 326 (2 711)	

2. New World First Bus Services Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	172.1	541 (450)	- inadequate frequency and carrying capacity - irregular service - improper driving behaviour - unsatisfactory staff conduct and performance - inadequate passenger services and facilities
2011	175.2	527 (469)	
2012	179.1	793 (539)	

3. Citybus Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	221.1	536 (471)	<ul style="list-style-type: none"> - inadequate frequency and carrying capacity - irregular service - improper driving behaviour - unsatisfactory staff conduct and performance - inadequate passenger services and facilities
2011	219.9	675 (569)	
2012	227.4	1 019 (700)	

4. Long Win Bus Company Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	29.4	67 (38)	<ul style="list-style-type: none"> - inadequate frequency and carrying capacity - irregular service - improper driving behavior - unsatisfactory staff conduct and performance - inadequate passenger services and facilities
2011	30.3	94 (87)	
2012	31.3	139 (96)	

5. New Lantao Bus Company (1973) Limited

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	19.1	38 (27)	<ul style="list-style-type: none"> - inadequate frequency and carrying capacity - irregular service - improper driving behavior - unsatisfactory staff conduct and performance - inadequate passenger services and facilities
2011	20.9	21 (21)	
2012	22.3	31 (27)	

Insofar as the above five franchised bus operators are concerned, there was roughly 1 to 3 substantiated complaints out of every one million patronage in the past three years.

(C) **Ferry**

1. **The “Star” Ferry Company Limited**

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	23	4 (4)	- improper pier management - no permission for carriage of bicycles on Tsim Sha Tsui – Central vessels - charging for carriage of bicycles on Tsim Sha Tsui – Wan Chai vessels - unsatisfactory staff conduct and performance
2011	22.2	4 (2)	
2012	21.7	7 (3)	

2. **New World First Ferry Services Limited**

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	10.3	13 (11)	- unsatisfactory staff conduct and performance - insufficient carrying capacity - irregular service - insufficient passenger facilities - unsatisfactory vessel conditions - unsatisfactory cleaning conditions
2011	10.7	20 (10)	
2012	11	21 (20)	

Insofar as the above two major ferry operators are concerned, there was roughly 0.09 to 1.82 substantiated complaint out of every one million patronage in the past three years.

(D) **Tram – Hong Kong Tramways, Limited**

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	82.8	21 (18)	- irregular service - insufficient carrying capacity - non-adherence to routeing - improper driving behaviour - unsatisfactory staff conduct
2011	79	19 (15)	
2012	74.1	160 (78)	

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
			and performance

In the past three years, there was roughly 0.2 to 1 substantiated complaint out of every one million patronage.

(E) Green Minibus – Various Operators

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	548.5	2 656 (2 407)	<ul style="list-style-type: none"> - inadequate frequency and carrying capacity - irregular service - non-adherence to routeing - improper driving behaviour - unsatisfactory conduct and performance of staff
2011	559	3 051 (2 213)	
2012	551.5	3 555 (3 088)	

In the past three years, there were roughly 4.0 to 5.6 substantiated complaints out of every one million patronage.

(F) Red Minibus – Various Operators

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	137	307 (276)	<ul style="list-style-type: none"> - improper driving behaviour - unsatisfactory driver's conduct and performance - overcharging - unsatisfactory cleaning conditions of compartments - unsatisfactory conditions of vehicles - unsatisfactory passenger services and facilities
2011	132.6	317 (300)	
2012	129.3	299 (262)	

In the past three years, there were roughly two substantiated complaints out of every one million patronage.

(G) **Taxi** – Various Operators

Year	Annual Patronage (million)	Number of Complaints (Number of substantiated cases)	Nature of Complaints
2010	358	7 997 (3 014)	- unsatisfactory conduct and performance of drivers
2011	364	8 789 (3 106)	- improper driving behaviour - overcharging
2012	350	9 079 (3 242)	

In the past three years, there were roughly 8.4 to 9.3 substantiated complaints out of every one million patronage.

Name in block letters: MRS INGRID YEUNG
Post Title: Commissioner for Transport
Date: 28.3.2013

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

Reply Serial No.

THB(T)290

Question Serial No.

5473

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:

As a franchised bus company, the New Lantao Bus Company (1973) Limited (NLB) enjoys exemption from diesel duty in operating its public bus services. What was the amount of diesel duty waived in the past five years (i.e. from 2008-09 to 2012-13)? Does the duty exemption also apply to the coach services operated by the NLB in Lantau Island and other areas? Has the Government reserved any manpower to monitor the NLB so as to avoid abuse of the exemption? If yes, please provide the details. If no, what are the reasons? What is the estimated amount of loss of revenue?

Asked by: Hon. CHEUNG Chiu-hung, Fernando

Reply:

According to the Dutiable Commodities Ordinance (Cap. 109), the grantee of a franchise by the Transport Department (TD) under section 5 of the Public Bus Services Ordinance (Cap. 230) can enjoy duty exemption for light diesel oil in operating public bus services as defined in that Ordinance. Therefore, the duty of light diesel oil for all franchised bus companies, including the NLB, has been waived. Since 14 July 2008, the Administration has waived the duty on Euro V light diesel oil, which is used by all diesel vehicles, including non-franchised buses, in Hong Kong. The Customs and Excise Department has since stopped collecting data on the duty waived for the respective franchised bus companies. Neither the TD nor the NLB has information on the duty waived. Since the diesel duty has been waived, there is no question of abuse of the across-the-board exemption.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)291

Question Serial No.

4940

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 will “work with consultants in updating and enhancing the transport model”. Please advise -

- (a) When was the current transport model first applied? What was the cost in building the model? What is the annual operating cost?
- (b) Was the consultant selected through tendering? If affirmative, how many tenders were received? What were the selection criteria?
- (c) What is the estimated payment to the consultant in 2013-14?
- (d) When will the enhanced transport model become operational?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

- (a) The strategic transport model for use in transport planning was first developed in 1999 at a cost of \$16 million. The annual operating cost for the model is about \$90,000.
- (b) The consultant engaged for the updating and enhancement of the current model was selected through open tendering according to the established competitive selection procedures. Three consultant firms submitted proposals which were evaluated on the basis of the consultants’ expertise, experience and past performance, proposed study methodology and approach, as well as the fee.
- (c) The estimated expenditure for the consultancy in 2013-14 is \$2.3 million.
- (d) The enhanced model is scheduled to become operational in early 2015.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)292

Question Serial No.

3843

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:

Regarding the utilisation of road links between Kowloon and Sha Tin, will the Administration inform this Committee of: the traffic flow of the Tsing Sha Highway (section between Sha Tin and Cheung Sha Wan), the Lion Rock Tunnel, the Tate's Cairn Tunnel and the Shing Mun Tunnels by various types of vehicles on working days in the past two years (2011 and 2012) and at present; whether the current flow is low on the Tsing Sha Highway (section between Sha Tin and Cheung Sha Wan); measures that the Administration has to attract motorists to divert from using the Lion Rock Tunnel and the Tate's Cairn Tunnel with heavy vehicular traffic to using the Tsing Sha Highway (section between Sha Tin and Cheung Sha Wan)?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

In the past two years (2011 and 2012), the average daily traffic flows on weekdays by vehicle class at the Tsing Sha Highway (section between Sha Tin and Cheung Sha Wan), the Lion Rock Tunnel, the Tate's Cairn Tunnel and the Shing Mun Tunnels are as follows:

	Private Car, Taxi and Motorcycle		Single-decked Bus, Light Bus and Goods Vehicle less than or equal to 5.5 tonnes		Double-decked Bus, and Goods Vehicle more than 5.5 tonnes		Total	
	2011	2012	2011	2012	2011	2012	2011	2012
Tsing Sha Highway	24 000	27 000	7 200	7 900	7 300	7 700	38 500	42 600

	Private Car, Taxi and Motorcycle		Single-decked Bus, Light Bus and Goods Vehicle less than or equal to 5.5 tonnes		Double-decked Bus, and Goods Vehicle more than 5.5 tonnes		Total	
	2011	2012	2011	2012	2011	2012	2011	2012
Lion Rock Tunnel	57 800	58 200	17 200	16 100	13 400	12 800	88 400	87 100
Tate's Cairn Tunnel	39 700	41 700	8 500	8 900	7 300	7 700	55 500	58 300
Shing Mun Tunnels	27 500	28 800	13 400	13 200	9 100	8 800	50 000	50 800

*Figures rounded up to the nearest hundred

The section of the Tsing Sha Highway between Sha Tin and Cheung Sha Wan is part of Route 8, and it provides an express road link between Sha Tin and Lantau via West Kowloon, Tsing Yi and Lantau Link. It offers additional road capacity to relieve the burden on the Lion Rock Tunnel, the Tate's Cairn Tunnel and the Shing Mun Tunnels. From its opening in March 2008 to the end of 2012, the traffic flow on this section of the Tsing Sha Highway has doubled. With the continuous development of West Kowloon, North East New Territories and Lantau, the usage of the Tsing Sha Highway is expected to increase progressively over time.

Name in block letters: MRS. INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)293

Question Serial No.

3668

Head: 186 – Transport Department Subhead (No. & title):

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the departmental records management work over the past three years (2010-11, 2011-12, 2012-13):

- (a) Please provide information on the number and rank of officers designated to perform such work. If no officer is designated for such work, please provide information on the number of officers and the hours of work involved in records management duties, and the other duties they have to undertake in addition to records management;
- (b) Please list in the table below information on programme and administrative records which have been closed pending transfer to the Government Records Service (GRS) for appraisal:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents

- (c) Please list in the table below information on programme and administrative records which have been transferred to the GRS for retention:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

- (d) Please list in the table below information on records which have been approved for destruction by the GRS:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents

Asked by: Hon. HO Sau-lan, Cyd

Reply:

- (a) We have designated 38 officers in various offices as Departmental Records Manager (at the Chief Executive Officer rank), Assistant Department Records Manager (at the Senior Executive Officer rank), and Records Management Officers (generally not below the rank of Transport Officer II or equivalent) to oversee records management work on top of their other duties. They are assisted by some 160 registry staff (normally clerical officers) for the day-to-day records management activities in their registries. As these officers are responsible for a wide range of duties in their daily work, the time spent on records management duties and the other work they have to undertake vary considerably.
- (b) Records with approved retention periods which have been closed pending transfer to the GRS for appraisal are listed below:

Category of records	Years covered by the records	Number and linear metres of records	Retention period approved by the GRS	Are they confidential documents
Administrative records	1995 to 2013	30 files in 1.26 linear metres	Three to five years	Yes
	1980 to 2011	136 files in 0.21 linear metres	Three to seven years	No
Programme records	1993 to 2012	363 files in 18.10 linear metres	Seven to ten years	No

- (c) Records transferred to the GRS for retention:

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents
Administrative records	1967 to 1973	1 file in 0.07 linear metre	2012	Permanent	No

Category of records	Years covered by the records	Number and linear metres of records	Year that the records were transferred to the GRS	Retention period approved by the GRS	Are they confidential documents
Programme records	1994 to 2001	11 files in 0.53 linear metres	2012	Permanent	No

(d) Records approved for destruction by the GRS:

Category of records	Years covered by the records	Number and linear metres of records	Years that approval was granted by the GRS	Retention period approved by the GRS	Are they confidential documents
Administrative records	1949 to 2009	9 499 files in 29.50 linear metres	2010	One year	No
	1965 to 2009	620 files in 26.83 linear metres	2010 to 2012	One to seven years	No
	1973 to 2007	85 files in 4.61 linear metres	2012	Three to seven years	Yes
Programme records	1974 to 2004	93 files in 5.12 linear metres	2012	Three to seven years	Yes
	1977 to 2006	18 430 files in 286.63 linear metres	2010 to 2012	Three to ten years	No
	1986 to 2010	8 939 files in 358.84 linear metres	2010 to 2012	Two to thirteen years	No

Name in block letters:

MRS INGRID YEUNG

Post Title:

Commissioner for Transport

Date:

28.3.2013

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

Reply Serial No.

THB(T)294

Question Serial No.

3965

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 advise whether the Transport Department (TD) has paid or will pay any fee to Hong Kong School of Motoring (HKSM) in the current (2012-13) and coming financial year (2013-14). If yes, what is the purpose? Please also advise the number of staff of the TD that are responsible for coordination with the HKSM and the total cost involved?

Asked by: Hon. LEUNG Kwok-hung

Reply:

The Government has been adopting a “two-pronged approach” in respect of driver training. Apart from maintaining a sufficient supply of Private Driving Instructors for on-street driving training, we promote off-street driver training through designating driving schools.

There are four driving schools designated under the Road Traffic Ordinance (Cap. 374) (the Ordinance). The proprietors of the designated driving schools, including HKSM, are required to operate the schools in accordance with relevant provisions of the Ordinance and the Code of Practice as approved by the TD. These schools are operated under commercial principle. No subsidy from the Government is involved.

The TD oversees the operation of the designated driving schools as part of its services rendered to the public. We have no separate breakdown on manpower establishment or expenditure involved in such work.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)295

Question Serial No.

4308

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 work “evaluating and introducing new technologies, including intelligent transport systems, to enhance the management and operation of the transportation system of Hong Kong and deploying information technology to improve the business and planning process”, would the Administration inform this Committee:

- (a) What is the programme for evaluating the Speed Map Panel (SMP) System?
- (b) Will the SMP System be expanded to other major routes? If yes, what are the details and expenditure involved?
- (c) Will the information provided by the Journey Time Indication System (JTIS) and SMP System be integrated so that motorists can obtain the combined traffic information? If yes, what are the details? If no, what are the reasons?
- (d) Will the Administration review the current arrangement for an abrupt increase in the speed limit from 50 km/hr to 70 km/hr, and consider the addition of a speed limit of 60 km/hr? If affirmative, please provide the details or otherwise the reasons for not doing so.

Asked by: Hon. WONG Kwok-hing

Reply:

- (a)&(b) Five sets of SMPs, which are located in the New Territories, were commissioned in January 2013, and the Administration is now monitoring the operation of the SMP System. Evaluation on the reliability, effectiveness and public acceptance of the SMP System is being conducted and is expected to be completed by the third quarter of 2013. Subject to the result of the evaluation, expansion of the system to other routes will be considered as appropriate.

- (c) The JTIS and SMP Systems collect real-time traffic information such as journey time and traffic speed, and display the information on the panels erected at strategic locations. The public can access the traffic information of the JTIS and SMP Systems through the homepage of the Transport Department as well as through the smartphone application “Hong Kong eRouting” launched in January 2013.
- (d) In response to public views that there were too many types of speed limits in Hong Kong, a simple 50-80-100 km/hr three-tier speed limit structure for all new roads was proposed by the Administration and agreed to by the Legislative Council in 2000. Since then, the speed limits of existing roads have been reviewed and adjusted according to the above simple speed limit structure as far as possible.

The proposed addition of a 60 km/hr speed limit on roads goes against our policy intention of having a simple speed limit structure. At locations where speed limits change from 50 km/hr to 70 km/hr, drivers can gradually accelerate to suit the prevailing traffic condition after seeing the 70 km/hr traffic sign.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)296

Question Serial No.

5354

Head: 186 – Transport Department Subhead (No. & title):

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the engagement of “outsourced workers”, please provide the following information:

	2012-13 (latest position)
Number of outsourced service contracts	()
Total amount paid to outsourced service providers	()
Length of contract for each outsourced service provider	()
Number of outsourced workers engaged through outsourced service providers	()
Distribution of the positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology, etc.)	
Monthly wages of outsourced workers	
- \$30,001 or above	()
- \$16,001 to \$30,000	()
- \$8,001 to \$16,000	()
- \$6,501 to \$8,000	()
- \$6,240 to \$6,500	()
- \$6,240 or below	()
Length of employment of outsourced workers	
- More than 15 years	()
- 10 to 15 years	()
- 5 to 10 years	()
- 3 to 5 years	()
- 1 to 3 years	()
- Less than 1 year	()
Percentage of outsourced workers out of the total number of staff of the Department (%)	()

	2012-13 (latest position)
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%)	()
Number of workers with paid meal breaks	()
Number of workers without paid meal breaks	()
Number of workers under five-day work week	()
Number of workers under six-day work week	()

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

Asked by: Hon. WONG Kwok-hing

Reply:

Almost all of the outsourcing services (in terms of contract value) currently used by the Transport Department (TD) relate to the management, operation and maintenance of transport infrastructure and services such as government tunnels, bridges, parking meters, car parks, etc. Details about the positions of these contracts as at 31 March 2013 are provided below:

	2012-13 (latest position)
Number of outsourced service contracts	14 (-)
Total amount paid to outsourced service providers (\$ billion) (Note 1)	4.0 (+5.3%) (Note 2)
Length of contract for each outsourced service provider	Ranging from three to six years
Number of outsourced workers engaged through outsourced service providers (Note 3)	2 389 (+2.3%) (Note 4)
Distribution of the positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology, etc.)	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks
Monthly wages of outsourced workers - \$30,001 or above - \$16,001 to \$30,000 - \$8,001 to \$16,000 - \$6,501 to \$8,000 - \$6,240 to \$6,500 - \$6,240 or below	- Professional and managerial ranks (around \$40,000 or above) - Supervisory ranks (ranging from around \$10,000 to \$50,000) - Technical, clerical and non-skilled ranks (ranging from around \$6,000 to \$20,000)

	2012-13 (latest position)
Length of employment of outsourced workers - More than 15 years - 10 to 15 years - 5 to 10 years - 3 to 5 years - 1 to 3 years - Less than 1 year	There is no requirement specified in these contracts for contractors to provide information on the number of years of service of staff employed under these contracts.
Percentage of outsourced workers out of the total number of staff of the Department (%) (Note 5)	170% (-5.6%) (Note 6)
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%) (Note 7)	622% (-4.0%) (Note 8)
- Number of workers with paid meal breaks - Number of workers without paid meal breaks	There is no requirement specified in these contracts for contractors to provide information on the number of staff with/without paid meal breaks.
- Number of workers under five-day work week - Number of workers under six-day work week	There is no requirement specified in these contracts for contractors to provide information on the number of staff under five-day/ six-day work week.

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

Notes

- (1) Total contract value represents the agreed price for the whole period of the contract.
- (2) The year-on-year change in 2012-13 is mainly due to the revised contractual terms arising from the re-tendering and award of new contracts for the Shing Mun Tunnels and the Tseung Kwan O Tunnel, the New Kowloon Bay Vehicle Examination Centre and extension of the existing contract for the Tsing Sha Control Area.
- (3) Number of staff employed under these contracts denotes the minimum number of staff required by these contracts.
- (4) The year-on-year change in 2012-13 is mainly due to the revised contractual terms arising from the re-tendering and award of two new contracts for (i) the Kai Tak Tunnel and the Lion Rock Tunnel; and (ii) the Shing Mun Tunnels and the Tseung Kwan O Tunnel.
- (5) Total number of staff of the Department refers to “Number of posts” under “Changes in the size of the establishment (as at 31 March)” of 2013 in the printed estimates of the TD.
- (6) The year-on-year change in 2012-13 is mainly due to the increased size of establishment.

- (7) Total salary expenditure of staff of the Department refers to the total “Personal Emoluments” under “Details of Expenditure by Subhead” of 2012-13 in the printed estimates of the TD.
- (8) The year-on-year change in 2012-13 is mainly due to the increased personal emoluments arising from civil service pay rise with effect from 1 April 2012, partly offset by the increase in total contract value of the outsourcing service contracts.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)297

Question Serial No.

5355

Head: 186 – Transport Department Subhead (No. & title):

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

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

	2012-13 (latest position)
Number of NCSC staff	()
Details of NCSC positions	
Total expenditure on the salaries of NCSC staff	()
Monthly wages of NCSC staff	
• \$30,001 or above	()
• \$16,001 to \$30,000	()
• \$8,001 to \$16,000	()
• \$6,501 to \$8,000	()
• \$6,240 to \$6,500	()
• Below \$6,240	()
Year of service of NCSC staff	
• 15 years or above	()
• 10 to 15 years	()
• 5 to 10 years	()
• 3 to 5 years	()
• 1 to 3 years	()
• Less than 1 year	()
Number of NCSC staff appointed as civil servants	()
Number of NCSC staff who had chances for appointment as civil servants through open recruitment but have failed to do so	()
Percentage of NCSC staff out of the total number of staff in the Department	()
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department	()
Number of NCSC staff with paid meal breaks	()
Number of NCSC staff without paid meal breaks	()
Number of NCSC staff under five-day work week	()
Number of NCSC staff under six-day work week	()
Number of NCSC staff applying for paternity leave	()
Number of NCSC staff granted approval for paternity leave	()

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

Asked by: Hon. WONG Kwok-hing

Reply:

The information is as follows –

	2012-13 ^{Note 1}
Number of NCSC staff	119 (-27%)
Details of NCSC positions	
• transport operations and traffic engineering duties	30 (-34.8%)
• executive and administrative support duties	21 (+162.5%)
• general clerical support and other duties	68 (-37.6%)
Total expenditure on the salaries of NCSC staff	\$20.3 million (-15.8%)
Monthly wages of NCSC staff	
• \$30,001 or above	10 (-37.5%)
• \$16,001 to \$30,000	40 (+29%)
• \$8,001 to \$16,000	69 (-35.5%)
• \$6,501 to \$8,000	0 (-100%)
• \$6,240 to \$6,500	0 (no change)
• Below \$6,240	0 (no change)
Year of service of NCSC staff	
• 15 years or more	0 (no change)
• 10 to 15 years	15 (+150%)
• 5 to 10 years	20 (-48.7%)
• 3 to 5 years	31 (-8.8%)
• 1 to 3 years	37 (-19.6%)
• Less than 1 year	16 (-57.9%)
Number of NCSC staff appointed as civil servants	13 (-31.6%) The staff joined the civil service through an open, fair and competitive process.
Number 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.
Percentage of NCSC staff out of the total no. of staff of the Department (%)	8.2% (-3.0%)
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department (%)	4.0% (-1.1%)
Number of NCSC staff with paid meal breaks	111 (-27.9%)
Number of NCSC staff without paid meal breaks	8 (-11.1%)
Number of NCSC staff under five-day work week	119 (-27%)
Number of NCSC staff under six-day work week	0 (no change)
Number of NCSC staff who applied for paternity leave	0 (N/A) ^{Note 2}
Number of NCSC staff who were granted approval for paternity leave	0 (N/A) ^{Note 2}

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

Note 1 The figures refer to position as at 31 December 2012.

Note 2 Paternity leave is provided starting from 1 April 2012.

Name in block letters:

MRS INGRID YEUNG

Post Title:

Commissioner for Transport

Date:

28.3.2013

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

Reply Serial No.

THB(T)298

Question Serial No.

4613

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 improvement of bus service quality, please advise this Committee on the following:

- (1) the respective manpower and expenditure involved in monitoring bus service (stability of service frequency) in the past three years (2010-11, 2011-12 and 2012-13). In the light of the irregularities of service frequency observed in recent years, will the Government increase its manpower and expenditure in 2013-14?
- (2) the respective numbers of warnings issued by the department to various bus companies in the past three years (2010-11, 2011-12 and 2012-13). Please provide the details.
- (3) given the claim by bus companies that their lost trip rates have decreased in the past half year, whether the number of related complaints received by the Government has decreased in the past year (2012-13) by month.

Asked by: Hon. WU Chi-wai

Reply:

- (1) The Bus and Railway Branch of the Transport Department (TD) is responsible for handling bus and railway policy, planning and development matters. The Transport Operations (Urban) Division and the Transport Operations (New Territories) Division in the TD are responsible for monitoring the operation of the public transport services, and planning and provision of facilities at the district level. Staff of these branch/divisions monitor the franchised bus services delivered to the travelling public from planning and operational perspectives and handle related matters as part of their normal duties. As in the past three years, the expenditure involved will continue to be absorbed by the existing resources of the TD in 2013-14.

- (2) For the three-year period from 2010 to 2012, the TD issued a total of ten warning letters to two franchised bus companies for non-adherence to the requirements specified in the schedules of service approved by the TD. The yearly breakdown is provided below -

Bus Company	Number of Warning Letter Issued		
	2010	2011	2012
The Kowloon Motor Bus Co. (1933) Ltd.	2	6	1
The New World First Bus Services Limited	0	0	1
Total:	2	6	2

- (3) The lost trip situations of the bus companies have in general been improving since mid-2012 due to the bus companies' enhanced and continued efforts in recruiting and retaining bus captains, as well as reviewing and adjusting the bus operation and service timetable of individual routes, taking into account the traffic situations and the actual operating conditions. Nevertheless, there was as yet no noticeable reduction in the number of complaints on "service regularity" of bus services in 2012. There could be various factors contributing to this. Increased public awareness of the obligations of franchised bus companies including that of adhering to a fixed schedule could be one. Wider access and availability of personalised telecommunication devices enabling easier complaint communication could be another. The TD will continue to closely monitor the service level provided by the franchised bus companies.

Name in block letters: MRS INGRID YEUNG
 Post Title: Commissioner for Transport
 Date: 28.3.2013

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

Reply Serial No.

THB(T)299

Question Serial No.

4570

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 regard to the territory-wide Travel Characteristics Survey and the Survey on Goods Vehicle Trip Characteristics conducted in 2011-12, please inform the Committee of the current progress and the anticipated date of release of the survey results.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The data collection for the Travel Characteristics Survey and the Survey on Goods Vehicle Trip Characteristics has been completed. We are now analysing the data collected and aim to release the survey results towards the end of 2013.

Name in block letters: MRS INGRID YEUNG

Post Title: Commissioner for Transport

Date: 28.3.2013

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

Reply Serial No.

THB(T)300

Question Serial No.

4930

Head: Capital Works Reserve Fund Subhead (No. & title):
Head 706 - Highways

6051TR - Shatin to
Central Link -
design and site
investigation

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the design and site investigation of the Shatin to Central Link (SCL), Community Liaison Groups (CLGs) were established for the stations along the line for the advance works of construction of the SCL. Please advise on the administrative expenses involved. What are the respective administrative expenses for the CLGs of the stations? Have provisions been made for the establishment of the CLGs for the stations along the East Rail, the West Rail and the Ma On Shan Rail? If not, what are the reasons?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

During the construction stage of a railway project, the MTR Corporation Limited (MTRCL) sets up CLGs to provide a forum for communication with the local community on major issues that may affect the community during the construction stage. Since the SCL project is only at the design and investigation stages, no CLG has yet been set up and, correspondingly, no expenses incurred for this purpose.

Given that the modification works along the East Rail Line, the West Rail Line and the Ma On Shan Line associated with the SCL are mainly confined to within stations or depots, and are relatively minor in nature, the MTRCL has no plan thus far to set up CLG for such works. Nonetheless, the MTRCL would continue to liaise closely with stakeholders, including the District Councils, during the implementation of the SCL project.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

3.4.2013

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

Reply Serial No.

THB(T)301

Question Serial No.

4931

Head: Capital Works Reserve Fund Subhead (No. & title):
Head 706 - Highways

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the remaining construction works of the Shatin to Central Link (SCL), please advise the following:

- (a) What are the estimates for providing platform screen doors for the Ma On Shan Line (MOL) and the East Rail Line (EAL)? What are the anticipated dates of completion?
- (b) What are the estimates for providing noise barriers along the MOL and the EAL? What are the anticipated dates of completion?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

- (a) The estimated cost for the installation of Automatic Platform Gates (APGs) for the MOL funded under the SCL project is about \$200 million. The cost for the installation of APGs for the EAL will be funded by the MTR Corporation Limited. Preparatory works such as the design of APGs and the strengthening of platforms are underway. The installation of APGs for the MOL and the EAL are scheduled for completion by 2017 and 2020 respectively.
- (b) The estimated cost for the installation of noise barriers for the MOL and the EAL are about \$300 million each. The works for the MOL and the EAL are scheduled for completion by 2018 and 2020 respectively.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)302

Question Serial No.

4932

Head: Capital Works Reserve Fund Subhead (No. & title):
Head 706 - Highways

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

Regarding the Central - Wan Chai Bypass and the Island Eastern Corridor Link, please advise the following:

- (a) What is the current progress of works? In which areas will the estimated expenditure of 2013-14 be spent on?
- (b) What are the estimates for sewerage and sewage disposal?
- (c) What is the anticipated maximum capacity of the road section?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

- (a) The tunnel construction works of the Central - Wan Chai Bypass and the Island Eastern Corridor Link are now in full swing with about one kilometre of road tunnel structure (out of 3.7 kilometres of tunnel) completed so far. Roadworks at both ends (i.e. Central and North Point) are also underway. The estimated expenditure in 2013-14 mainly covers the costs of construction works, site supervision and the associated consultancy fees.
- (b) The project involves some minor sewerage works with an estimated cost of about \$11 million in money-of-the day prices.
- (c) The design capacity of the Central - Wan Chai Bypass and the Island Eastern Corridor Link is 5 400 passenger car units per hour in each direction.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)303

Question Serial No.

4934

Head: Capital Works Reserve Fund Subhead (No. & title):
Head 706 – Highways

6025TC –
Replacement of
Conventional
Traffic Signals
with Light
Emitting Diode
(LED) Traffic
Signals in Hong
Kong

Programme:

Controlling Officer: Commissioner for Transport

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) The revised estimate of the project 6025TC - Replacement of Conventional Traffic Signals with Light Emitting Diode (LED) Traffic Signals in Hong Kong for 2012-13 is \$12.8 million. However, the estimate of this year is significantly reduced to \$1.063 million. What is the reason? Will the progress of the works be affected by the reduction in estimate?
- (b) The estimate of the whole project is \$140.3 million and at present, only about half of the estimate is spent. What is the current progress of the works, and the anticipated completion date?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

- (a) The replacement of the conventional traffic signals with LED traffic signals in the territory was substantially completed in October 2012. The estimated expenditure of \$1.063 million in 2013-14 is mainly for settling the final payment of the relevant works and procurement of essential spares to ensure satisfactory operation of the LED traffic signals. As such, the estimated expenditure in 2013-14 is significantly less than the expenditure in the previous year.

- (b) Due to the general downward price trends of LED products and keen market competition of LED traffic signal supplies in the past few years, the latest estimate of the total project cost is about \$70 million. The project was substantially completed in October 2012.

Name in block letters:	<u>MRS INGRID YEUNG</u>
Post Title:	<u>Commissioner for Transport</u>
Date:	<u>28.3.2013</u>

Examination of Estimates of Expenditure 2013-14

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

Reply Serial No.

THB(T)304

Question Serial No.

3547

Head: Capital Works Reserve Fund Subhead (No. & title):
Head 706 - Highways

Programme:

Controlling Officer: Director of Highways

Director of Bureau: Secretary for Transport and Housing

Question:

The Administration plans to allocate \$5,029 million as estimate for 2013-14 for 6844TH (the Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong Link Road (HKLR)). Given that a serious industrial accident happened in October 2012 for this project, will the Administration inform this Committee of the resources in terms of both manpower and financial provision to be allocated for 2013-14 in hazard management in order to enhance occupational safety of this project?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The industrial accident in October 2012, mentioned in the question, happened in the reclamation site for the HZMB – Hong Kong Boundary Crossing Facilities project.

The Highways Department attaches great importance to the safety of all the road projects. For the HZMB – HKLR project, a team of 39 site staff from both the consultant and the contractors will be deployed to ensure occupational safety on site in 2013-14. The cost of manpower and safety measures involved is estimated to be \$44.4 million. The HyD will deploy adequate internal staff to monitor the performance of the consultant and contractors.

Name in block letters:

K K LAU

Post Title:

Director of Highways

Date:

5.4.2013

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

Reply Serial No.

THB(T)305

Question Serial No.

4939

Head: 708 – Capital Works Reserve Fund : Subhead 8032XJ – Replacement of
Capital Subventions and Major (No. & title): Air Traffic Control System
Systems and Equipment

Programme:

Controlling Officer: Director-General of Civil Aviation

Director of Bureau: Secretary for Transport and Housing

Question:

- (a) The Civil Aviation Department is replacing the air traffic control (ATC) system. Please advise which countries design the new system, and in which area the estimated expenditure in 2013-14 will be used for.
- (b) What is the expected increase in the efficiency in processing aeronautical data after replacement of the ATC system?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

- (a) The new ATC system comprises a number of sub-systems which were procured under eight contracts. Suppliers of the major sub-systems include companies from the United States of America, Austria, Hong Kong, Canada, Switzerland and Germany. The estimated expenditure of \$556.53 million in 2013-14 will be used to settle partial payment for system installation and testing.
- (b) The new ATC system adopts state-of-the-art technology, which will connect the sub-systems via a high speed network. The system is 100 times faster than the existing network and will significantly increase the efficiency of aeronautical data processing.

Name in block letters: NORMAN LO

Post Title: Director-General of Civil Aviation

Date: 28.3.2013