

**Index Page**

**Replies to initial written questions raised by Finance Committee Members in examining the Estimates of Expenditure 2014-15**

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

**Session No. : 15**

**File Name : THB(T)-2-e1.docx**

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)001</a>	2882	CHAN Kam-lam	28	(3) Air Traffic Management
<a href="#">THB(T)002</a>	0248	CHAN Wai-yip, Albert	28	(2) Airport Standards
<a href="#">THB(T)003</a>	0266	CHAN Wai-yip, Albert	28	(2) Airport Standards
<a href="#">THB(T)004</a>	3281	CHEUNG Kwok-che	28	(3) Air Traffic Management
<a href="#">THB(T)005</a>	2338	LAM Kin-fung, Jeffrey	28	(3) Air Traffic Management
<a href="#">THB(T)006</a>	2339	LAM Kin-fung, Jeffrey	28	(3) Air Traffic Management
<a href="#">THB(T)007</a>	2350	LAM Kin-fung, Jeffrey	28	(3) Air Traffic Management
<a href="#">THB(T)008</a>	3134	TONG Ka-wah, Ronny	28	(2) Airport Standards
<a href="#">THB(T)009</a>	3135	TONG Ka-wah, Ronny	28	(3) Air Traffic Management
<a href="#">THB(T)010</a>	3140	TONG Ka-wah, Ronny	28	(5) Air Services and Safety Management
<a href="#">THB(T)011</a>	3189	TONG Ka-wah, Ronny	28	(3) Air Traffic Management
<a href="#">THB(T)012</a>	3230	TONG Ka-wah, Ronny	28	(3) Air Traffic Management
<a href="#">THB(T)013</a>	2693	YICK Chi-ming, Frankie	28	(3) Air Traffic Management
<a href="#">THB(T)014</a>	2696	YICK Chi-ming, Frankie	28	(3) Air Traffic Management
<a href="#">THB(T)015</a>	3117	YIU Si-wing	28	(3) Air Traffic Management
<a href="#">THB(T)016</a>	3202	YIU Si-wing	28	(-) Not Specified
<a href="#">THB(T)017</a>	0634	WONG Kwok-kin	33	(2) Port and Marine Facilities
<a href="#">THB(T)018</a>	0693	POON Siu-ping	42	(2) Mechanical Installations Safety
<a href="#">THB(T)019</a>	0210	TANG Ka-piu	42	(2) Mechanical Installations Safety
<a href="#">THB(T)020</a>	1624	WU Chi-wai	42	(2) Mechanical Installations Safety
<a href="#">THB(T)021</a>	0106	CHAN Ka-lok, Kenneth	60	(1) Capital Projects
<a href="#">THB(T)022</a>	0113	CHAN Kam-lam	60	(1) Capital Projects
<a href="#">THB(T)023</a>	0119	CHAN Kam-lam	60	(1) Capital Projects
<a href="#">THB(T)024</a>	0401	CHAN Kam-lam	60	(1) Capital Projects
<a href="#">THB(T)025</a>	2444	CHAN Wai-yip, Albert	60	(1) Capital Projects
<a href="#">THB(T)026</a>	2445	CHAN Wai-yip, Albert	60	(1) Capital Projects
<a href="#">THB(T)027</a>	2446	CHAN Wai-yip, Albert	60	(1) Capital Projects
<a href="#">THB(T)028</a>	2447	CHAN Wai-yip, Albert	60	(1) Capital Projects
<a href="#">THB(T)029</a>	2448	CHAN Wai-yip, Albert	60	(1) Capital Projects
<a href="#">THB(T)030</a>	2294	FAN Kwok-wai, Gary	60	(1) Capital Projects
<a href="#">THB(T)031</a>	2296	FAN Kwok-wai, Gary	60	(1) Capital Projects
<a href="#">THB(T)032</a>	2297	FAN Kwok-wai, Gary	60	(1) Capital Projects
<a href="#">THB(T)033</a>	2298	FAN Kwok-wai, Gary	60	(3) Railway Development
<a href="#">THB(T)034</a>	2644	HO Chun-yan, Albert	60	(3) Railway Development
<a href="#">THB(T)035</a>	3276	HO Chun-yan, Albert	60	(1) Capital Projects
<a href="#">THB(T)036</a>	3268	HO Chun-yin, Steven	60	(-) Not Specified
<a href="#">THB(T)037</a>	1132	KWOK Wai-keung	60	(3) Railway Development
<a href="#">THB(T)038</a>	2346	LAM Kin-fung, Jeffrey	60	(1) Capital Projects
<a href="#">THB(T)039</a>	1199	LAU Wong-fat	60	(-) Not Specified
<a href="#">THB(T)040</a>	1200	LAU Wong-fat	60	(2) District and Maintenance Works
<a href="#">THB(T)041</a>	1201	LAU Wong-fat	60	(2) District and Maintenance Works
<a href="#">THB(T)042</a>	1202	LAU Wong-fat	60	(4) Technical Services
<a href="#">THB(T)043</a>	0138	LEONG Kah-kit, Alan	60	(3) Railway Development

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)044</a>	0139	LEONG Kah-kit, Alan	60	(3) Railway Development
<a href="#">THB(T)045</a>	1157	LEUNG, Kenneth	60	(2) District and Maintenance Works
<a href="#">THB(T)046</a>	3252	LEUNG Kwok-hung	60	(1) Capital Projects
<a href="#">THB(T)047</a>	0410	SHEK Lai-him, Abraham	60	(1) Capital Projects
<a href="#">THB(T)048</a>	0411	SHEK Lai-him, Abraham	60	(2) District and Maintenance Works
<a href="#">THB(T)049</a>	0416	SHEK Lai-him, Abraham	60	(1) Capital Projects
<a href="#">THB(T)050</a>	0417	SHEK Lai-him, Abraham	60	(3) Railway Development
<a href="#">THB(T)051</a>	1086	TIEN Pei-chun, James	60	(1) Capital Projects
<a href="#">THB(T)052</a>	1087	TIEN Pei-chun, James	60	(1) Capital Projects
<a href="#">THB(T)053</a>	1088	TIEN Pei-chun, James	60	(3) Railway Development
<a href="#">THB(T)054</a>	1089	TIEN Pei-chun, James	60	(3) Railway Development
<a href="#">THB(T)055</a>	3138	TONG Ka-wah, Ronny	60	(3) Railway Development
<a href="#">THB(T)056</a>	2699	TSE Wai-chuen, Tony	60	(2) District and Maintenance Works
<a href="#">THB(T)057</a>	0830	WONG Pik-wan, Helena	60	(1) Capital Projects
<a href="#">THB(T)058</a>	3265	LO Wai-kwok	91	(1) Land Administration
<a href="#">THB(T)059</a>	0400	CHAN Kam-lam	100	(4) Services to Ships
<a href="#">THB(T)060</a>	0482	CHAN Wai-yip, Albert	100	(4) Services to Ships
<a href="#">THB(T)061</a>	0922	HO Chun-yin, Steven	100	(3) Local Services
<a href="#">THB(T)062</a>	1334	LEUNG, Kenneth	100	(2) Port Services
<a href="#">THB(T)063</a>	0716	TANG Ka-piu	100	(4) Services to Ships
<a href="#">THB(T)064</a>	1161	TANG Ka-piu	100	(3) Local Services
<a href="#">THB(T)065</a>	3278	TONG Ka-wah, Ronny	100	(4) Services to Ships
<a href="#">THB(T)066</a>	2163	YICK Chi-ming, Frankie	100	(3) Local Services
<a href="#">THB(T)067</a>	2164	YICK Chi-ming, Frankie	100	(4) Services to Ships
<a href="#">THB(T)068</a>	2169	YICK Chi-ming, Frankie	100	(-) Not Specified
<a href="#">THB(T)069</a>	2170	YICK Chi-ming, Frankie	100	(4) Services to Ships
<a href="#">THB(T)070</a>	2175	YICK Chi-ming, Frankie	100	(3) Local Services
<a href="#">THB(T)071</a>	2907	CHAN Chi-chuen	158	(2) Land and Waterborne Transport
<a href="#">THB(T)072</a>	1696	CHAN Hak-kan	158	(2) Land and Waterborne Transport
<a href="#">THB(T)073</a>	0647	CHAN Han-pan	158	(2) Land and Waterborne Transport
<a href="#">THB(T)074</a>	0663	CHAN Han-pan	158	(2) Land and Waterborne Transport
<a href="#">THB(T)075</a>	0664	CHAN Han-pan	158	(2) Land and Waterborne Transport
<a href="#">THB(T)076</a>	0120	CHAN Kam-lam	158	(2) Land and Waterborne Transport
<a href="#">THB(T)077</a>	0232	CHAN Kam-lam	158	(2) Land and Waterborne Transport
<a href="#">THB(T)078</a>	0395	CHAN Kam-lam	158	(2) Land and Waterborne Transport
<a href="#">THB(T)079</a>	0396	CHAN Kam-lam	158	(2) Land and Waterborne Transport
<a href="#">THB(T)080</a>	0397	CHAN Kam-lam	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)081</a>	0398	CHAN Kam-lam	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)082</a>	0399	CHAN Kam-lam	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)083</a>	1127	CHUNG Shu-kun, Christopher	158	(2) Land and Waterborne Transport
<a href="#">THB(T)084</a>	2257	FAN Kwok-wai, Gary	158	(2) Land and Waterborne Transport
<a href="#">THB(T)085</a>	2292	FAN Kwok-wai, Gary	158	(2) Land and Waterborne Transport

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)086</a>	0897	HO Chun-yin, Steven	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)087</a>	3269	HO Chun-yin, Steven	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)088</a>	2585	HO Sau-lan, Cyd	158	(1) Director of Bureau's Office (2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)089</a>	1145	IP LAU Suk-ye, Regina	158	(2) Land and Waterborne Transport
<a href="#">THB(T)090</a>	1146	IP LAU Suk-ye, Regina	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)091</a>	2118	KWOK Ka-ki	158	(1) Director of Bureau's Office
<a href="#">THB(T)092</a>	2343	LAM Kin-fung, Jeffrey	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)093</a>	1917	LAM Tai-fai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)094</a>	0234	LEONG Kah-kit, Alan	158	(1) Director of Bureau's Office
<a href="#">THB(T)095</a>	1299	LEUNG Che-cheung	158	(2) Land and Waterborne Transport
<a href="#">THB(T)096</a>	2061	LEUNG, Kenneth	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)097</a>	2062	LEUNG, Kenneth	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)098</a>	0375	LEUNG Kwan-yuen, Andrew	158	(2) Land and Waterborne Transport
<a href="#">THB(T)099</a>	0376	LEUNG Kwan-yuen, Andrew	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)100</a>	2454	LEUNG Kwok-hung	158	(1) Director of Bureau's Office
<a href="#">THB(T)101</a>	2368	LEUNG Mei-fun, Priscilla	158	(2) Land and Waterborne Transport
<a href="#">THB(T)102</a>	2396	LEUNG Mei-fun, Priscilla	158	(2) Land and Waterborne Transport
<a href="#">THB(T)103</a>	0346	LO Wai-kwok	158	(2) Land and Waterborne Transport
<a href="#">THB(T)104</a>	0347	LO Wai-kwok	158	(2) Land and Waterborne Transport
<a href="#">THB(T)105</a>	0348	LO Wai-kwok	158	(2) Land and Waterborne Transport
<a href="#">THB(T)106</a>	0191	MAK Mei-kuen, Alice	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)107</a>	0192	MAK Mei-kuen, Alice	158	(2) Land and Waterborne Transport
<a href="#">THB(T)108</a>	0195	MAK Mei-kuen, Alice	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)109</a>	0525	MAK Mei-kuen, Alice	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)110</a>	0351	SHEK Lai-him, Abraham	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)111</a>	0313	TANG Ka-piu	158	(2) Land and Waterborne Transport
<a href="#">THB(T)112</a>	1574	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
<a href="#">THB(T)113</a>	1575	TIEN Puk-sun, Michael	158	(2) Land and Waterborne Transport
<a href="#">THB(T)114</a>	1590	TIEN Puk-sun, Michael	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)115</a>	1421	TO Kun-sun, James	158	(2) Land and Waterborne Transport
<a href="#">THB(T)116</a>	1422	TO Kun-sun, James	158	(2) Land and Waterborne Transport
<a href="#">THB(T)117</a>	1431	TO Kun-sun, James	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)118</a>	3136	TONG Ka-wah, Ronny	158	(2) Land and Waterborne Transport
<a href="#">THB(T)119</a>	3160	TONG Ka-wah, Ronny	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)120</a>	3186	TONG Ka-wah, Ronny	158	(3) Air and Sea Communications

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
				and Logistics Development
<a href="#">THB(T)121</a>	3187	TONG Ka-wah, Ronny	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)122</a>	3188	TONG Ka-wah, Ronny	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)123</a>	2484	TSE Wai-chuen, Tony	158	(2) Land and Waterborne Transport
<a href="#">THB(T)124</a>	2710	TSE Wai-chuen, Tony	158	(2) Land and Waterborne Transport
<a href="#">THB(T)125</a>	1470	TSE Wai-chun, Paul	158	(2) Land and Waterborne Transport
<a href="#">THB(T)126</a>	1475	TSE Wai-chun, Paul	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)127</a>	1486	TSE Wai-chun, Paul	158	(2) Land and Waterborne Transport
<a href="#">THB(T)128</a>	2423	TSE Wai-chun, Paul	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)129</a>	0156	WONG Yuk-man	158	(1) Director of Bureau's Office
<a href="#">THB(T)130</a>	1540	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)131</a>	1541	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)132</a>	1625	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)133</a>	2161	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)134</a>	2188	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)135</a>	2189	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)136</a>	2190	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)137</a>	2204	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)138</a>	2546	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)139</a>	2547	YICK Chi-ming, Frankie	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)140</a>	3118	YIU Si-wing	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)141</a>	1275	CHAN Chi-chuen	186	(3) District Traffic and Transport Services
<a href="#">THB(T)142</a>	1282	CHAN Chi-chuen	186	(1) Planning and Development
<a href="#">THB(T)143</a>	0432	CHAN Han-pan	186	(1) Planning and Development
<a href="#">THB(T)144</a>	0433	CHAN Han-pan	186	(3) District Traffic and Transport Services
<a href="#">THB(T)145</a>	0434	CHAN Han-pan	186	(3) District Traffic and Transport Services
<a href="#">THB(T)146</a>	0646	CHAN Han-pan	186	(4) Management of Transport Services
<a href="#">THB(T)147</a>	0978	CHAN Han-pan	186	(1) Planning and Development
<a href="#">THB(T)148</a>	0110	CHAN Kam-lam	186	(1) Planning and Development
<a href="#">THB(T)149</a>	0111	CHAN Kam-lam	186	(1) Planning and Development
<a href="#">THB(T)150</a>	0112	CHAN Kam-lam	186	(1) Planning and Development
<a href="#">THB(T)151</a>	0114	CHAN Kam-lam	186	(4) Management of Transport Services
<a href="#">THB(T)152</a>	0117	CHAN Kam-lam	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)153</a>	0118	CHAN Kam-lam	186	(4) Management of Transport Services
<a href="#">THB(T)154</a>	0392	CHAN Kam-lam	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)155</a>	0394	CHAN Kam-lam	186	(3) District Traffic and Transport

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
				Services
<a href="#">THB(T)156</a>	0402	CHAN Kam-lam	186	(3) District Traffic and Transport Services
<a href="#">THB(T)157</a>	0407	CHAN Kam-lam	186	(4) Management of Transport Services
<a href="#">THB(T)158</a>	2645	HO Chun-yan, Albert	186	(3) District Traffic and Transport Services
<a href="#">THB(T)159</a>	2646	HO Chun-yan, Albert	186	(4) Management of Transport Services
<a href="#">THB(T)160</a>	2647	HO Chun-yan, Albert	186	(3) District Traffic and Transport Services
<a href="#">THB(T)161</a>	1147	IP LAU Suk-ye, Regina	186	(3) District Traffic and Transport Services
<a href="#">THB(T)162</a>	1148	IP LAU Suk-ye, Regina	186	(3) District Traffic and Transport Services
<a href="#">THB(T)163</a>	0969	KWOK Wai-keung	186	(3) District Traffic and Transport Services
<a href="#">THB(T)164</a>	1133	KWOK Wai-keung	186	(2) Licensing of Vehicles and Drivers (3) District Traffic and Transport Services
<a href="#">THB(T)165</a>	2327	LAM Kin-fung, Jeffrey	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)166</a>	2328	LAM Kin-fung, Jeffrey	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)167</a>	3128	LAU Wai-hing, Emily	186	(3) District Traffic and Transport Services
<a href="#">THB(T)168</a>	1298	LEUNG Che-cheung	186	(1) Planning and Development
<a href="#">THB(T)169</a>	1154	LEUNG, Kenneth	186	(3) District Traffic and Transport Services
<a href="#">THB(T)170</a>	2389	LEUNG Mei-fun, Priscilla	186	(1) Planning and Development
<a href="#">THB(T)171</a>	0311	MAK Mei-kuen, Alice	186	(1) Planning and Development
<a href="#">THB(T)172</a>	0533	POON Siu-ping	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)173</a>	0349	SHEK Lai-him, Abraham	186	(-) Not Specified
<a href="#">THB(T)174</a>	0426	SHEK Lai-him, Abraham	186	(1) Planning and Development
<a href="#">THB(T)175</a>	0427	SHEK Lai-him, Abraham	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)176</a>	1162	TANG Ka-piu	186	(3) District Traffic and Transport Services
<a href="#">THB(T)177</a>	1163	TANG Ka-piu	186	(1) Planning and Development
<a href="#">THB(T)178</a>	2554	TANG Ka-piu	186	(1) Planning and Development (3) District Traffic and Transport Services
<a href="#">THB(T)179</a>	2555	TANG Ka-piu	186	(3) District Traffic and Transport Services
<a href="#">THB(T)180</a>	2551	TIEN Pei-chun, James	186	(3) District Traffic and Transport Services
<a href="#">THB(T)181</a>	2552	TIEN Pei-chun, James	186	(3) District Traffic and Transport Services
<a href="#">THB(T)182</a>	2736	TONG Ka-wah, Ronny	186	(1) Planning and Development
<a href="#">THB(T)183</a>	3191	TONG Ka-wah, Ronny	186	(3) District Traffic and Transport Services

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)184</a>	3192	TONG Ka-wah, Ronny	186	(3) District Traffic and Transport Services
<a href="#">THB(T)185</a>	3193	TONG Ka-wah, Ronny	186	(4) Management of Transport Services
<a href="#">THB(T)186</a>	3277	TONG Ka-wah, Ronny	186	(4) Management of Transport Services
<a href="#">THB(T)187</a>	2709	TSE Wai-chuen, Tony	186	(3) District Traffic and Transport Services
<a href="#">THB(T)188</a>	2717	TSE Wai-chuen, Tony	186	(1) Planning and Development
<a href="#">THB(T)189</a>	3271	WONG Kwok-hing	186	(1) Planning and Development
<a href="#">THB(T)190</a>	3272	WONG Kwok-hing	186	(1) Planning and Development
<a href="#">THB(T)191</a>	1612	WU Chi-wai	186	(1) Planning and Development
<a href="#">THB(T)192</a>	1613	WU Chi-wai	186	(1) Planning and Development
<a href="#">THB(T)193</a>	1614	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)194</a>	1615	WU Chi-wai	186	(1) Planning and Development
<a href="#">THB(T)195</a>	1616	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)196</a>	2171	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)197</a>	2172	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)198</a>	2173	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
<a href="#">THB(T)199</a>	2174	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)200</a>	2177	YICK Chi-ming, Frankie	186	(1) Planning and Development
<a href="#">THB(T)201</a>	2182	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)202</a>	2183	YICK Chi-ming, Frankie	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)203</a>	2201	YICK Chi-ming, Frankie	186	(3) District Traffic and Transport Services
<a href="#">THB(T)204</a>	2202	YICK Chi-ming, Frankie	186	(4) Management of Transport Services
<a href="#">THB(T)205</a>	3201	YIU Si-wing	186	(1) Planning and Development
<a href="#">THB(T)206</a>	1812	LAM Tai-fai	706	(-) Not Specified
<a href="#">THB(T)207</a>	0350	SHEK Lai-him, Abraham	706	(-) Not Specified
<a href="#">THB(T)208</a>	1517	WU Chi-wai	706	(-) Not Specified
<a href="#">THB(T)209</a>	1518	WU Chi-wai	706	(-) Not Specified
<a href="#">THB(T)210</a>	2863	LAU Wai-hing, Emily	707	(-) Not Specified
<a href="#">THB(T)211</a>	1520	WU Chi-wai	708	(-) Not Specified
<a href="#">THB(T)212</a>	6053	CHEUNG Kwok-che	28	(3) Air Traffic Management
<a href="#">THB(T)213</a>	6054	CHEUNG Kwok-che	28	(-) Not Specified
<a href="#">THB(T)214</a>	6055	CHEUNG Kwok-che	28	(3) Air Traffic Management
<a href="#">THB(T)215</a>	6056	CHEUNG Kwok-che	28	(-) Not Specified
<a href="#">THB(T)216</a>	5673	TONG Ka-wah, Ronny	28	(3) Air Traffic Management
<a href="#">THB(T)217</a>	5674	TONG Ka-wah, Ronny	28	(-) Not Specified
<a href="#">THB(T)218</a>	5234	WONG Yuk-man	28	(-) Not Specified
<a href="#">THB(T)219</a>	5046	WU Chi-wai	28	(3) Air Traffic Management
<a href="#">THB(T)220</a>	5553	LAU Wai-hing, Emily	33	(3) Provision of Land and Infrastructure
<a href="#">THB(T)221</a>	5047	WU Chi-wai	33	(2) Port and Marine Facilities
<a href="#">THB(T)222</a>	5114	WU Chi-wai	33	(3) Provision of Land and

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
				Infrastructure
<a href="#">THB(T)223</a>	5141	WU Chi-wai	33	(2) Port and Marine Facilities
<a href="#">THB(T)224</a>	6064	CHEUNG Kwok-che	42	(2) Mechanical Installations Safety
<a href="#">THB(T)225</a>	4185	KWOK ka-ki	42	(2) Mechanical Installations Safety
<a href="#">THB(T)226</a>	4186	KWOK ka-ki	42	(2) Mechanical Installations Safety
<a href="#">THB(T)227</a>	5102	WU Chi-wai	42	(2) Mechanical Installations Safety
<a href="#">THB(T)228</a>	4909	CHAN Ka-lok, Kenneth	60	(1) Capital Projects
<a href="#">THB(T)229</a>	4910	CHAN Ka-lok, Kenneth	60	(1) Capital Projects
<a href="#">THB(T)230</a>	5299	CHAN Wai-yip, Albert	60	(1) Capital Projects
<a href="#">THB(T)231</a>	5300	CHAN Wai-yip, Albert	60	(1) Capital Projects
<a href="#">THB(T)232</a>	5306	CHAN Wai-yip, Albert	60	(2) District and Maintenance Works
<a href="#">THB(T)233</a>	5314	CHAN Wai-yip, Albert	60	(2) District and Maintenance Works
<a href="#">THB(T)234</a>	5315	CHAN Wai-yip, Albert	60	(2) District and Maintenance Works
<a href="#">THB(T)235</a>	5319	CHAN Wai-yip, Albert	60	(3) Railway Development
<a href="#">THB(T)236</a>	5320	CHAN Wai-yip, Albert	60	(3) Railway Development
<a href="#">THB(T)237</a>	5321	CHAN Wai-yip, Albert	60	(3) Railway Development
<a href="#">THB(T)238</a>	5322	CHAN Wai-yip, Albert	60	(3) Railway Development
<a href="#">THB(T)239</a>	5323	CHAN Wai-yip, Albert	60	(3) Railway Development
<a href="#">THB(T)240</a>	5324	CHAN Wai-yip, Albert	60	(4) Technical Services
<a href="#">THB(T)241</a>	5327	CHAN Wai-yip, Albert	60	(4) Technical Services
<a href="#">THB(T)242</a>	6413	CHEUNG Kwok-che	60	(1) Capital Projects
<a href="#">THB(T)243</a>	6456	CHEUNG Kwok-che	60	(3) Railway Development
<a href="#">THB(T)244</a>	3318	CHUNG Shu-kun, Christopher	60	(1) Capital Projects
<a href="#">THB(T)245</a>	5629	HO Chun-yan, Albert	60	(1) Capital Projects
<a href="#">THB(T)246</a>	4125	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)247</a>	4145	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)248</a>	4147	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)249</a>	4149	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)250</a>	4151	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)251</a>	4153	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)252</a>	4154	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)253</a>	4156	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)254</a>	4157	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)255</a>	4159	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)256</a>	4161	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)257</a>	4163	KWOK Ka-ki	60	(1) Capital Projects
<a href="#">THB(T)258</a>	4167	KWOK Ka-ki	60	(3) Railway Development
<a href="#">THB(T)259</a>	4261	KWOK Wai-keung	60	(1) Capital Projects (3) Railway Development
<a href="#">THB(T)260</a>	5550	LAU Wai-hing, Emily	60	(1) Capital Projects
<a href="#">THB(T)261</a>	5574	LAU Wai-hing, Emily	60	(1) Capital Projects
<a href="#">THB(T)262</a>	5382	LEONG Kah-kit, Alan	60	(1) Capital Projects
<a href="#">THB(T)263</a>	5383	LEONG Kah-kit, Alan	60	(1) Capital Projects
<a href="#">THB(T)264</a>	3360	SIN Chung-kai	60	(2) District and Maintenance Works
<a href="#">THB(T)265</a>	3361	SIN Chung-kai	60	(2) District and Maintenance Works
<a href="#">THB(T)266</a>	3362	SIN Chung-kai	60	(3) Railway Development
<a href="#">THB(T)267</a>	5622	TO Kun-sun, James	60	(1) Capital Projects
<a href="#">THB(T)268</a>	5623	TO Kun-sun, James	60	(1) Capital Projects
<a href="#">THB(T)269</a>	5891	WONG Pik-wan, Helena	60	(1) Capital Projects
<a href="#">THB(T)270</a>	5267	WONG Yuk-man	60	(-) Not Specified
<a href="#">THB(T)271</a>	4992	WU Chi-wai	60	(1) Capital Projects

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)272</a>	5009	WU Chi-wai	60	(1) Capital Projects
<a href="#">THB(T)273</a>	5083	WU Chi-wai	60	(3) Railway Development
<a href="#">THB(T)274</a>	5094	WU Chi-wai	60	(1) Capital Projects
<a href="#">THB(T)275</a>	5095	WU Chi-wai	60	(1) Capital Projects
<a href="#">THB(T)276</a>	5097	WU Chi-wai	60	(3) Railway Development
<a href="#">THB(T)277</a>	5123	WU Chi-wai	60	(1) Capital Projects
<a href="#">THB(T)278</a>	4863	KWOK Ka-ki	91	(1) Land Administration
<a href="#">THB(T)279</a>	5817	CHAN Ka-lok, Kenneth	100	(3) Local Services
<a href="#">THB(T)280</a>	5818	CHAN Ka-lok, Kenneth	100	(4) Services to Ships
<a href="#">THB(T)281</a>	5352	CHAN Wai-yip, Albert	100	(2) Port Services
<a href="#">THB(T)282</a>	6421	CHEUNG Kwok-che	100	(3) Local Services
<a href="#">THB(T)283</a>	6422	CHEUNG Kwok-che	100	(3) Local Services
<a href="#">THB(T)284</a>	6423	CHEUNG Kwok-che	100	(-) Not Specified
<a href="#">THB(T)285</a>	6384	HO Chun-yan, Albert	100	(4) Services to Ships
<a href="#">THB(T)286</a>	4855	KWOK Ka-ki	100	(4) Services to Ships
<a href="#">THB(T)287</a>	4856	KWOK Ka-ki	100	(2) Port Services
<a href="#">THB(T)288</a>	4857	KWOK Ka-ki	100	(3) Local Services
<a href="#">THB(T)289</a>	4862	KWOK Ka-ki	100	(5) Government Fleet
<a href="#">THB(T)290</a>	4864	KWOK Ka-ki	100	(4) Services to Ships
<a href="#">THB(T)291</a>	4866	KWOK Ka-ki	100	(2) Port Services
<a href="#">THB(T)292</a>	4869	KWOK Ka-ki	100	(3) Local Services
<a href="#">THB(T)293</a>	4889	KWOK Ka-ki	100	(3) Local Services
<a href="#">THB(T)294</a>	4890	KWOK Ka-ki	100	(3) Local Services
<a href="#">THB(T)295</a>	4891	KWOK Ka-ki	100	(3) Local Services
<a href="#">THB(T)296</a>	4892	KWOK Ka-ki	100	(3) Local Services
<a href="#">THB(T)297</a>	4728	WONG Kwok-hing	100	(-) Not Specified
<a href="#">THB(T)298</a>	4729	WONG Kwok-hing	100	(-) Not Specified
<a href="#">THB(T)299</a>	4730	WONG Kwok-hing	100	(-) Not Specified
<a href="#">THB(T)300</a>	5284	WONG Yuk-man	100	(-) Not Specified
<a href="#">THB(T)301</a>	4347	CHAN Han-pan	158	(2) Land and Waterborne Transport
<a href="#">THB(T)302</a>	6691	CHAN Han-pan	158	(2) Land and Waterborne Transport
<a href="#">THB(T)303</a>	3762	CHAN Ka-lok, Kenneth	158	(1) Director of Bureau's Office
<a href="#">THB(T)304</a>	3766	CHAN Ka-lok, Kenneth	158	(2) Land and Waterborne Transport
<a href="#">THB(T)305</a>	3767	CHAN Ka-lok, Kenneth	158	(2) Land and Waterborne Transport
<a href="#">THB(T)306</a>	3768	CHAN Ka-lok, Kenneth	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)307</a>	3769	CHAN Ka-lok, Kenneth	158	(2) Land and Waterborne Transport
<a href="#">THB(T)308</a>	3771	CHAN Ka-lok, Kenneth	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)309</a>	3772	CHAN Ka-lok, Kenneth	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)310</a>	3773	CHAN Ka-lok, Kenneth	158	(2) Land and Waterborne Transport
<a href="#">THB(T)311</a>	4922	CHAN Ka-lok, Kenneth	158	(2) Land and Waterborne Transport
<a href="#">THB(T)312</a>	5328	CHAN Wai-yip, Albert	158	(1) Director of Bureau's Office
<a href="#">THB(T)313</a>	5329	CHAN Wai-yip, Albert	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)314</a>	5330	CHAN Wai-yip, Albert	158	(2) Land and Waterborne Transport
<a href="#">THB(T)315</a>	5331	CHAN Wai-yip, Albert	158	(2) Land and Waterborne Transport



<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)316</a>	5332	CHAN Wai-yip, Albert	158	(2) Land and Waterborne Transport
<a href="#">THB(T)317</a>	5333	CHAN Wai-yip, Albert	158	(2) Land and Waterborne Transport
<a href="#">THB(T)318</a>	5363	CHAN Wai-yip, Albert	158	(1) Director of Bureau's Office (2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)319</a>	5896	CHEUNG Chiu-hung, Fernando	158	(1) Director of Bureau's Office
<a href="#">THB(T)320</a>	6036	CHEUNG Kwok-che	158	(1) Director of Bureau's Office (2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)321</a>	5651	FUNG Kin-kee, Frederick	158	(2) Land and Waterborne Transport
<a href="#">THB(T)322</a>	5652	FUNG Kin-kee, Frederick	158	(2) Land and Waterborne Transport
<a href="#">THB(T)323</a>	5653	FUNG Kin-kee, Frederick	158	(2) Land and Waterborne Transport
<a href="#">THB(T)324</a>	6390	FUNG Kin-kee, Frederick	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)325</a>	5626	HO Chun-yan, Albert	158	(2) Land and Waterborne Transport
<a href="#">THB(T)326</a>	5627	HO Chun-yan, Albert	158	(2) Land and Waterborne Transport
<a href="#">THB(T)327</a>	5628	HO Chun-yan, Albert	158	(2) Land and Waterborne Transport
<a href="#">THB(T)328</a>	5631	HO Chun-yan, Albert	158	(2) Land and Waterborne Transport
<a href="#">THB(T)329</a>	4591	HO Sau-lan, Cyd	158	(1) Director of Bureau's Office (2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)330</a>	4592	HO Sau-lan, Cyd	158	(1) Director of Bureau's Office (2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)331</a>	4648	HO Sau-lan, Cyd	158	(1) Director of Bureau's Office (2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)332</a>	4119	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)333</a>	4120	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)334</a>	4121	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)335</a>	4122	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)336</a>	4123	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)337</a>	4124	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)338</a>	4126	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)339</a>	4127	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)340</a>	4128	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)341</a>	4129	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)342</a>	4130	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)343</a>	4131	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)344</a>	4132	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)345</a>	4133	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)346</a>	4134	KWOK Ka-ki	158	(2) Land and Waterborne Transport
<a href="#">THB(T)347</a>	5426	LAM Tai-fai	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)348</a>	5435	LAM Tai-fai	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)349</a>	5565	LAU Wai-hing, Emily	158	(2) Land and Waterborne Transport

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)350</a>	5572	LAU Wai-hing, Emily	158	(2) Land and Waterborne Transport
<a href="#">THB(T)351</a>	4348	LEUNG, Kenneth	158	(2) Land and Waterborne Transport
<a href="#">THB(T)352</a>	6615	LEUNG Kwok-hung	158	(2) Land and Waterborne Transport
<a href="#">THB(T)353</a>	6619	LEUNG Kwok-hung	158	(2) Land and Waterborne Transport
<a href="#">THB(T)354</a>	4299	MAK Mei-kuen, Alice	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)355</a>	6162	MOK, Charles Peter	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)356</a>	6197	MOK, Charles Peter	158	(-) Not Specified
<a href="#">THB(T)357</a>	6225	MOK, Charles Peter	158	(-) Not Specified
<a href="#">THB(T)358</a>	6247	MOK, Charles Peter	158	(1) Director of Bureau's Office (2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)359</a>	6544	MOK, Charles Peter	158	(-) Not Specified
<a href="#">THB(T)360</a>	6558	MOK, Charles Peter	158	(-) Not Specified
<a href="#">THB(T)361</a>	5500	SHEK Lai-him, Abraham	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)362</a>	3325	TANG Ka-piu	158	(2) Land and Waterborne Transport
<a href="#">THB(T)363</a>	5679	TONG Ka-wah, Ronny	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)364</a>	3301	TSE Wai-chuen, Tony	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)365</a>	4771	WONG Kwok-hing	158	(2) Land and Waterborne Transport
<a href="#">THB(T)366</a>	4766	WONG Kwok-hing	158	(2) Land and Waterborne Transport
<a href="#">THB(T)367</a>	5266	WONG Yuk-man	158	(1) Director of Bureau's Office (2) Land and Waterborne Transport (3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)368</a>	5058	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)369</a>	5059	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)370</a>	5060	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)371</a>	5061	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)372</a>	5082	WU Chi-wai	158	(3) Air and Sea Communications and Logistics Development
<a href="#">THB(T)373</a>	5096	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)374</a>	5124	WU Chi-wai	158	(2) Land and Waterborne Transport
<a href="#">THB(T)375</a>	4360	CHAN Chi-chuen	186	(1) Planning and Development
<a href="#">THB(T)376</a>	3810	CHAN Ka-lok, Kenneth	186	(1) Planning and Development
<a href="#">THB(T)377</a>	5350	CHAN Wai-yip, Albert	186	(3) District Traffic and Transport Services
<a href="#">THB(T)378</a>	5351	CHAN Wai-yip, Albert	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)379</a>	3915	CHEUNG Kwok-che	186	(1) Planning and Development
<a href="#">THB(T)380</a>	3916	CHEUNG Kwok-che	186	(1) Planning and Development
<a href="#">THB(T)381</a>	3917	CHEUNG Kwok-che	186	(1) Planning and Development
<a href="#">THB(T)382</a>	3918	CHEUNG Kwok-che	186	(1) Planning and Development
<a href="#">THB(T)383</a>	3919	CHEUNG Kwok-che	186	(3) District Traffic and Transport Services
<a href="#">THB(T)384</a>	3920	CHEUNG Kwok-che	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)385</a>	4091	CHEUNG Kwok-che	186	(3) District Traffic and Transport Services
<a href="#">THB(T)386</a>	4095	CHEUNG Kwok-che	186	(2) Licensing of Vehicles and Drivers

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
<a href="#">THB(T)387</a>	6386	HO Chun-yan, Albert	186	(3) District Traffic and Transport Services
<a href="#">THB(T)388</a>	6388	HO Chun-yan, Albert	186	(3) District Traffic and Transport Services
<a href="#">THB(T)389</a>	4135	KWOK Ka-ki	186	(1) Planning and Development
<a href="#">THB(T)390</a>	5551	LAU Wai-hing, Emily	186	(3) District Traffic and Transport Services
<a href="#">THB(T)391</a>	5554	LAU Wai-hing, Emily	186	(3) District Traffic and Transport Services
<a href="#">THB(T)392</a>	5555	LAU Wai-hing, Emily	186	(1) Planning and Development
<a href="#">THB(T)393</a>	5556	LAU Wai-hing, Emily	186	(3) District Traffic and Transport Services
<a href="#">THB(T)394</a>	5567	LAU Wai-hing, Emily	186	(3) District Traffic and Transport Services
<a href="#">THB(T)395</a>	5569	LAU Wai-hing, Emily	186	(1) Planning and Development
<a href="#">THB(T)396</a>	5570	LAU Wai-hing, Emily	186	(3) District Traffic and Transport Services
<a href="#">THB(T)397</a>	5571	LAU Wai-hing, Emily	186	(3) District Traffic and Transport Services
<a href="#">THB(T)398</a>	5573	LAU Wai-hing, Emily	186	(3) District Traffic and Transport Services
<a href="#">THB(T)399</a>	5576	LAU Wai-hing, Emily	186	(3) District Traffic and Transport Services
<a href="#">THB(T)400</a>	5197	MO, Claudia	186	(3) District Traffic and Transport Services
<a href="#">THB(T)401</a>	6163	MOK, Charles Peter	186	(3) District Traffic and Transport Services
<a href="#">THB(T)402</a>	6164	MOK, Charles Peter	186	(4) Management of Transport Services
<a href="#">THB(T)403</a>	3357	SIN Chung-kai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)404</a>	3358	SIN Chung-kai	186	(1) Planning and Development
<a href="#">THB(T)405</a>	3359	SIN Chung-kai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)406</a>	3363	SIN Chung-kai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)407</a>	3364	SIN Chung-kai	186	(1) Planning and Development
<a href="#">THB(T)408</a>	3365	SIN Chung-kai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)409</a>	3366	SIN Chung-kai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)410</a>	3373	SIN Chung-kai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)411</a>	3320	TANG Ka-piu	186	(3) District Traffic and Transport Services
<a href="#">THB(T)412</a>	5609	TO Kun-sun, James	186	(3) District Traffic and Transport Services
<a href="#">THB(T)413</a>	5610	TO Kun-sun, James	186	(3) District Traffic and Transport Services
<a href="#">THB(T)414</a>	5619	TO Kun-sun, James	186	(3) District Traffic and Transport Services
<a href="#">THB(T)415</a>	5621	TO Kun-sun, James	186	(3) District Traffic and Transport Services
<a href="#">THB(T)416</a>	5676	TONG Ka-wah, Ronny	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)417</a>	5677	TONG Ka-wah, Ronny	186	(3) District Traffic and Transport

<b>Reply Serial No.</b>	<b>Question Serial No.</b>	<b>Name of Member</b>	<b>Head</b>	<b>Programme</b>
				Services (4) Management of Transport Services
<a href="#">THB(T)418</a>	6391	TONG Ka-wah, Ronny	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)419</a>	6392	TONG Ka-wah, Ronny	186	(2) Licensing of Vehicles and Drivers
<a href="#">THB(T)420</a>	6393	TONG Ka-wah, Ronny	186	(3) District Traffic and Transport Services
<a href="#">THB(T)421</a>	6394	TONG Ka-wah, Ronny	186	(3) District Traffic and Transport Services
<a href="#">THB(T)422</a>	3302	TSE Wai-chuen, Tony	186	(1) Planning and Development
<a href="#">THB(T)423</a>	4734	WONG Kwok-hing	186	(-) Not Specified
<a href="#">THB(T)424</a>	4735	WONG Kwok-hing	186	(-) Not Specified
<a href="#">THB(T)425</a>	4736	WONG Kwok-hing	186	(-) Not Specified
<a href="#">THB(T)426</a>	4765	WONG Kwok-hing	186	(3) District Traffic and Transport Services
<a href="#">THB(T)427</a>	4767	WONG Kwok-hing	186	(3) District Traffic and Transport Services
<a href="#">THB(T)428</a>	4768	WONG Kwok-hing	186	(1) Planning and Development
<a href="#">THB(T)429</a>	4769	WONG Kwok-hing	186	(1) Planning and Development
<a href="#">THB(T)430</a>	5394	WONG Kwok-kin	186	(3) District Traffic and Transport Services
<a href="#">THB(T)431</a>	5295	WONG Yuk-man	186	(-) Not Specified
<a href="#">THB(T)432</a>	5016	WU Chi-wai	186	(1) Planning and Development
<a href="#">THB(T)433</a>	5017	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)434</a>	5018	WU Chi-wai	186	(1) Planning and Development
<a href="#">THB(T)435</a>	5019	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)436</a>	5020	WU Chi-wai	186	(4) Management of Transport Services
<a href="#">THB(T)437</a>	5021	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)438</a>	5075	WU Chi-wai	186	(1) Planning and Development
<a href="#">THB(T)439</a>	5076	WU Chi-wai	186	(1) Planning and Development
<a href="#">THB(T)440</a>	5077	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)441</a>	5135	WU Chi-wai	186	(3) District Traffic and Transport Services
<a href="#">THB(T)442</a>	5881	FAN Kwok-wai, Gary	706	(-) Not Specified
<a href="#">THB(T)443</a>	5566	LAU Wai-hing, Emily	706	(-) Not Specified
<a href="#">THB(T)444</a>	5890	WONG Pik-wan, Helena	706	(-) Not Specified
<a href="#">THB(T)445</a>	5880	FAN Kwok-wai, Gary	707	(-) Not Specified
<a href="#">THB(T)446</a>	5869	FAN Kwok-wai, Gary	708	(-) Not Specified

**CONTROLLING OFFICER'S REPLY**

**THB(T)001**

**(Question Serial No. 2882)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 40)

Would the Administration please advise:

- (a) What is the additional number of air traffic control staff expected to be recruited by the Administration?
- (b) What is the additional salary expenses to be allocated?

Asked by: Hon. CHAN Kam-lam

Reply:

- (a) 32 Student Air Traffic Control Officers (SATCOs) are recruited for in-take in 2014-15.
- (b) The expenditure involved in terms of notional annual mid-point salary is \$12.89 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)002**

**(Question Serial No. 0248)**

Head: (28) Civil Aviation Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Airport Standards  
Controlling Officer: Director-General of Civil Aviation (Norman LO)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 3)

The Administration has indicated that it will monitor the noise and flight tracks of aircraft, and implement the noise abatement programme in 2014-15. 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) and (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. Starting from the end of March 2014, air operators will not be allowed to schedule Marginally Compliant Chapter 3 (MCC3) aircraft to operate in Hong Kong between 11:00 p.m. and 07:00 a.m.. This measure aims to further alleviate the aircraft noise impact on the local communities. Our latest statistics indicate that a number of air operators have started using quieter passenger and cargo aircraft such as B777-300ER, A330, A380, B777F and B747-8F. The CAD will continue to follow up and communicate actively with air 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 airport and a computer to associate the noise data with the aircraft flight tracks as recorded by the CAD's radar system. In 2014-15, the estimated expenditure for the maintenance of the ANFTMS is \$2.4 million. 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 (2).

- (c) The noise abatement measures are devised according to international standards and 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 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.

**CONTROLLING OFFICER'S REPLY**

**THB(T)003**

**(Question Serial No. 0266)**

Head: (28) Civil Aviation Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Airport Standards  
Controlling Officer: Director-General of Civil Aviation (Norman LO)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 23)

It is mentioned under *Matters Requiring Special Attention in 2014-15* of this Programme that the Administration would monitor aircraft noise and implement the noise abatement programme. Would the Administration advise this Committee what the estimated operational expenditure, staff establishment and estimated salary amount are for the above matter in 2014-15?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The Civil Aviation Department (CAD) has devised and implemented a series of aircraft noise abatement measures in accordance with the policies and guidelines of the International Civil Aviation Organization. The noise generated by aircraft along the flight paths is monitored by a computerised Aircraft Noise and Flight Track Monitoring System (ANFTMS). In 2014-15, the estimated expenditure for the maintenance of the ANFTMS is \$2.4 million. The implementation of the noise abatement measures and monitoring is undertaken by the CAD's existing staff as part of their regular duties under Programme (2).



**CONTROLLING OFFICER'S REPLY****THB(T)004****(Question Serial No. 3281)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 401)

What are the respective numbers of delay in departure and arrival flights over the past three years (with breakdown by causes of delay)?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The number of passenger flights delayed by more than 15 minutes at the Hong Kong International Airport (HKIA) in the past three years are shown in the table below:

Year	Number of passenger flights delayed by more than 15 minutes <sup>Note 1</sup>	
	Arrivals	Departures
2011-12	33 022	30 744
2012-13	38 997	37 008
2013-14 <sup>Note 2</sup>	40 748	41 851

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 31 January 2014.

Flight delays are attributable to a number of factors, such as bad weather, airspace restrictions, aircraft technical problems and airlines' ad hoc service changes. The CAD closely monitors the on-time performance (OTP) of airlines and will stipulate the required improvement for airlines with repeated poor performance. To further enhance the OTP of airlines, the CAD has enhanced operational coordination with other regional air traffic management authorities to improve the air traffic flow management process, and introduced the Airport Collaborative Decision Making data sharing platform at the HKIA to provide airlines and other stakeholders real-time information on the operational situation, including flight status, parking stand assignment, weather information, etc, thereby enhancing the operational efficiency of flight operations at the HKIA. The CAD does not have a breakdown of the number of flight delays by the attributable factors.

**CONTROLLING OFFICER'S REPLY**

**THB(T)005**

**(Question Serial No. 2338)**

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

Question (Member Question No. 20)

The third runway of the Airport is targeted for completion in 2023. With the expansion of the Airport, the demand for air traffic control staff will also increase. Does the Civil Aviation Department (CAD) have any training plan for these staff in the 2014-15 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:

In 2014-15, 20 in-house training courses are planned for air traffic control officers of the CAD at various ranks. As these in-house training courses are conducted by the CAD staff as part of their normal duties, no additional expenses will be incurred.

17 external specialised courses, including Aeronautical Charting, Search and Rescue, Airspace Design and Communication, Navigation and Surveillance in air traffic control, are also planned for air traffic control personnel in 2014-15, with an estimated expenditure of \$1.05 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)006**

**(Question Serial No. 2339)**

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

Question (Member Question No. 21)

In *Matters Requiring Special Attention* in 2014–15, the Department stated that it would 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 are the target and the expenditure involved?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

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 65 movements per hour progressively to the target of 68 movements per hour in 2015. The CAD will continue to monitor the air traffic growth situation and work closely with Airport Authority Hong Kong as well as airlines to explore all possible means to fully utilise the runway capacity of the existing two-runway system.

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

**CONTROLLING OFFICER'S REPLY**

**THB(T)007**

**(Question Serial No. 2350)**

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

Question (Member Question No. 32)

Will the Administration inform this Committee:

- (a) the number of air traffic controllers planned to be recruited and their estimated salary expenditure in the financial year of 2014-15;
- (b) the number, contents and estimated expenditure of the training projects for air traffic controllers to be conducted in the financial year of 2014-15.

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) 32 Student Air Traffic Control Officers (SATCOs) are recruited for in-take in 2014-15. The expenditure involved in terms of notional annual mid-point salary is \$12.89 million.
- (b) In 2014-15, 20 in-house training courses are planned for air traffic control officers at various ranks. As these in-house training courses are conducted by the CAD staff as part of their normal duties, no additional expenses will be incurred.  
17 external specialised courses, including Aeronautical Charting, Search and Rescue, Airspace Design and Communication, Navigation and Surveillance in air traffic control, are also planned for air traffic control personnel in 2014-15, with an estimated expenditure of \$1.05 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)008**

**(Question Serial No. 3134)**

Head: (28) Civil Aviation Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Airport Standards  
Controlling Officer: Director-General of Civil Aviation (Norman LO)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 17)

The original estimate for the programme of Airport Standards under the Civil Aviation Department (CAD) in 2013-14 was \$36.9 million. But why has the revised estimate been substantially increased by 20.6% to \$44.5 million?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The increase in the operating expenses for Programme (2) Airport Standards was mainly due to the re-organisation of duties in the CAD. Following the re-organisation of duties in the CAD in May 2013 to rationalise air navigation services regulatory functions and to strengthen the safety promotion functions, the responsibilities in respect of (a) monitoring the noise and flight tracks of aircraft operating to/from the Hong Kong International Airport and (b) monitoring the demand for helicopter services and facilitating the operation of helicopter services and heliport development have been transferred to Programme (2) Airport Standards from the then Programme (5) Air Services.

**CONTROLLING OFFICER'S REPLY**

**THB(T)009**

**(Question Serial No. 3135)**

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

Question (Member Question No. 20)

The Civil Aviation Department plans to recruit and train more air traffic control staff in 2014-15 to meet air traffic services demand.

What is the planned number of additional staff to be recruited? What are their work nature and salaries?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

32 Student Air Traffic Control Officers (SATCOs) are recruited for in-take in 2014-15. The SATCOs will be trained to take up radar control positions in the Air Traffic Control Centre. The salaries of SATCO range from \$18,215 to \$22,110.

**CONTROLLING OFFICER'S REPLY****THB(T)010****(Question Serial No. 3140)**

Head: (28) Civil Aviation Department

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

Programme: (5) Air Services and Safety Management

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 21)

The Civil Aviation Department (CAD) is responsible for regulating non-scheduled air services and private non-revenue flights.

How many non-scheduled air services and private non-revenue flights were there respectively in the past three years?

Under what circumstances are private non-revenue flights allowed to operate?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The numbers of non-scheduled services and private non-revenue flights operated in the past three years are as follows:

Year	Number of non-scheduled services *	Number of private non-revenue flights
2011	8 539	7 134
2012	6 820	7 876
2013	7 193	8 213

\*include passenger and cargo non-scheduled services

Similar to civil aircraft operations, private non-revenue flights are required to comply with legal requirements on aircraft noise and aviation insurance. Prior application to the CAD is required for runway slots and parking stands.



**CONTROLLING OFFICER'S REPLY**

**THB(T)011**

**(Question Serial No. 3189)**

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

Question (Member Question No. 22)

The Civil Aviation Department (CAD) plans to focus resources on air traffic control staff training in 2014 but this does not cover the issue of licences, ratings and certificates. What are the coverage and purposes of the training? Why are resources specifically focused on training this year?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The CAD will focus resources on training the existing air traffic control personnel in 2014-15 on the operations of the new systems and facilities of the new Air Traffic Control Centre (ATCC), to prepare them for the transition from the existing to the new ATCC. Such training does not involve the issuing of additional licences or certificates as the staff concerned are already qualified air traffic control personnel.

**CONTROLLING OFFICER'S REPLY****THB(T)012****(Question Serial No. 3230)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 18)

Of the 373 000 aircraft movements in Hong Kong last year, what were the numbers of flight delay and cancellation?

What were the respective percentages of flight delay and cancellation in Hong Kong?

What was the average duration of flight delay? What was the longest flight delay?

What were the causes for flight delay or cancellation? (Please list the causes and the respective numbers of flights.)

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The number and percentage of passenger flights delayed by more than 15 minutes and cancelled at the Hong Kong International Airport (HKIA) in 2013 are shown in the table below:

Year	Number of actual flight movements	Number of passenger flights delayed by more than 15 minutes <sup>Note 1</sup>		Percentage of passenger flights delayed by more than 15 minutes <sup>Note 1</sup>		Number of flights cancelled	Percentage of flights cancelled
		Arrivals	Departures	Arrivals	Departures		
2013-14 <sup>Note 2</sup>	316 226	40 748	41 851	31%	32%	7 796	2.4%

Note

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 31 January 2014.

The longest delay recorded in 2013 was 24 hours, which was experienced by a flight affected by the passage of typhoon. The average delay of the affected flights was 19 minutes for arrivals and 21 minutes for departures.

Flight delays are attributable to a number of factors, such as bad weather, airspace restrictions, aircraft technical problems and airlines' ad hoc service changes. The CAD does not have a breakdown of the number of flight delays by the attributable factors.

**CONTROLLING OFFICER'S REPLY**

**THB(T)013**

**(Question Serial No. 2693)**

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

Question (Member Question No. 37)

During 2014-15, the Civil Aviation Department (CAD) 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). It is expected that there will be 68 aircraft movements per hour by 2015. In this connection, please advise this Committee on the specific work and estimated expenditure for increasing the capacity of the HKIA before the three-runway system is to be completed in 2023. Has the CAD estimated about the highest capacity to be reached in the coming five financial years? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The existing runway capacity at the HKIA under the two-runway system is expected to reach its practical maximum capacity of 420 000 annual air traffic movements in the next few years. That said, we will continue to strive to optimise the capacity at the HKIA under the existing two-runway system. The CAD will continue to implement air traffic management enhancement measures to increase the runway capacity of the HKIA from the present 65 movements per hour progressively to the target of 68 movements per hour in 2015. The CAD and the Airport Authority Hong Kong will also continue to monitor the air traffic growth situation, and work closely with the airlines to explore all possible means to fully utilise the runway capacity of the existing two-runway system. The CAD's air traffic management enhancement work is undertaken by existing staff as part of their normal duties under Programme (3), and there are no additional expenses involved.

**CONTROLLING OFFICER'S REPLY****THB(T)014****(Question Serial No. 2696)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 52)

During 2014-15, the Civil Aviation Department (CAD) will continue to co-ordinate with neighbouring Area Control Centres to rationalise and optimise the airspace design of the Pearl River Delta (PRD) region. Please update this Committee of the progress of work and the specific plan for 2014. Will there be any discussion with the Mainland authorities for opening up more airspace to cope with the increasing demand for aviation services? If yes, what are the details? If no, what are the reasons?

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 65 movements per hour. Our target is to further increase the runway capacity to 68 movements per hour by 2015.

In 2014-15, the CAD will continue the work with the Mainland and Macao civil aviation authorities to study and pursue enhancement measures in line with the work plan agreed by the tripartite working group. These include the establishment of additional handover points between Hong Kong and the Mainland, additional air routes and the related flight procedures so as to open up more airspace to enhance air traffic management capacity and efficiency in the PRD region.

**CONTROLLING OFFICER'S REPLY****THB(T)015****(Question Serial No. 3117)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 11):

Based on the information released by the SKYTRAX and the FLIGHTSTATS, the Hong Kong International Airport (HKIA) has, in recent years, continued to fall in global ranking and in the percentage of flights taking off on time. In 2013, the HKIA dropped out of the top three airports in global ranking (with the Changi Airport of Singapore ranking the first, the Incheon International Airport of Korea the second and the Schiphol Airport of Amsterdam the third). As at December 2013, the percentage of flights taking off on time at the HKIA was 67.65%, which ranked 17th in Asia and 27th among the world's major international airports.

Please provide statistics of flights taking off on time and cancelled at the HKIA over the past three years (2011, 2012 and 2013). Has the Administration analysed the reasons for flight delays? Will additional resources be allocated and measures be taken to prevent any further deterioration in flight delays in 2014-15?

Asked by: Hon. YIU Si-wing

Reply:

The percentages of passenger flights achieving On-time Performance (OTP) and cancelled at the HKIA in the past three years are shown in the table below:

Year	Percentage of passenger flights achieving OTP of the allocated slot times		Percentage of flights cancelled
	Arrivals	Departures	
2011-12	76%	78%	2.8%
2012-13	71%	73%	2.9%
2013-14 <sup>Note 1</sup>	69%	68%	2.4%

Note

1 Based on traffic statistics up to 31 January 2014.

Flight delays are attributable to a number of factors, such as bad weather, airspace restrictions, aircraft technical problems and airlines' ad hoc service changes. The CAD closely monitors the OTP of airlines and will stipulate the required improvement for airlines with repeated poor performance. To further enhance the OTP of airlines, the CAD has enhanced operational coordination with other regional air traffic management authorities to improve the air traffic flow management process, and introduced the Airport Collaborative Decision Making data sharing platform at the HKIA to provide airlines and other stakeholders real-time information on the operational situation, including flight status, parking stand assignment, weather information, etc, thereby enhancing the operational efficiency of flight operations at the HKIA. These initiatives are undertaken with existing resources.



**CONTROLLING OFFICER'S REPLY**

**THB(T)016**

**(Question Serial No. 3202)**

Head: (28) Civil Aviation Department  
Subhead (No. & title): (170) Airport insurance  
Programme: (-) Not Specified  
Controlling Officer: Director-General of Civil Aviation (Norman LO)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 13):

- (a) Please advise on the applicable coverage of the airport insurance purchased with the funding of \$7.595 million, and details of the claims lodged over the past three years.
- (b) Does the insurance cover luggage thefts? If not, will the Administration extend the insurance coverage to enhance the international reputation of the Hong Kong International Airport (HKIA)?

Asked by: Hon. YIU Si-wing

Reply:

- (a) The provision of \$7.595 million is for the purchase of insurance against financial liabilities which the Government might incur for the provision of air traffic services for the HKIA. The coverage includes death, injury and property damage suffered by third parties, and loss of or damage to the Government's buildings and equipment used for the provision of air traffic services. There was no claim in the past three years.
- (b) The insurance taken out by the Government does not cover theft of baggage at the HKIA, and there is no plan to extend the insurance coverage to this area. In general, airlines will compensate passengers for lost baggage according to the conditions stipulated in the contracts of carriage.

**CONTROLLING OFFICER'S REPLY****THB(T)017****(Question Serial No. 0634)**

Head: (33) Civil Engineering and Development Department

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

Programme: (2) Port and Marine Facilities

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 25):

Regarding the development of marine facilities in Hong Kong:

- (1) in Programme (2), the estimated expenditure on marine facilities and port construction works in 2014 sharply increases by 1.7 times as compared with last year. Please specify in table form the names, expenditure of works, progress of works and completion dates of the projects involved;
- (2) the estimate for planning and designing marine facilities and port projects in 2014 continues to drop. What are the reasons involved? Has the Administration given up investment in additional and upgrading major port facilities? What are the planned works items involved and their estimates in 2014?
- (3) what is the progress of projects under the planning, design and construction by the Administration in 2013? Please specify the details in table form.

Asked by: Hon. WONG Kwok-kin

Reply:

- (1) The details of the projects undertaken on behalf of different bureaux are as follows:

<b>Project title</b>	<b>2014 Estimate (\$ million)</b>	<b>Progress</b>	<b>Anticipated completion date</b>
Fender upgrading and other minor works	10.2	Works in progress	Mid-2014
Improvement works to the Public Pier at Trio Beach	0.5	Substantially completed	December 2013
Development of a bathing beach at Lung Mei, Tai Po	37.3	Works put on hold pending the result of an on-going judicial review	To be reviewed

<b>Project title</b>	<b>2014 Estimate (\$ million)</b>	<b>Progress</b>	<b>Anticipated completion date</b>
Improvement works to Sai Kung Public Pier	14.0	Tender evaluation in progress	End 2015
Preliminary feasibility study for Container Terminal 10 at Southwest Tsing Yi – consultants' fees and site investigation	0.2	The results of the study are being finalised	In the next few months
Providing sufficient water depth for Kwai Tsing Container Basin and its approach channel	110.0	Works in progress	End 2015

- (2) The planning and design work of some projects were completed in 2013, leading to a declining value of marine facilities and port projects in 2014. We have been implementing marine facilities and port projects on a need basis. The value of these projects involved in 2014 are as follows:

<b>Project title</b>	<b>2014 Estimate (\$ million)</b>
Construction of additional floors at Central Piers Nos. 4, 5 and 6	568.7
Fender upgrading and other minor works	11.0

- (3) The progress of marine facilities and port projects which are under the planning, design and construction by the Administration in 2013 is as follows:

<b>Project title</b>	<b>Current Progress</b>
Construction of additional floors at Central Piers Nos. 4, 5 and 6	Preparatory work for the project progressed satisfactorily in 2013. Subject to funding approval of the Finance Committee of the Legislative Council, works are planned for commencement by end 2014.
Fender upgrading and other minor works	Works in progress
Improvement works to the Public Pier at Trio Beach	Substantially completed
Development of a bathing beach at Lung Mei, Tai Po	Works put on hold pending the result of an on-going judicial review
Improvement works to Sai Kung Public Pier	Tender evaluation in progress
Preliminary feasibility study for Container Terminal 10 at Southwest Tsing Yi – consultants' fees and site investigation	The results of the study are being finalised for completion in the next few months
Providing sufficient water depth for Kwai Tsing Container Basin and its approach channel	Works in progress

**CONTROLLING OFFICER'S REPLY****THB(T)018****(Question Serial No. 0693)**

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 20):

Regarding matters requiring special attention in 2014-15, 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:

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

	Number of new applications issued with certificates	Number of renewal applications issued with certificates	Number of applications rejected
2013			
2012			
2011			

- (b) 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 provided in the table below:

	Number of new applications issued with certificates	Number of renewal applications issued with certificates	Number of applications rejected
2013	216	1 385	51
2012	154	572	54
2011	225	3 739	118

Note: The validity of a certificate lasts for three years. As of 1 March 2014, there are 7 124 vehicle mechanics registered under the scheme.

- (b) To pave the way for a voluntary registration scheme for vehicle maintenance workshops, the EMSD issued a new “Practice Guidelines for Vehicle Maintenance Workshops” (Practice Guidelines) in May 2012. A self-regulating Charter Scheme for vehicle maintenance workshops based on the Practice Guidelines was subsequently launched in January 2013. As at March 2014, a total of 327 workshops have subscribed to the Charter Scheme. Promotional activities for the Charter Scheme will continue in 2014 with a view to securing more support for the implementation of the voluntary registration scheme for vehicle maintenance workshops.

**CONTROLLING OFFICER'S REPLY**

**THB(T)019**

**(Question Serial No. 0210)**

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

Question (Member Question No. 4):

For the manpower and work of the Railways Branch (RB) of the Electrical and Mechanical Services Department (EMSD), please provide the following information:

- (1) In the RB, what are the number of staff of various ranks, the number of staff of various academic qualifications, the number of staff of various streams and the number of staff of various railway experiences? What is the overall staff expenditure of the RB?
- (2) In carrying out inspection work of railway equipment / system, how does the RB determine which part of the railway equipment / system has to be inspected? What is the regular inspection timetable? Are the inspections conducted by sample checks? What is the method of sample check?
- (3) In view of the recent major incidents of a systemic nature and the coming opening of new lines, is there a need to increase manpower to strengthen the monitoring of the railway equipment / system's maintenance and safety?
- (4) How many investigation reports were proactively submitted by the MTR Corporation Limited (MTRCL) to EMSD in the past three years? How many investigation reports were submitted by MTRCL on the request of EMSD in the past three years?
- (5) How many times did the EMSD attend the incident site for investigation in the past three years? How many days did the MTRCL require for the follow-up action requested by the EMSD in each category?
- (6) What is the incident figure related to improper repair, installation and maintenance of the MTRCL in past three years? What is the incident figure related to machine parts quality issue in the past three years?

Asked by: Hon. TANG Ka-piu

Reply:

- (1) In line with international practices, the RB adopts a “risk-based approach” in regulating railway safety, so that closer attention would be given to areas that might pose higher risk to safety of railway operation based on track record. Safety inspections are also arranged accordingly. Besides, the RB also monitors, through inspections and assessments, the MTRCL’s robustness in its internal systems and management practices to ensure that the MTRCL adheres to the best international safety practices and standards.

The RB has 15 professional staff and two technical staff, namely one Assistant Director, six Senior Engineers, eight Engineers/Assistant Engineers, and two Inspectors. Of the 15 professional staff, 11 are in electrical and mechanical engineering discipline, three in electronic engineering discipline, and one in civil engineering discipline. Of the two technical staff, one is in mechanical engineering discipline and the other in electrical engineering discipline. Of the 17 professional/technical staff, one has acquired doctor’s degree, 14 have acquired master’s degree, and two have acquired bachelor’s degree. Three of these staff have more than ten years’ experience in railway, three have five to ten years’ experience, and 11 have up to five years’ experience in railway.

The salary expenditure on the above professional/technical staff was \$14.905 million in 2013-14.

- (2) Whenever there are railway incidents requiring investigation, the RB carries out inspections to investigate the cause, identify appropriate improvement measures to prevent recurrence, and ensure that the MTRCL has duly implemented them. Furthermore, the RB regularly inspects the safety-critical areas of the railway lines to ensure railway safety. For new railways, the RB carries out safety tests and inspections to ensure safety requirements have been met prior to confirming that the new railways are safe for operation. For existing railways, the RB will increase the frequency of inspections if there is increase of safety incidents due to equipment failure. Normally, the RB carries out several inspections of railway facilities per month.
- (3) The RB has dedicated teams to monitor the safety of existing railway lines and oversee new railway projects. It regularly reviews the manpower to cope with the ongoing railway works to ensure railway safety.
- (4) Under the Mass Transit Railway Regulations (Cap. 556A), the MTRCL shall report railway incidents to the EMSD. The MTRCL proactively submitted 839, 774 and 671 railway-related incident<sup>Note</sup> investigation reports to the EMSD in 2011, 2012 and 2013 respectively, stipulating details of the incidents, assessment by the MTRCL and immediate follow-up actions taken. The RB reviewed all reported incidents and if necessary sought additional information to ascertain the cause of each incident to prevent recurrence.
- (5) In 2011, 2012 and 2013, the RB conducted 177, 129 and 140 railway inspections respectively. Out of these inspections, about half were related to investigation of incidents.

Whenever there is a major railway incident, the RB will follow up with the MTRCL to identify the cause of the incident and monitor the MTRCL in implementing appropriate improvement measures to prevent recurrence. The time required to complete a railway incident investigation and the implementation of the improvement measures depends on the nature and complexity of the incident. The situation varies for different incidents. There are no statistical data on the number of days required for the MTRCL's follow-up action.

- (6) Railway-related incidents, as referred to in question (4) above, are classified into equipment failure, staff behaviour, passenger or public behaviour, and external factors. The numbers of these incidents in the past three years are set out below:

<b>Railway-related Incidents</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Equipment failure	35	20	17
Staff behaviour	43	28	44
Passenger or public behaviour	737	697	578
External factors	24	29	32
<b>Total</b>	<b>839</b>	<b>774</b>	<b>671</b>

Over 90% of these incidents were caused by passenger or public behaviour and other external factors, such as illness of passengers who need to be admitted to the hospital, passengers nipped by train doors during last minute boarding/alighting, trespassing and fallen trees under tropical typhoons. The remaining incidents (less than 10%) were caused by railway equipment failure and staff behaviour.

<sup>Note</sup> Excluding incidents involving escalators, lifts and other facilities outside the platform and track areas.



**CONTROLLING OFFICER'S REPLY**

**THB(T)020**

**(Question Serial No. 1624)**

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

Question (Member Question No. 37):

With respect to the railway incidents investigated under the Programme, please advise this Committee if any serious incidents have been found in 2012 and 2013. If so, please advise the details and whether there is any recommendation to the Transport and Housing Bureau for follow-up action?

Asked by: Hon. WU Chi-wai

Reply:

In accordance with the Mass Transit Railway Regulations (Cap. 556A) (the Regulations), the MTR Corporation Limited (MTRCL) has to notify the Electrical and Mechanical Services Department (EMSD) of any incident that has occurred at any part of the entire railway premises which has a direct bearing on the safe operation of the railway. In 2012 and 2013, the total numbers of these incidents reported to the EMSD are 1 912 and 1 526 respectively.

Of the above incidents, two reportable accidents under Regulation 2 of the Regulations<sup>Note</sup> occurred on 14 June 2012 and 17 May 2013. Details are as follows:

- (1) On 14 June 2012, a Light Rail vehicle (LRV) was hit from behind by another one near the Hung Shui Kiu stop. 33 passengers were injured. Subsequently, the MTRCL has strengthened the training of LRV captains accordingly.

---

<sup>Note</sup> Under Regulation 2, an accident is notifiable if it occurs on the railway and –

- (a) as a result thereof any person dies or suffers serious injury; or
- (b) it involves a train (i) colliding with, or striking against, another train or any other object; or (ii) leaving the rails, and doing so either on a line used for the carriage of passengers or goods or both passengers and goods, or in circumstances where the normal operation of such a line is affected.

- (2) On 17 May 2013, a LRV derailed when making a left turn enroute from the Hang Mei Tsuen stop to the Tong Fong Tsuen stop. 81 passengers were injured. Subsequently, the MTRCL has provided more frequent reminders to LRV captains on the importance of safe driving. The MTRCL has also stepped up spot-checks on the speed of LRVs. In addition, the MTRCL has conducted pilot test of installing fixed speed cameras at appropriate locations. Legal proceedings against the concerned LRV captain are underway.

The Transport and Housing Bureau has been apprised by the EMSD and the Transport Department of details of these accidents and of follow-up actions required and taken.

**CONTROLLING OFFICER'S REPLY**

**THB(T)021**

**(Question Serial No. 0106)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 310):

What is the expenditure involved in the two-month public consultation exercise for the Pound Lane escalator project conducted by the Highways Department (HyD) last year? When will the HyD expect to submit the findings of the consultation and decide on whether to implement the project? What are the work schedule and the breakdown of the estimated expenditure?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The HyD conducted public consultation for the proposed Pound Lane Escalator project from July to September 2013 to collect public views on the proposed project and its alignment at a cost of \$330,000. The HyD set up a project website for the public to send in their views, distributed publicity materials to the local community, held roving exhibitions, conducted focus group meetings with stakeholders and consulted members of the Central and Western District Council. A great number of comments were received and the views were diverse. Taking into account the comments received, the HyD is exploring the way forward to address the diverse views raised by the public. At the moment, the Government remains open on the way forward of the proposed project. Therefore, the implementation timetable and the estimated cost of the project are not yet available.

**CONTROLLING OFFICER'S REPLY**

**THB(T)022**

**(Question Serial No. 0113)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 5):

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:

The Government established a set of 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 assessment for the 20 proposals received at the time was completed in 2010 and the results were reported to the Legislative Council Panel on Transport in February 2010. Two proposals were screened out initially, and 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. Among the 18 ranked projects, a total estimated capital cost of \$703 million has been committed for two projects. Details are as follows:

<b>Proposal</b>	<b>Progress</b>	<b>Cost Estimate (\$ million)</b>
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.	608
Yuet Wah Street Pedestrian Linkage	This project is being implemented by the Civil Engineering and Development Department under the Government's policy objective of urban regeneration and enhancing pedestrian connectivity to tie in with the Kwun Tong Town Centre Redevelopment. The construction works commenced in April 2013 for completion in October 2015.	95

The Highways Department (HyD) has completed the preliminary technical feasibility studies, with the deployment of internal resources, for eight out of the nine proposals ranked top ten. The HyD is now undertaking investigation and preliminary design works for these eight proposals that have been preliminarily found technically feasible. For four of these proposals, expenses amounting to \$2.84 million have been incurred for ground investigation and consultancies for further investigation/preliminary design. Details are as follows:

<b>Proposal</b>	<b>Preliminary Technical Feasibility Study</b>	<b>Expenditure incurred as at 3.3.2014 (\$ million)</b>
Braemar Hill Pedestrian Link	completed	0.60
Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	completed	1.07
Escalator Link and Pedestrian Walkway System at Pound Lane	completed	0.81
Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	completed	-
Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	completed	-
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	0.36

It is revealed in the preliminary technical feasibility study for the proposal “Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road” (ranked 10<sup>th</sup>) that the project involves two dangerous private slopes. The HyD will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.

After reviewing its manpower resources, the HyD has also commenced the preliminary technical feasibility studies for the two proposals, namely “Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tung Tsui Street, Kwai Chung” (ranked 11<sup>th</sup>) and “Lift and Pedestrian Walkway at Luen On Street” (ranked 12<sup>th</sup>).

**CONTROLLING OFFICER'S REPLY**

**THB(T)023**

**(Question Serial No. 0119)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 12):

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

Asked by: Hon. CHAN Kam-lam

Reply:

After obtaining local support for the proposed alignment of the proposed TMWB in November 2010, the Highways Department (HyD) proceeded with the preliminary design and related assessments. However, some members of the local community have since expressed their concern that the northern viaduct section of the Bypass and the portal of its southern tunnel section at Tsing Tin Road Interchange might affect nearby residents, and raised strong objection against the project.

We are reviewing the scope for changes to the proposed alignment of the TMWB so as to achieve the anticipated benefits of the project whilst addressing the concern of the local community. The objective is to formulate a road scheme which would strike a balance in terms of technical feasibility, environmental concerns, traffic performance, economic benefits and public acceptability. At the same time, we are reviewing the implementation schedule of the project having regard to the latest planning and developments in northwestern New Territories. Separately, we have carried out a number of traffic improvement works to cater for the traffic demand in Tuen Mun. Based on the preliminary traffic assessment, the existing road network in Tuen Mun should be able to cope with the local traffic demand in the next decade.

The expected date of completion and the cost of the project will be subject to the outcome of the review mentioned above.

**CONTROLLING OFFICER'S REPLY****THB(T)024****(Question Serial No. 0401)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 32):

Regarding the Central Kowloon Route project, please provide information on the current work progress. Up to now, what are the yearly costs involved for the relevant advance works already approved?

Asked by: Hon. CHAN Kam-lam

Reply:

The Highways Department (HyD) is carrying out the detailed design of the Central Kowloon Route project. The Director of Environmental Protection approved the Environmental Impact Assessment report for the project on 11 July 2013 and issued the Environmental Permit on 9 August 2013. The road works were gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 1 November 2013 and the HyD is now handling the objections received.

The expenditure on advance works for the project in the last three years are as follows -

Actual expenditure for 2011-12	\$15.12 million
Actual expenditure for 2012-13	\$21.25 million
Revised estimated expenditure for 2013-14	\$23.66 million



**CONTROLLING OFFICER'S REPLY**

**THB(T)025**

**(Question Serial No. 2444)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 50):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will monitor closely the construction progress of various key highway projects. In this connection, will the Administration inform this Committee of the operational expenditure, staff establishment and estimated salary expenditure for the aforementioned matters in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The Highways Department (HyD) will monitor closely the construction progress of the following key highway projects, the estimated expenditure of which is about \$20 billion in 2014-15:

- (a) reconstruction and improvement of Tuen Mun Road;
- (b) traffic improvements to Tuen Mun Road Town Centre Section;
- (c) widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 1 and Stage 2;
- (d) Central-Wan Chai Bypass and Island Eastern Corridor Link;
- (e) the Hong Kong-Zhuhai-Macao Bridge Main Bridge in the Mainland waters, the Hong Kong Link Road and the Hong Kong Boundary Crossing Facilities;
- (f) Tuen Mun-Chek Lap Kok Link;
- (g) provision of barrier-free access facilities for public footbridges, elevated walkways and subways under the Universal Accessibility Programme; and
- (h) improvement to Pok Oi Interchange.

The design and supervision of the construction of the projects are carried out by consultants engaged by the HyD. The HyD deploys existing staff to oversee the implementation of the projects.

**CONTROLLING OFFICER'S REPLY**

**THB(T)026**

**(Question Serial No. 2445)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 51):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will commence the construction of various key highway projects. In this connection, will the Administration inform this Committee of the operational expenditure, staff establishment and estimated salary expenditure for the aforementioned matters in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The Highways Department (HyD) will commence the construction of the following key highway projects in 2014-15 at an estimated expenditure of about \$118.2 million:

- (a) road improvement works in West Kowloon Reclamation Development – phase 1; and
- (b) retrofitting of noise barriers on Tuen Mun Road Town Centre Section.

The design and supervision of the construction of these projects are carried out by consultants engaged by the HyD. The HyD deploys existing staff to oversee the implementation of the projects.

**CONTROLLING OFFICER'S REPLY**

**THB(T)027**

**(Question Serial No. 2446)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 52):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will undertake the detailed design for widening of the western and eastern sections of Lin Ma Hang Road, widening of Castle Peak Road - Castle Peak Bay, Central Kowloon Route, Hiram's Highway Improvement - Stage 1 and retrofitting of noise barriers on Tuen Mun Road Fu Tei Section. In this connection, will the Administration inform this Committee of the operational expenditure, staff establishment and estimated salary expenditure for the afore-mentioned matters in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

In 2014-15, the estimated expenditure for undertaking the detailed design for these projects is about \$32.9 million. The detailed design for the projects is carried out by consultants engaged by the Highways Department (HyD). The HyD deploys existing staff to oversee the implementation of the projects.

**CONTROLLING OFFICER'S REPLY**

**THB(T)028**

**(Question Serial No. 2447)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 53):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will undertake the investigation and preliminary design for improvement to Fan Kam Road. In this connection, will the Government inform this Committee of the following:

- (a) What are the reasons for initiating works to improve the afore-mentioned highway?
- (b) What are the operational expenditure, staff establishment and estimated salary expenditure for the afore-mentioned matter in the 2014-15 estimates?
- (c) How will local traffic be improved upon completion of the project?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (a) The project aims to enhance road safety and increase traffic capacity of Fan Kam Road.
- (b) In 2014-15, the estimated expenditure for the project is about \$5 million for site investigation works and payment of consultancy fees. The Highways Department has been deploying existing staff to oversee the implementation of the project.
- (c) Upon completion of the project, critical sections of Fan Kam Road would be upgraded to the current design standards. It is anticipated that road safety and traffic capacity of the road would be improved.

**CONTROLLING OFFICER'S REPLY**

**THB(T)029**

**(Question Serial No. 2448)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 54):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will undertake the investigation and preliminary design for the highway projects of Tuen Mun Western Bypass (TMWB), pedestrian footbridge system in Mong Kok and Hiram's Highway Improvement - Stage 2. In this connection, will the Administration inform this Committee of the following:

- (a) What are the reasons for initiating works to improve the afore-mentioned highways?
- (b) What are the operational expenditure, staff establishment and estimated salary expenditure for the afore-mentioned matters in the 2014-15 estimates?
- (c) How will the traffic be improved upon completion of the projects?
- (d) Have any impact assessments on people's livelihood been conducted in respect of the projects under construction?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

**Tuen Mun Western Bypass Project (TMWB)**

The proposed TMWB, together with the Tuen Mun-Chek Lap Kok Link (TM-CLKL), will provide the most direct route between the Northwest New Territories (NWNT) and Lantau, joining Kong Sham Western Highway, the port back-up areas in NWNT, the Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities, the Hong Kong International Airport and North Lantau. The TMWB will provide a route for relieving the NWNT traffic routing through Tuen Mun Town areas to the TM-CLKL. The Highways Department (HyD) deploys existing staff in the planning of the project in 2014-15. Various impact assessments will be carried out at the design stage.

## **Mong Kok Footbridge System**

The project aims to implement a footbridge system to provide a direct and convenient link for pedestrian movements between Tai Kok Tsui and the central areas in Mong Kok, thus reducing vehicle-pedestrian conflicts and improving the pedestrian environment. Following the completion of the preliminary technical feasibility study, the HyD engaged a consultant in October 2013 to carry out further investigations covering, amongst others, various impact assessments. In 2014-15, the estimated expenditure for the further investigations is about \$7 million. The HyD deploys existing staff to oversee the implementation of the project.

## **Improvement to Hiram's Highway -- Stage 2**

The proposed improvement works aim to increase the traffic capacity of the road corridor concerned to cope with the anticipated traffic demand arising from the current and planned developments. The HyD has engaged a consultant to carry out further investigations covering, amongst others, various impact assessments. In 2014-15, the estimated expenditure for the project is about \$3 million for site investigation works and payment of consultancy fees. The HyD deploys existing staff to oversee the implementation of the project.

**CONTROLLING OFFICER'S REPLY****THB(T)030****(Question Serial No. 2294)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 32):

In the tree survey report for the project of widening of Castle Peak Road – Castle Peak Bay section, it is stated that about 680 trees will be affected by the project, among which about 330 trees may be retained in-situ, about 90 trees are suitable for transplantation, and about 260 trees are required to be felled. Please provide information on the following:

(a) The quantity of affected trees that may be retained in-situ, by species, in a list;

Species of Tree	Quantity

(b) The quantity of affected trees that may be transplanted, by species, in a list;

Species of Tree	Quantity

(c) The quantity of affected trees that are required to be felled, by species, in a list; and

Species of Tree	Quantity

(d) To what locations would those 90 trees suitable for transplantation be relocated?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

According to the tree survey conducted in 2013, about 680 (exact number is 673) trees may be affected by the proposed widening of Castle Peak Road – Castle Peak Bay. Details of the affected trees are set out below.

## (a) Trees to be retained

<b><u>Tree Species</u></b>	<b><u>Number</u></b>
Casuarina equisetifolia	37
Cinnamomum burmanii	33
Livistona chinensis	29
Archontophenix alexandrae	22
Celtis sinensis	19
Acacia confusa	18
Ficus microcarpa	17
Pterocarpus indicus	15
Cinnamomum camphora	13
Plumeria rubra	11
Macaranga tanarius	10
Albizia lebeck	9
Leucaena leucocephala	8
Swietenia mahagoni	7
Ficus variegata	7
Callistemon viminalis	6
Cordia dichotoma	6
Bombax ceiba	5
Ficus tinctoria	5
Hibiscus tiliaceus	5
Syzygium jambos	5
Artocarpus heterophyllus	4
Melaleuca leucadendron	4
Toona sinensis	4
Dalbergia odorifera	3
Litsea glutinosa	3
Chukrasia tabularia	3
Aquilaria sinensis	2
Mangifera indica	2
Sterculia lanceolata	2
Ficus religiosa	2
Eucalyptus citriodora	2
Dracaena sp.	2
Lagerstroemia spiciosa	1
Aleurites moluccana	1
Citrus maxima	1
Melia azedarach	1
Ficus altissima	1
Crateva unilocularis	1
Ficus elastic	1
<b>Total</b>	<b>327</b>



(b) Trees to be transplanted

<u>Tree Species</u>	<u>Number</u>
Bischofia javanica	29
Bauhinia blakeana	17
Plumeria rubra	10
Cinnamomum camphora	8
Delonix regia	6
Callistemon viminalis	6
Michelia alba	5
Cinnamomum burmanii	2
Celtis sinensis	1
Melaleuca leucadendron	1
Mangifera indica	1
Swietenia mahagoni	1
Ficus microcarpa	1
Albizia lebbek	1
<b>Total</b>	<b>89</b>

(c) Trees to be felled

None of the trees to be felled are old and valuable trees, rare species, of high amenity value or a fine specimen of its type. They are found to be in poor condition, dead or of undesirable/weed species, and hence not feasible to be transplanted.

<u>Tree Species</u>	<u>Number</u>
Celtis sinensis	45
Albizia lebbek	30
Macaranga tanarius	24
Casuarina equisetifolia	19
Litsea glutinosa	15
Litchi chinensis	13
Acacia confusa	11
Ficus microcarpa	10
Melaleuca leucadendron	10
Melia azedarach	8
Cinnamomum camphora	7
Ficus variegata	6
Bauhinia blakeana	6
Michelia alba	5
Aleurites moluccana	4
Lophostemon confertus	4
Dimocarpus longan	4
Swietenia mahagoni	3
Eucalyptus citriodora	3
Ficus hispida	3
Sapium discolor	2
Toona sinensis	2

Cordia dichotoma	2
Ficus superb	2
Ficus religiosa	2
Clausena lansium	2
Leucaena leucocephala	2
Delonix regia	2
Eucalyptus robusta	1
Ligustrum sinense	1
Bombax ceiba	1
Microcos paniculata	1
Erythrina variegata	1
Araucaria heterophylla	1
Bischofia javanica	1
Sapium sebiferum	1
Sterculia lanceolata	1
Ficus tinctoria	1
Psidium guajava	1
<b>Total</b>	<b>257</b>

- (d) For those trees that are found suitable for transplanting, they will be transplanted to the amenity areas along Castle Peak Road – Castle Peak Bay and other suitable locations within the Tuen Mun district as far as possible.

**CONTROLLING OFFICER'S REPLY****THB(T)031****(Question Serial No. 2296)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 34):

In 2013, the rate of works contracts completed in accordance with agreed programmes was only 87.5%, lower than the rate of 100% in 2012. Will the Administration provide reasons for this? Please use the table below to list the projects failing to complete in accordance with agreed programmes, with the reasons for failing to complete and the remedial measures.

Projects failing to complete in accordance with agreed programmes	Reasons for failing to complete	Remedial measures

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

In 2013, seven out of eight works contracts were completed according to the agreed programme and therefore the actual performance was 87.5%. The contract which experienced delay was Contract No. HY/2010/05 – “Upgrading of Tai Kong Po Access Road, Pat Heung, Yuen Long and proposed footpath across the nullah near the junction of Ngau Pei Sha Street, Shatin”. The contract was delayed because additional time was required to remove and rectify defective works. The works were subsequently completed in November 2013.

In 2014, the Highways Department will endeavour to closely monitor the progress of works during construction in order to meet the target.

**CONTROLLING OFFICER'S REPLY**

**THB(T)032**

**(Question Serial No. 2297)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 35):

The expenditure on capital projects under design and construction keeps rising in recent years, of which the estimated expenditure on consultants in 2014 has increased by more than \$2 billion as compared with 2013. Will the Administration explain the reasons? Are there any measures to keep the expenditure on consultants from rising continually?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The increase in the estimated expenditure in 2014 over the actual expenditure in 2013 is due to the increase in programmed construction activities of major infrastructure projects managed by consultants, such as the Hong Kong-Zhuhai-Macao Bridge — Hong Kong Link Road and the Tuen Mun-Chek Lap Kok Link. The Highways Department will closely monitor the progress and expenditure of these projects managed by consultants to meet the respective project programmes.

**CONTROLLING OFFICER'S REPLY**

**THB(T)033**

**(Question Serial No. 2298)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 36):

The work of receiving and assessing proposals on the Northern Link was terminated prematurely in 2014. Will the Administration provide reasons for the termination of the related work and elaborate on whether the Northern Link proposal has been shelved?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The target of "receiving and assessing proposals on the Northern Link" as stated in the Controlling Officer's Report was set up to follow up on a previous Kowloon-Canton Railway proposal for the Northern Link. The target has become obsolete as the Northern Link, with modified strategic functions, is now one of the conceptual railway proposals being studied under the Review and Update of the "Railway Development Strategy 2000". The results of the review are scheduled for announcement in 2014.

**CONTROLLING OFFICER'S REPLY**

**THB(T)034**

**(Question Serial No. 2644)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 23):

Does the Administration have plans to construct “Tung Chung West MTR Station” or “Yat Tung Estate Station” to meet the future population growth in Tung Chung West? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. Two stages of Public Engagement exercise were conducted to explore the conceptual proposals of ten railway schemes (including the Tung Chung West Extension). The estimated total expenditure for the study is \$43 million.

The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. The Government will announce the way forward for the new railway proposals as soon as possible.

**CONTROLLING OFFICER'S REPLY**

**THB(T)035**

**(Question Serial No. 3276)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 44):

Does the Administration have plans to expedite the works associated with the upward and downward slip roads to the Pok Oi Roundabout? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The construction works of the "Improvement to Pok Oi Interchange" project commenced in November 2012, and is scheduled for completion in the third quarter of 2015. The estimated cost of the project is \$264 million.

The southbound slip road connecting the existing bridge section to the ground level section of Yuen Long Highway is scheduled for completion by end of 2014. The northbound slip roads will become operational when the new bridge spanning over the Pok Oi Interchange is completed in the third quarter of 2015.

**CONTROLLING OFFICER'S REPLY**

**THB(T)036**

**(Question Serial No. 3268)**

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

Question (Member Question No. 43):

Regarding the marine works associated with the new town extensions and the planning for new development areas, please provide the following information:

- (a) Under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project, what are the respective sizes of the land reclamation, the fishing ground consequently lost and the restricted zone subsequently established to ensure navigation and aviation safety?
- (b) What are the development details, staffing establishment and expenditure for fishery planning associated with the marine works concerned? What are the percentages these items account for in the total expenditure?

Asked by: Hon. HO Chun-yin, Steven

Reply:

The HZMB local related projects involve about 170 hectares of reclamation. In general, apart from the reclamation area, there will be no loss of fishing ground. There is no additional restricted area for navigation or aviation control arising from the projects.

The Highways Department (HyD) has been maintaining close liaison with local fisherman organisations on measures to enhance fishery operation and protection of marine life in the vicinity of the project sites. The HyD has been deploying existing staff to oversee the matter.



**CONTROLLING OFFICER'S REPLY**

**THB(T)037**

**(Question Serial No. 1132)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 58):

Please provide the following information with respect to the details of various indicators for the key performance measures under the programme of Railway Development:

- (1) Regarding the 16 capital projects under design and construction entrusted to the railway corporation or other agencies, what are their respective details, the respective expenditure breakdown for the past three years and the estimated expenditure breakdown for this year?
- (2) Regarding the five studies and other tasks carried out by consultants, what are their respective details, the respective expenditure breakdown for the past three years and the estimated expenditure breakdown for this year?
- (3) Regarding the 23 transport and planning studies with railway planning input provided by the Highways Department (HyD), what are their respective details, the respective expenditure breakdown for the past three years and the estimated expenditure breakdown for this year?
- (4) As the findings of the review on the Railway Development Strategy 2000 are about to be announced, is the expenditure for planning the proposed new routes therein included in that estimate?

Asked by: Hon. KWOK Wai-keung

Reply:

- (1) The 16 projects with expenditure in 2011, 2012 and 2013, and estimated expenditure in 2014 are listed below:

Name of project	Expenditure in year 2011 (\$ million)	Expenditure in year 2012 (\$ million)	Expenditure in year 2013 (\$ million)	Estimated Expenditure in year 2014 (\$ million)
Shatin to Central Link – design and site investigation	531.0	201.0	45.6	38.0
Shatin to Central Link – construction of railway works – protection works	3.2	216.6	75.7	44.1
Shatin to Central Link – construction of railway works – protection works in Wan Chai Development Phase II	52.5	30.2	7.3	3.0
Shatin to Central Link – construction of railway works – advance works	998.0	1,154.5	1,170.5	982.0
Shatin to Central Link – construction of non-railway works – advance works	112.0	269.7	273.7	74.6
Shatin to Central Link – construction of railway works – remaining works	Not yet started in 2011	1,003.3	5,475.4	7,581.8
Shatin to Central Link – construction of non-railway works – remaining works	Not yet started in 2011	161.9	586.8	831.1
Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link – design and site investigation	388.7	250.0	38.2	107.2
Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link – construction of railway works	7,594.8	10,326.3	10,025.1	9,783.8
Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link – construction of non-railway works	1,350.1	1,710.8	1,642.3	1,987.7
West Island Line – essential public infrastructure works	16.5	14.8	16.0	10.0
South Island Line (East) – essential public infrastructure works	125.9	288.9	261.2	124.6
Kwun Tong Line Extension – essential public infrastructure works	34.3	89.7	211.0	112.0

Name of project	Expenditure in year 2011 (\$ million)	Expenditure in year 2012 (\$ million)	Expenditure in year 2013 (\$ million)	Estimated Expenditure in year 2014 (\$ million)
West Rail (Phase 1) – essential public infrastructure works for Tuen Mun (pending finalisation)	0.1	0	0	37.0
West Rail (Phase 1) – essential public infrastructure works for Sham Shui Po (pending finalisation)	0	0	0	0
West Rail (Phase 1) – essential public infrastructure works for Yuen Long (pending finalisation)	0	0	0	0
Total	11,207.1	15,717.7	19,828.8	21,716.9

- (2) The five studies being/to be carried out by the consultants, with expenditure in 2011, 2012 and 2013, and estimated expenditure in 2014 are listed below:

Name of study	Expenditure in 2011 (\$ million)	Expenditure in 2012 (\$ million)	Expenditure in 2013 (\$ million)	Estimated Expenditure in 2014 (\$ million)
Shatin to Central Link – Independent design review, checking of project cost and cost apportionment for design and site investigation phase	8.7	8.2	2.7	0.6
Shatin to Central Link – Monitoring and verification consultancy for construction, testing and commissioning phase	Not yet started in 2011	11.1	25.4	25.4
Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – Monitoring and verification consultancy for construction, testing and commissioning phase	17.5	18.0	16.9	12.2
Review and Update of the “Railway Development Strategy 2000”	5.6	8.5	10.6	15.3

Name of study	Expenditure in 2011 (\$ million)	Expenditure in 2012 (\$ million)	Expenditure in 2013 (\$ million)	Estimated Expenditure in 2014 (\$ million)
Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) – Professional Services in connection with the Service Concession for the Operation of the XRL	Not yet started in 2011	Not yet started in 2012	Not yet started in 2013	2.0
Total	31.8	45.8	55.6	55.5

- (3) The HyD provides railway planning input to transport and planning studies carried out by the HyD or other departments. The estimated 23 transport and planning studies with railway planning input provided by the HyD are listed below. The relevant expenses are absorbed by in-house resources.

1	Study on the Co-ordination of Other Public Transport Services with West Island Line and South Island Line (East) – Feasibility Study
2	Planning and Engineering Study on Development of Lok Ma Chau Loop – Investigation
3	Comprehensive Transport Study Model Enhancement – Feasibility Study
4	Planning and Engineering Study on the Remaining Development in Tung Chung – Feasibility Study
5	Study on the Co-ordination of Other Public Transport Services with Kwun Tong Line Extension and Public Transport Plan for the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link – Feasibility Study
6	Planning and Engineering Study for Housing Sites in Yuen Long South – Investigation
7	Improvements to Pedestrian Environment in Yuen Long Town – Feasibility Study
8	Planning and Engineering Study for Tuen Mun Areas 40 and 46 and Adjoining Areas – Feasibility Study
9	North East New Territories New Development Areas Planning and Engineering Study – Investigation
10	Planning and Engineering Study for Kwu Tung South – Feasibility Study
11	Engineering Study Review for Site Formation and Infrastructure Works at San Hing Road, Tuen Mun – Investigation
12	Preliminary Feasibility Study on Developing New Territories North
13	Hong Kong-Zhuhai-Macao Bridge Hong Kong Boundary Crossing Facilities (Superstructures and Infrastructures) – Design and Construction
14	Tender and Construction of the Hong Kong-Zhuhai-Macao Bridge – Hong Kong Link Road – Design and Construction Interfacing with the Airport Express Line
15	Increasing Land Supply by Reclamation and Rock Cavern Development cum Public Engagement – Feasibility Study
16	Hung Shui Kiu New Development Area Planning and Engineering Study

17	Tuen Mun-Chek Lap Kok Link and Tuen Mun Western Bypass – Investigation
18	Design and Construction Assignment for Widening of Tolo Highway / Fanling Highway between Island House Interchange and Fanling
19	Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery – Design and Construction
20	Design and Construction of Tseung Kwan O - Lam Tin Tunnel
21	Central Kowloon Route – Design and Construction
22	Proposed Road Improvement Works in West Kowloon Reclamation Development, Phase 1 – Investigation, Design and Construction
23	West Kowloon Cultural District Authority's Consultancy Services for Design and Administration of the Construction of Public Infrastructure Works for Phase 1 Development of West Kowloon Cultural District

- (4) The estimate does not include the expenditure for the detailed planning of individual railway projects to be included in the new railway development blueprint.

**CONTROLLING OFFICER'S REPLY**

**THB(T)038**

**(Question Serial No. 2346)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 28):

Regarding Subhead 6844TH Hong Kong - Zhuhai - Macao Bridge (HZMB) Hong Kong Link Road (HKLR), the Administration stated that the approved estimate for the HZMB Hong Kong Boundary Crossing Facilities (HKBCF) is \$25,047.20 million whilst the estimate for 2014-15 is \$5,162.93 million. What is the timetable for using the remaining provision? How can the progress of the project be expedited?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

The remaining provision for Item 6844TH HZMB HKLR is scheduled to be spent in the following three years from 2015-16 to 2017-18. According to the current plan and works progress, the works of the HZMB HKLR will be completed in 2016 as scheduled to match with the opening of the HZMB.

**CONTROLLING OFFICER'S REPLY**

**THB(T)039**

**(Question Serial No. 1199)**

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

Question (Member Question No. 14):

Regarding outsourcing work:

- (1) What were the expenses of the Highways Department (HyD) on outsourced contracts, including consultant fees, last year? What was the total number of staff engaged under outsourced contractors? How many categories of contracts were there?
- (2) What are the expenses of the HyD on outsourced contracts, including consultant fees, this year? What is the total number of staff engaged under outsourced contractors? How many categories of contracts are there? What is the percentage of increase or decrease as compared with last year? What percentage do these expenses account for in the total expenditure of the HyD?
- (3) What is the staffing establishment for monitoring the execution of contracts?

Asked by: Hon. LAU Wong-fat

Reply:

- (1) In 2013-14, the expenditure on works related contracts and consultancies being executed by the HyD was \$16.7 billion. As the number of staff engaged by those contractors and consultants under their respective contracts and consultancies varied considerably depending on the actual volume of works and services delivered at a particular time, the total number of staff engaged by them in the year is not readily available. Regarding non-works related outsourced service contracts, the expenditure in 2013-14 was \$25 million. The contracts were related to cleaning, security, information technology support, transportation and surveying services. The total number of staff engaged under those outsourced service contracts was 158.

- (2) In 2014-15, the estimated expenditure on works related contracts and consultancies is \$20.8 billion, representing an increase of about 25%. As the number of non-works related outsourced service contracts to be awarded in 2014-15 will vary in the light of changing service needs and operational requirements, the HyD is not able to provide an exact projection on the respective expenditure for 2014-15. Besides, the HyD is not able to provide a projection on the total number of staff engaged under all those works and non-works related outsourced service contracts and consultancies.
- (3) The HyD has about 660 in-house professional and technical staff responsible for monitoring and supervising the execution of works related contracts and consultancies. For the non-works related outsourced service contracts, the execution of the contracts is monitored by 58 in-house staff as part of their normal duties.



**CONTROLLING OFFICER'S REPLY**

**THB(T)040**

**(Question Serial No. 1200)**

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

Question (Member Question No. 15):

With respect to improving road cleanliness, what will be the expenditure for next year? How many outsourcing contractors are involved? What is the manpower to be employed? What is the staffing establishment in the department concerned?

Asked by: Hon. LAU Wong-fat

Reply:

The Highways Department (HyD) has employed eight contractors for the maintenance of all public roads, including highway structures, government road tunnels, road furniture, road drainage and roadside slopes. On cleanliness, the works carried out by the contractors cover mainly expressways, lifts, escalators and street furniture such as road signs and barriers. To maintain all bridges and subway structures in a good condition, the contractors also cleanse all footbridges and subways at least once every quarter. The estimated expenditure on the above cleanliness works in 2014-15 is \$62.42 million. The anticipated staff establishment under the District and Maintenance Works Programme is 962 as at 31 March 2015. Cleanliness constitutes only a minor portion of District and Maintenance Works. There is no separate breakdown on staff establishment solely dedicated for overseeing road cleanliness.

**CONTROLLING OFFICER'S REPLY**

**THB(T)041**

**(Question Serial No. 1201)**

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

Question (Member Question No. 16):

Regarding the low-noise thermal patching method for repair of pavement, will there be any decrease or increase in costs with this method as compared with the conventional resurfacing method? What will the percentage of decrease or increase be? What will the level of noise reduction in decibels (dB) be?

Asked by: Hon. LAU Wong-fat

Reply:

The cost per square metre of road repaired by using low-noise thermal patching method is around 1.5 times higher than that using the traditional cold milling and resurfacing method. As many road sections in our road network are very busy during daytime and are in the vicinity of residential buildings that restrict noisy operations at night, the use of low-noise thermal patching method is preferred despite the higher cost. Since no breaking and milling operations are required in thermal patching, the maximum noise level is around 6dB(A) to 7dB(A) lower than that generated by using the traditional method.

**CONTROLLING OFFICER'S REPLY**

**THB(T)042**

**(Question Serial No. 1202)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Technical Services  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 17):

As regards researching into new materials, techniques and standards to be applied to works, what is the related staffing establishment in the department? What is the expenditure involved? What were the results achieved last year?

Asked by: Hon. LAU Wong-fat

Reply:

There are eight professional staff responsible for studies of new materials, techniques and standards of construction amid their other duties. The expenditure on the studies in 2013-14 is around \$4.8 million. The studies include research in the following areas:

- (a) selection of crash cushions;
- (b) use of recycled sub-base;
- (c) the feasibility of using glassphalt;
- (d) development of new tests to improve quality control of asphalt;
- (e) use of reclaimed asphalt pavements;
- (f) updating of design standards for carriageway pavement;
- (g) use of synthetic manhole covers;
- (h) in-service performance of thermoplastic road markings; and
- (i) review of pavement rehabilitation practice and roadside drainage interception efficiency.

As a result of these studies, ten technical reports and two guidance notes leading to improved standards and work practices were newly issued or updated.

**CONTROLLING OFFICER'S REPLY**

**THB(T)043**

**(Question Serial No. 0138)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 12):

In Programme (3), it was stated that the Highways Department (HyD) would “co-ordinate with the Mainland authorities on cross-boundary infrastructure developments” in 2014-15. Please set out the relevant cross-boundary infrastructures already implemented and under planning, the modes and occasions of co-ordination and the money spent.

Asked by: Hon. LEONG Kah-kit, Alan

Reply:

As regards the cross-boundary infrastructure development under Programme (3) (i.e. Railway Development), the project in question is the implementation of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project. The Department has established a number of liaison groups with the Mainland authorities to co-ordinate the implementation of the project. The relevant expenses are absorbed by in-house resources.

**CONTROLLING OFFICER'S REPLY****THB(T)044****(Question Serial No. 0139)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 13):

- (1) The Transport Department stated that it will “continue to consult stakeholders on the public transport service re-organisation proposals to tie in with the opening of the South Island Line (East) (SIL(E))” in 2014-15. In the Legislative Council paper, it was also stated that “the headway of SIL(E) services would be similar to other existing MTR lines with a peak hour headway of around 3 minutes. In addition, SIL(E) would be operated with a 3-car configuration, with a capacity of about 20 000 passengers per hour (in each direction)”. However, on the basis that the passenger capacity per train of the SIL(E) is about 750, the capacity should only be  $750 \times 20 = 15\,000$ . Why is there such a discrepancy? Will the railway line be overloaded rapidly? During consultation, have the stakeholders been told the discrepancy?
- (2) What is the estimated number of passengers attracted by the new line to use railway per day? What is the method of estimation?

Asked by: Hon. LEONG Kah-kit, Alan

Reply:

- (1) The SIL(E) will operate with a 3-car train configuration. The capacity of each SIL(E) train is about  $226 \times 3 = 678$  passengers when the service level of the SIL(E) is pitched at a service benchmark of 4 passengers per square metre. Upon commissioning, the SIL(E) will initially operate with an approximately 3-minute headway to meet passenger demand. When the patronage level of the SIL(E) is built up, it can be operated at a higher frequency of 29 trains per hour per direction, which gives a capacity of about 20 000 ( $678 \times 29 = 19\,662$ ) passengers per hour per direction.
- (2) It is anticipated that about 170 000 passengers will use the SIL(E) per day in 2016. The patronage forecast was derived by transport modelling, taking into account the planning forecast of population and employment in 2016.

**CONTROLLING OFFICER'S REPLY**

**THB(T)045**

**(Question Serial No. 1157)**

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

Question (Member Question No. 2.05):

- (1) What is the total number of closed circuit television (CCTV) camera systems currently installed by the Highways Department (HyD) across the territory for monitoring the on-spot situations on roads, pedestrian walkways or other public areas? Please provide the estimated expenditure for the procurement, installation and operation of these systems in 2014-15.
- (2) How long will the HyD retain the footages recorded by the camera systems? Has any privacy policy been laid down in respect of such footages? Would the HyD allow the Hong Kong Police Force (HKPF) to obtain such live or recorded footages from these camera systems? If so, what are the details, the rank of the approving officer and the vetting criteria?
- (3) Please provide the respective number of occasions when the HKPF sought live or recorded footages in 2013-14.

Asked by: Hon. LEUNG, Kenneth

Reply:

- (1) At present, for security reasons, the HyD has about 160 CCTVs installed at lifts of footbridges/subways, with monitor displaying the captured images mounted at the exterior wall for real-time viewing by the public. For monitoring of traffic conditions during construction, the HyD has 17 temporary CCTVs installed at the road construction sites. All CCTVs installed by the HyD do not have recording facilities.
- (2) The estimated expenditure for the procurement and installation of CCTVs in 2014-15 is about \$1 million. As the CCTVs are used to display captured images and not equipped with recording facilities, the operational cost is minimal.
- (3) The HyD has not received any request from the HKPF for any CCTV images in 2013-14.

**CONTROLLING OFFICER'S REPLY****THB(T)046****(Question Serial No. 3252)**

<u>Head:</u>	(60) Highways Department
<u>Subhead (No. &amp; title):</u>	(-) Not Specified
<u>Programme:</u>	(1) Capital Projects
<u>Controlling Officer:</u>	Director of Highways (K K LAU)
<u>Director of Bureau:</u>	Secretary for Transport and Housing

Question (Member Question No. 523):

It is stated in paragraph 39 of the Budget Speech 2014-15, that “(d)omestically, we have been investing in large-scale strategic road and railway projects totalling over \$90 billion in the past five years to upgrade network efficiency. Projects under construction include the Tuen Mun-Chek Lap Kok Link, Central-Wan Chai Bypass and Island Eastern Corridor Link, as well as widening of Tolo Highway and Fanling Highway. They are on track for completion successively before the end of 2018. There are also major projects under planning, such as the Central Kowloon Route, the Tseung Kwan O-Lam Tin Tunnel, and Tseung Kwan O Cross Bay Link.” Please provide the breakdown of the \$90 billion.

Asked by: Hon. LEUNG Kwok-hung

Reply:

The breakdown of the road projects under the Highways Department with approved project estimates totalling over \$90 billion is provided below:

<b>Project</b>	<b>Cost (\$ million)</b>
<b>Tuen Mun–Chek Lap Kok Link</b>	
Tuen Mun–Chek Lap Kok Link—detailed design, site investigation and advance works	1,909.6
Tuen Mun–Chek Lap Kok Link—construction works	44,798.4
<b>Widening of Tolo Highway/Fanling Highway</b>	
Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – studies and preliminary design	27.8
Widening of Tolo Highway between Island House Interchange and Tai Hang	4,486.9
Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling—stage 2	4,320.0

Project	Cost (\$ million)
<b>Central–Wan Chai Bypass and Island Eastern Corridor Link</b>	
Central–Wan Chai Bypass and Island Eastern Corridor Link— consultants’ fees and investigations	215.0
Central–Wan Chai Bypass and Island Eastern Corridor Link	36,038.9
Total:	91,796.6



**CONTROLLING OFFICER'S REPLY**

**THB(T)047**

**(Question Serial No. 0410)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 39):

Regarding works contracts completed in accordance with agreed programmes, the actual performance of 2013 was 87.5%, which was lower than the target of 95%. In this connection, will the Administration inform this Committee the reasons for the under-performance in 2013, and whether the Department will enhance its efforts with a view to meeting the target in 2014; if it will, of the details?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

In 2013, seven out of eight works contracts were completed according to the agreed programme and therefore the actual performance was 87.5%. One contract was delayed because additional time was required to remove and rectify defective works.

In 2014, the Highways Department will endeavour to closely monitor the progress of works during construction in order to meet our target.

**CONTROLLING OFFICER'S REPLY****THB(T)048****(Question Serial No. 0411)**

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 40):

There were 9 909 complaints in 2013 relating to road maintenance, which was a marked increase from 7 992 complaints in 2012. Will Administration inform this Committee whether it has analysed the surge in complaints relating to road maintenance; if it has, of the details, including the nature of the complaints. Since the Department estimates that there will be 9 900 complaints in 2014 relating to road maintenance, will the Administration provide the provision and manpower for handling this work in 2012, 2013 and 2014?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The Highways Department (HyD) has analysed the complaint figures and observed that there were general increases in complaints relating to road defects including carriageway, footway, road drainage and roadside slope matters in comparison with 2012. Based on past experience, the number of complaints is related to the weather condition as heavy rainfall tends to accelerate the deterioration of minor defects. The total rainfall in 2013 (2 847 millimetres (mm)) was higher by about 50% when compared with the total rainfall in 2012 (1 925 mm). The HyD considers that this might explain the increase in the number of complaints in 2013 in comparison with 2012.

As regards the resource provision for district and maintenance works in 2012 to 2014, the number of staff is 960, whilst the financial provisions are tabulated as follows:

	<b>2012-13</b>	<b>2013-14</b>	<b>2014-15</b>
<b>Financial provision</b>	\$1,196.0 million (Actual)	\$1,277.9 million (Estimate)	\$1,314.8 million (Estimate)

**CONTROLLING OFFICER'S REPLY**

**THB(T)049**

**(Question Serial No. 0416)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 15):

Regarding the Universal Accessibility (UA) Programme, will the Administration advise this Committee of the following:

- (1) The works expenditure in 2014-15;
- (2) The percentage of the Programme completed up to now;
- (3) The anticipated time of completion of the whole project; and
- (4) Is there any discrepancy between the works expenditure and the original estimated costs? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on UA which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public, and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed, and the Government is consulting the DCs concerned on the study findings. After consultation with the DCs, the Government will proceed with the

detailed design for the items confirmed to be technically feasible and supported by the district. The Government will review the implementation schedule for the remaining items in the Expanded Programme when the implementation of the priority items is on track, taking into account the progress of works, the views of the DCs and the public, the capacity of the construction market, the resources of the departments concerned, etc.

The estimated expenditure for the implementation of the UA Programme in 2014-15 is \$639 million. The Government has been deploying existing staff to oversee the implementation of the UA Programme.

**CONTROLLING OFFICER'S REPLY**

**THB(T)050**

**(Question Serial No. 0417)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 16):

Regarding the “studies and other tasks carried out by consultants”, will the Department provide information on the following:

- (1) Which are the studies expected to be commissioned to consultants in this financial year and what is the respective breakdown of the expenditure?
- (2) Are there any mechanisms and criteria for monitoring the performance of consultants? If yes, what are the details? If no, what are the reasons? And
- (3) Will commissioning priority be accorded to local consultants? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

- (1) The five studies being/to be carried out by the consultants in 2014 are:
  - (a) Shatin to Central Link (SCL) – Independent design review, checking of project cost and cost apportionment for design and site investigation phase (anticipated total expenditure: \$20.3 million);
  - (b) SCL – Monitoring and verification consultancy for construction, testing and commissioning phase (anticipated total expenditure: \$181.8 million);
  - (c) Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) – Monitoring and verification consultancy for construction, testing and commissioning phase (anticipated total expenditure: \$83.8 million);
  - (d) Review and Update of the Railway Development Strategy 2000 (anticipated total expenditure: \$43 million); and
  - (e) XRL – Professional Services in connection with the Service Concession for the Operation of the XRL (anticipated total expenditure: \$19.4 million).

- (2) The performance of consultants will be assessed regularly in accordance with established procedures within the Government.
- (3) Procurement of consultants is carried out according to established procedures under which an invitation for expression of interest from consultants will be published on the internet. All interested consultants are welcome to submit proposals.

**CONTROLLING OFFICER'S REPLY**

**THB(T)051**

**(Question Serial No. 1086)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 35):

Regarding the Universal Accessibility (UA) Programme, will the Administration advise this Committee of the following:

- (1) What is the total number of projects commenced in 2013-14? What are the details of the projects and the works progress? What is the expenditure involved?
- (2) What is the total number of new projects for 2014-15? What are the details of the projects and the estimated expenditure involved?

Asked by: Hon. TIEN Pei-chun, James

Reply:

- (1) In 2013-14, 30 items under the UA Programme have commenced construction. These items are located at Central and Western, Kwun Tong, Kwai Tsing, North, Sha Tin, Tai Po, Tsuen Wan, Tuen Mun and Yuen Long districts. The progress of works of these items is generally satisfactory. The estimated expenditure for the UA Programme in 2013-14 is \$233 million.
- (2) It is anticipated that construction works of about 30 new items would commence in 2014-15. These items are located at Central and Western, Eastern, Southern, Wan Chai, Kowloon City, Kwun Tong, Sham Shui Po, Wong Tai Sin, Yau Tsim Mong, North, Tai Po, Tsuen Wan and Tuen Mun districts. The estimated expenditure for the UA Programme in 2014-15 is \$639 million.

**CONTROLLING OFFICER'S REPLY****THB(T)052****(Question Serial No. 1087)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 36):

Of the Highways Department (HyD)'s estimated expenditure on capital projects under design and construction for 2014, the estimated figure for the part undertaken by consultants is \$17,463 million, way above the \$532 million for the part undertaken by in-house staff. In this connection, will the Administration advise this Committee of the reasons and the breakdown of expenditure?

Asked by: Hon. TIEN Pei-chun, James

Reply:

The HyD employs consultants to meet fluctuating demand for staff resources and to provide expertise not available in the HyD, normally to design and supervise the construction of large scale and/or multi-disciplinary public works projects, such as the Tuen Mun-Chek Lap Kok Link and the Central-Wan Chai Bypass and Island Eastern Corridor Link. Where resources and expertise are available in the HyD, the design assignment as well as the supervision of construction of projects, normally of small or medium scale, will be carried out by in-house staff. Therefore, the expenditure on capital projects undertaken by consultants is higher than those undertaken by in-house staff.

Description of projects	Estimated Expenditure for projects under design and construction in 2014 (\$ million)	
	by in-house staff	by consultants
Category A projects	44	16,632
Category D projects	488	831
Total:	532	17,463



**CONTROLLING OFFICER'S REPLY**

**THB(T)053**

**(Question Serial No. 1088)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 37):

Under this Programme, the Highways Department plans to have five studies carried out by consultants in 2014, involving an expenditure of \$348 million. In this connection, will the Administration advise this Committee of the content of the studies and the respective estimated expenditure involved?

Asked by: Hon. TIEN Pei-chun, James

Reply:

The five studies being/to be carried out by the consultants in 2014 are:

- (a) Shatin to Central Link (SCL) – Independent design review, checking of project cost and cost apportionment for design and site investigation phase (anticipated total expenditure: \$20.3 million);
- (b) SCL – Monitoring and verification consultancy for construction, testing and commissioning phase (anticipated total expenditure: \$181.8 million);
- (c) Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) – Monitoring and verification consultancy for construction, testing and commissioning phase (anticipated total expenditure: \$83.8 million);
- (d) Review and Update of the Railway Development Strategy 2000 (anticipated total expenditure: \$43 million); and
- (e) XRL – Professional Services in connection with the Service Concession for the Operation of the XRL (anticipated total expenditure: \$19.4 million).

**CONTROLLING OFFICER'S REPLY**

**THB(T)054**

**(Question Serial No. 1089)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 38):

The Highways Department plans to co-ordinate with the Mainland authorities on cross-boundary infrastructure developments in 2014-15. In this connection, will the Administration advise this Committee of the specific work plan, the estimated expenditure involved and the timetable?

Asked by: Hon. TIEN Pei-chun, James

Reply:

As regards the cross-boundary infrastructure development under Programme (3) (i.e. Railway Development), the project in question is the implementation of the Guangzhou-Shenzhen-Hong Kong Express Rail Link project. The Department has established a number of liaison groups with the Mainland authorities to co-ordinate the implementation of the project. The relevant expenses are absorbed by in-house resources.

**CONTROLLING OFFICER'S REPLY**

**THB(T)055**

**(Question Serial No. 3138)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 7):

The Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) is scheduled for completion next year, for the construction of which the Finance Committee approved a provision of \$69.9 billion in 2010. Please advise on:

- (a) What is the current progress of the project? Which works are completed and what is the amount involved?
- (b) What are the outstanding works required to be carried out?
- (c) As incidents such as collapses of road surfaces, cracks in buildings, drying up of water wells, contamination of streams, death of fish and withering of crops, etc. happened at some of the road sections involved in the works, how much has been paid by the Administration as compensation for these incidents?
- (d) How much is left from the provision? Is it adequate for completing the outstanding works?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

(a) and (b)

The MTR Corporation Limited has been entrusted with the construction, testing and commissioning of the Hong Kong section of the XRL. Construction of the XRL is currently underway. The bulk excavation of the West Kowloon Terminus is about 80% complete, and the underground structural works of the Terminus is being carried out. Excavation of the main tunnel is about 75% complete. Also, ten out of the 14 buildings at the Shek Kong Stabling Sidings and Emergency Rescue Siding have been completed. Electrical and mechanical works, including track-laying and installation of overhead lines, have also commenced.

(c) Up to February 2014, a total of 263 damage reports, including reports of alleged damages to buildings and other losses, have been received. The majority of these cases have been reviewed by an independent loss adjuster and found to be unrelated to the XRL project. 16 cases have been settled with the owners concerned while the remaining cases are being reviewed. For any damage considered to be caused by the construction works, the associated payment will be settled by the insurance coverage under the respective works contracts.

(d) The cumulative project expenditure up to 31 March 2014 is about \$46.4 billion, and the forecast expenditure in 2014-15 is about \$8.7 billion. Based on the current situation, the approved project estimate should not be exceeded.

**CONTROLLING OFFICER'S REPLY**

**THB(T)056**

**(Question Serial No. 2699)**

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

Question (Member Question No. 23):

In 2013, the Highways Department (HyD) recorded an achievement rate of 100% in various performance indicators, including repairing holes on road surface, carrying out safety inspections on expressways by vehicle once every day, and carrying out safety inspections on trunk roads once every seven days, etc. However, the increasingly serious problem of damages to many public roads in recent years has made a certain impact on drivers, and even posed threats to road safety. Obviously, road users' degree of satisfaction on road repairs is different from the performance of the Government. In this connection, please provide information on the following:

- (1) Regarding public road repairs, what were the manpower and provision allocated for such work in 2013-14? Will additional manpower and provision be allocated in 2014-15? If yes, what are the number of staff, the posts involved and the amount of additional funding? If no, what are the reasons?
- (2) How will the HyD address the serious problem of damages to public roads, including whether a comprehensive review and revision of the performance indicators will be carried out? Has the HyD assessed the serviceable life of trunk roads?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

Maintaining the structural integrity of road pavements, with particular emphasis on safety and serviceability, is the responsibility of the HyD. In this connection, the HyD conducts regular inspections of all public roads, and records the service condition of various road components including road pavements. If any road defects involving road safety concerns are identified during the course of inspections or through investigation of complaints, the HyD will arrange urgent short-term repairs. Based on the identified road service condition, the HyD will also plan and carry out medium- and long-term maintenance works as necessary, having regard to the need to minimise any impact to the public. Through planned maintenance works, road pavements are generally maintained in a serviceable condition.

In 2013-14, a total of 964 staff and \$1,278 million were allocated under the District and Maintenance Works Programme. In 2014-15, an addition of \$36.9 million will be allocated, and six new posts (five professional and one technical staff) will be created upon the lapse of eight time-limited posts. Road maintenance constitutes only a portion of District and Maintenance Works. There is no separate breakdown in expenditure and staff establishment solely dedicated for road maintenance.

The HyD carries out bi-annual customer satisfaction surveys to gauge the views of the public on the service provided by the HyD. Based on the outcome of these surveys, the performance pledges of the HyD are revised as and when necessary and practicable.

**CONTROLLING OFFICER'S REPLY**

**THB(T)057**

**(Question Serial No. 0830)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 44):

1. Regarding Subhead 6101TX, does it include installation of wheelchair accessible lift at the footbridge system connecting Cherry Street and Argyle Street? If so, what are the dates of commencement and completion? What is the expenditure involved?

Asked by: Hon. WONG Pik-wan, Helena

Reply:

The retrofitting of lifts for the footbridge connecting Cherry Street and Argyle Street is one of the items included in the Universal Accessibility Programme. The Civil Engineering and Development Department is responsible for overseeing the implementation of the related works, and started the feasibility study for the item in June 2013. The current target is to complete the retrofitting works by around 2017. The cost estimate for the works will be worked out during the detailed design stage.

**CONTROLLING OFFICER'S REPLY**

**THB(T)058**

**(Question Serial No. 3265)**

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

Question (Member Question No. 11):

Regarding the change in the figures of Land Acquisition Indicators under this Programme:

Why is there a decrease in the area of land resumed from 2.53 hectares (ha) in 2012 to 0.01 ha in 2013 for railway development projects?

Asked by: Hon. LO Wai-kwok

Reply:

In the implementation of railway projects, the Lands Department resumes and clears land having regard to the works programme of the MTR Corporation Limited. To tie in with the works programme, 2.53 hectares (ha) of land were resumed in 2012 for the construction of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link, the South Island Line (East) and the Kwun Tong Line Extension (KTE); and 0.01 ha of land were resumed in 2013 for the additional land to facilitate the construction of the KTE.



**CONTROLLING OFFICER'S REPLY****THB(T)059****(Question Serial No. 0400)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 31):

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

Name of qualified operators	No. of certificated seafarers as employed	Median age

Asked by: Hon. CHAN Kam-lamReply:

- (a) Various shipping related examinations and the number of candidates in the past year are listed below:

<b>Types of Certificate of Competency</b>	<b>Number of Candidates in 2013</b>
<b>Sea-going Certificate of Competency</b>	
Deck Officer Class 1	11
Deck Officer Class 2	15
Deck Officer Class 3	75
Marine Engineer Officer Class 1	11
Marine Engineer Officer Class 2	18
Marine Engineer Officer Class 3	11
<b>River Trade Certificate of Competency</b>	
Deck Officer Class 1	23
Deck Officer Class 2	46
Deck Officer Class 3	72

<b>Types of Certificate of Competency</b>	<b>Number of Candidates in 2013</b>
Marine Engineer Officer Class 1	0
Marine Engineer Officer Class 2	43
Marine Engineer Officer Class 3	11
<b>Local Certificate of Competency</b>	
Coxswain Grade 1	12
Coxswain Grade 2	296
Coxswain Grade 3	391
Engine Operator Grade 1	0
Engine Operator Grade 2	82
Engine Operator Grade 3	267
<b>Pleasure Vessel Operator Certificate of Competency</b>	
Pleasure Vessel Operator Grade 1	317
Pleasure Vessel Operator Grade 2	7 485
<b>Type Rating Certificate</b>	
River Trade Master	62
River Trade Chief Officer	61
River Trade Night Vision Officer	38
River Trade Chief Engineer	14
Local Coxswain	0
Local Coxswain (Assistant)	0
Local Engine Operator	2
<b>Total</b>	<b>9 352</b>

- (b) In summary, for the sea-going sector, 91 certificated Hong Kong registered seafarers are employed by 22 qualified operators in 2013, with the median age of the seafarers at 43. For the river trade sector, 564 certificated Hong Kong registered seafarers are employed by six qualified operators in 2013, with the median age of the seafarers at 48. We are unable to provide information about individual companies.

**CONTROLLING OFFICER'S REPLY****THB(T)060****(Question Serial No. 0482)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 47):

The Administration indicates under the programme that eight posts will be created in 2014-15. Will the Administration inform this Committee of the titles and functions of the posts, and the estimated salary expenditure involved for 2014-15?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The information regarding the creation of eight posts under Programme (4) in 2014-15 is appended below:

**(a) Rank, number and functions of the posts**

<b>Rank</b>	<b>No. of Posts</b>	<b>Functions</b>
Ship Inspector	4	To enhance the existing ship inspection work and take forward new auditing tasks relating to ship plan approval in response to the recommendations of the Commission of Inquiry Report after the collision incident near Lamma Island.
Assistant Ship Inspector	1	
Shipping Safety Officer	1	To enhance the Marine Accident Investigation Section's capacity in accident investigation and related work.
Assistant Ship Inspector	2	

**(b) Estimated salary expenditure involved for 2014-15**

The annual staff cost for the eight posts is around \$4.1 million in terms of notional annual mid-point salary value.

**CONTROLLING OFFICER'S REPLY**

**THB(T)061**

**(Question Serial No. 0922)**

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

Question (Member Question No. 33)

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

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

Asked by: Hon. HO Chun-yin, Steven

Reply:

- (a) There are 14 gazetted typhoon shelters in Hong Kong with a total area of 419 hectares. Their respective size and the total area of typhoon shelters with permitted length overall of 30.4m, 50m and 75m are set out in **Annex I**.
- (b) Since the enactment of the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) in 2007, local vessels are classified into four classes. The length distribution of different classes of vessels is in **Annex II**.

- (c) The Marine Department (MD) keeps figures on the highest occupancy of each typhoon shelter as observed during the passage of typhoons in the year concerned. The breakdown of figures by classes of vessels for each typhoon shelter in 2011, 2012 and 2013 are set out in **Annex III(a), (b) and (c)** respectively. The MD does not maintain records on the average and lowest occupancy of typhoon shelters.
  
- (d) The MD is commissioning a review on berthing and sheltered space for local vessels. The review will be carried out in three stages: Stage I - Stocktaking of Supply and Demand Situation; Stage II - Review of Policy and Management Issues, and Proposal for Options; and Stage III - Consultation and Recommendations for Administration's Consideration. In view of the extensive scale of work involved, a consultant will be engaged for Stage I, and the expenditure for this part of review will only be available when the tender is awarded in May 2014. For Stages II and III, the MD will redeploy internal resources to meet the additional workload arising from the review, which is scheduled for completion in the second quarter of 2015.

**Area of Individual Typhoon Shelter and  
Total Area of Typhoon Shelters of the Respective Permitted Length Overall**

Typhoon Shelter	Area (hectares)
<b>(i) Permitted length overall (in metres): 30.4</b>	
Aberdeen South	26.1
Aberdeen West	34.2
Causeway Bay	10.6
Sam Ka Tsuen	1.9
Shau Kei Wan	17.2
Shuen Wan	10.3
Yim Tin Tsai	9.2
<i>Sub-total</i>	<b>109.5</b>
<b>(ii) Permitted length overall (in metres): 50</b>	
Cheung Chau	50.0
Kwun Tong	33.8
New Yau Ma Tei	64.6
Rambler Channel	12.9
To Kwa Wan	14.8
Tuen Mun	56.8
<i>Sub-total</i>	<b>232.9</b>
<b>(iii) Permitted length overall (in metres): 75</b>	
Hei Ling Chau	76.6
<i>Sub-total</i>	<b>76.6</b>
<b>Total</b>	<b>419.0</b>

## Breakdown of Hong Kong Licensed Vessels\* by Length Overall (as at end 2013)

Types of Vessels ^	Length Overall (Metres)		
	≤ 30.4	≤ 50 (cumulative)	≤ 75 (cumulative)
Class I	324	362	373
Class II	1 090	1 720	1 800
Class III	6 125	6 536	6 536
Class IV	8 451	8 490	8 491

(\*) Excluding dwelling vessels.

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

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

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

Note : Dumb Steel Lighter.

<sup>1</sup> Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter



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

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

Note : Dumb Steel Lighter.

<sup>2</sup> Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

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

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

Note: Dumb Steel Lighter.

<sup>3</sup> Aberdeen South Typhoon Shelter and Aberdeen West Typhoon Shelter

**CONTROLLING OFFICER'S REPLY**

**THB(T)062**

**(Question Serial No. 1334)**

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

Question (Member Question No. 3.11)

Please advise this Committee on the following:

- (a) the specific work involved in the collection of embarkation fee from passenger ferry terminals by the Marine Department (MD);
- (b) the staffing involved in the collection of embarkation fee from passenger ferry terminals;
- (c) the average administrative cost for each collection of embarkation fee from passenger ferry terminals; and
- (d) whether the Administration has conducted any study to further reduce the administrative cost involved. If so, what are the details?

Asked by: Hon. LEUNG, Kenneth

Reply:

- (a) As stipulated in Regulation 34 of the Shipping and Port Control (Ferry Terminals) Regulations (Cap. 313H) (the Regulations), the passenger embarkation fee as prescribed in Schedule 2 of the Regulations shall be paid by the owner of a ferry vessel in respect of each passenger embarking on the ferry vessel at a terminal declared under the Regulations. Upon receipt of the passenger embarkation fee from ferry operators, the Marine Department (MD) will cross-check the passenger figures provided by ferry operators against the figures reported by ferry masters upon departure, and the figures obtained from the Immigration Department.
- (b) and (c) Tasks undertaken by the MD relating to the collection of passenger embarkation fee include the verification of records of passenger figures from various sources and the issue of bills to ferry operators. Such tasks are undertaken by two Assistant Clerical Officers and three Clerical Assistants as part of their normal duties. There is no separate breakdown of expenditure for collection of passenger embarkation fee.

- (d) The MD regularly reviews the management and operation of cross boundary ferry terminals under its management, with a view to improving operational efficiency and cost-effectiveness.

**CONTROLLING OFFICER'S REPLY**

**THB(T)063**

**(Question Serial No. 0716)**

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

Question (Member Question No. 6):

Regarding seafarers, will the Government advise this Committee on the following -

- (a) the number of local people qualified to be seafarers each year in the past three years (i.e. 2011-12, 2012-13 and 2013-14); the number of these seafarers employed to work on board and its percentage out of the total number of qualified seafarers in Hong Kong (please provide a breakdown by year, gender, age, nationality, qualification, work nature, class of vessel and income distribution);
- (b) the number of training courses provided for existing seafarers or people interested in working in the maritime industry in the past three years (i.e. 2011-12, 2012-13 and 2013-14) (please provide a breakdown by name of institution, type of course, mode of study, number of course places and internationally recognised qualification); and
- (c) whether the Government has any targeted measures in 2014-15 to provide employment assistance to existing seafarers and people interested in working in the maritime industry, details of the measures and the expenditure involved.

Asked by: Hon. TANG Ka-piu

Reply:

- (a) The distribution of qualified Hong Kong seafarers serving on board ocean-going vessels (OGV) and coastal-going ships operating within river-trade limits registered in Hong Kong for the past three years (i.e. from 2011 to 2013) is given in **Annex 1**.
- (b) In the past three years, the courses approved by the Marine Department (MD) for provision by training institutes to seafarers or people interested in maritime industry are as follows:

Institute	Course {average seats per year}	Type	Professionalism
The Hong Kong Polytechnic University	BBA(Hon) in International Shipping and Transport Logistics {82}	Full-time (4 years)	Tertiary education approved by the MD; graduates are qualified to serve on sea-going / river-trade vessel as cadet.
	BEng in Mechanical Engineering {82}	Full-time (4 years)	Tertiary education approved by the MD; graduates are qualified to serve on sea-going / river-trade vessel as cadet.
	Higher Diploma in International Transport Logistics {86}	Full-time (2 years)	Tertiary education approved by the MD; graduates are qualified to serve on sea-going / river-trade vessel as cadet.
The University of Hong Kong	BEng in Mechanical Engineering / Mechanical Engineering (Building Services Engineering) {99}	Full-time (4 years)	Tertiary education approved by the MD; graduates are qualified to serve on sea-going / river-trade vessel as cadet.
The Hong Kong University of Science and Technology	BEng in Mechanical Engineering / Mechanical Engineering (Building Services) {135}	Full-time (4 years)	Tertiary education approved by the MD; graduates are qualified to serve on sea-going / river-trade vessel as cadet.
The Hong Kong Institute of Vocational Education (Tsing Yi)	Higher Diploma in Mechanical Engineering {40}	Full-time (2 years)	Tertiary education approved by the MD; graduates are qualified to serve on sea-going / river-trade vessel as cadet.
Maritime Services Training Institute	Higher Diploma in Maritime Studies {60}	Full-time (2 years)	Tertiary education approved by the MD; graduates are qualified to serve on sea-going / river-trade vessel as cadet.
	Certificate for Junior General Purposes Ratings {71}	Full-time (23 weeks)	Vocational Training approved by the MD; graduates are qualified to serve on sea-going / river-trade vessel as General Purpose seaman.
	Personal Survival Techniques (Deck & Engine) {255}	Day-Course (2.5 days)	Pre-sea training approved by the MD

Institute	Course {average seats per year}	Type	Professionalism
	Fire Prevention, Fire Fighting and Advance Fire Fighting (Combined) (Deck & Engine) {218}	Day-Course (5.5 days)	Pre-sea training approved by the MD
	Elementary First Aid and Proficiency in Medical First Aid (Combined) (Deck & Engine) {239}	Day-Course (5 days)	Pre-sea training approved by the MD
	Proficiency in Survival Craft and Rescue Boats other than Fast Rescue Boats (Deck & Engine) {123}	Day-Course (5 days)	On job training approved by the MD
	Basic Training for Oil and Chemical Tanker Operations (Deck & Engine) {62}	Day-Course (5 days)	On job training approved by the MD
	Efficient Deck Hand (Deck) {52}	Day-Course (11 days)	On job training approved by the MD
	Crowd Control and Crisis Management (Deck & Engine) {33}	Day-Course (1 day)	On job training approved by the MD
	Personal Safety and Social Responsibility (Deck & Engine) {154}	Day-Course (1 day)	Pre-sea training approved by the MD
	Proficiency in Medical Care (Deck) {12}	Day-Course (8 days)	On job training approved by the MD
	Radar Navigation, Radar Plotting and Use of ARPA (Deck) {12}	Day-Course (10 days)	On job training approved by the MD
	Ship Security Officer Course (Deck & Engine) {96}	Day-Course (3 days)	On job training approved by the MD
	Security Awareness Training for All Seafarers (Deck) {377}	Day-Course (1 day)	Pre-sea training approved by the MD

Institute	Course {average seats per year}	Type	Professionalism
	Security Training for Seafarers with Designated Security Duties {111}	Day-Course (2 days)	On job training approved by the MD

- (c) The Government will continue to implement the Sea-going Training Incentive Scheme (SGTIS) in 2014-15, under which monthly subsidy will be provided to sea cadets for acquiring seafaring experience. As an initiative under the Maritime and Aviation Training Fund, the monthly subsidy to be provided under the Scheme will be increased from \$5,000 to \$6,000 with effect from 1 April 2014, with a view to incentivising the younger generations to embark on the career. The subsidy period will be no more than 18 months for a deck cadet, and no more than six months for an engineering cadet. The funding required for taking forward the SGTIS for a period of five years is estimated to be \$32.5 million.



Year	No. of Qualified HK Seafarers (a)	Total no. of HK Seafarers Employed (b)	Percentage of HK Seafarers Employed (b)/(a)	For employed seafarers								
				Gender		Average Age	Qualification (CoC : Certificate of Competency)		Work Nature	Class of Vessel (number)	Income Distribution Average Monthly Gross Wages (HK\$)	
				M	F		Ocean-going	River trade			OGV	Coastal-going ships
2011	5 346	1 456	27.24%	1 238	218	41	<u>CoC Holder:</u> Officer (Deck) 74 Officer (Eng) 58  <u>Non-CoC Holder:</u> Rating 17	<u>CoC Holder:</u> Officer (Deck) 368 Officer (Eng) 248  <u>Non-CoC Holder:</u> Rating 691	<u>OGV</u> Officers – 132; Rating – 17  <u>Coastal-going ships</u> Officers – 616; Rating – 691	<u>OGV</u> (1 725); Coastal-going ships (220)	<u>Officer (Deck)</u> Master – 67 891 C/O – 48 369 2/O – 35 314 3/O – 28 181 Deck Cadet – 5 152  <u>Officer (Eng)</u> C/E – 64 183 2/E – 42 729 3/E – 42 120 J/E – 32 682 Eng. Cadet – 4 920  <u>Rating Deck</u> G.P. – 21 563 <u>Engine</u> Fitter – 21 933 Pumpman – 19 500 <u>Catering</u> Cook – 21 388 Steward – 14 040	<u>Officer (Deck)</u> Master – 47 068 C/O – 32 194 NVO – 23 687 Deck Cadet – 8 649  <u>Officer (Eng)</u> C/E – 35 646 J/E – 11 572 Eng. Cadet – 9 500  <u>Rating Deck</u> G.P. – 11 885 <u>Engine</u> Sailor – 11 167 Fitter – 12 634 <u>Catering</u> C.A. – 10 494

Year	No. of Qualified HK Seafarers (a)	Total no. of HK Seafarers Employed (b)	Percentage of HK Seafarers Employed (b)/(a)	For employed seafarers								
				Gender		Average Age	Qualification (CoC : Certificate of Competency)		Work Nature	Class of Vessel (number)	Income Distribution Average Monthly Gross Wages (HK\$)	
				M	F		Ocean-going	River trade			OGV	Coastal-going ships
2012	5 512	1 503	27.27%	1 251	252	41	<u>CoC Holder:</u> Officer (Deck) 101 Officer (Eng) 51  <u>Non-CoC Holder :</u> Rating 19	<u>CoC Holder:</u> Officer (Deck) 376 Officer (Eng) 243  <u>Non-CoC Holder :</u> Rating 713	<u>OGV</u> Officers – 152; Rating – 19  <u>Coastal-going ships</u> Officers – 619; Rating – 713	OGV (1 966); Coastal-going ships (223)	<u>Officer (Deck)</u> Master – 64 927 C/O – 53 467 2/O – 35 641 3/O – 29 654 Deck Cadet – 5 363  <u>Officer (Eng)</u> C/E – 64 352 2/E – 52 385 3/E – 40 236 J/E – 30 067 Eng. Cadet – 5 452  <u>Rating Deck</u> G.P. – 11 112 <u>Engine</u> Fitter – 23 298 Pumpman – 19 500 <u>Catering</u> Cook – 22 764 Steward – 14 040	<u>Officer (Deck)</u> Master – 56 123 C/O – 38 697 NVO – 27 679 Deck Cadet – 8 539  <u>Officer (Eng)</u> C/E – 43 070 J/E – 13 159 Eng. Cadet – 11 000  <u>Rating Deck</u> G.P. – 14 251 Sailor – 15 023 <u>Engine</u> Fitter – 15 348 <u>Catering</u> C.A. – 13 172

Year	No. of Qualified HK Seafarers (a)	Total no. of HK Seafarers Employed (b)	Percentage of HK Seafarers Employed (b)/(a)	For employed seafarers								
				Gender		Average Age	Qualification (CoC : Certificate of Competency)		Work Nature	Class of Vessel (number)	Income Distribution Average Monthly Gross Wages (HK\$)	
				M	F		Ocean-going	River trade			OGV	Coastal-going ships
2013	5 648	1 469	26.01%	1 266	203	42	<u>CoC Holder:</u> Officer (Deck) 106 Officer (Eng) 54  <u>Non-CoC Holder :</u> Rating 19	<u>CoC Holder:</u> Officer (Deck) 372 Officer (Eng) 224  <u>Non-CoC Holder :</u> Rating 694	<u>OGV</u> Officers – 160; Rating – 19  <u>Coastal-going ships</u> Officers – 596; Rating – 694	<u>OGV</u> (2 105); Coastal-going ships (222)  <u>Coastal-going ships</u> Officers – 596; Rating – 694	<u>Officer (Deck)</u> Master – 68 250 C/O – 51 780 2/O – 34 931 3/O – 30 782 Deck Cadet – 5 321  <u>Officer (Eng)</u> C/E – 67 080 2/E – 52 178 3/E – 40 389 J/E – 22 779 Eng. Cadet – 6 300  <u>Rating Deck</u> G.P. – 13 439 <u>Engine</u> Fitter – 23 298 Pumpman – 19 500 <u>Catering</u> Cook – 23 709 Steward – 14 040	<u>Officer (Deck)</u> Master – 56 010 C/O – 37 462 NVO – 29 704 Deck Cadet – 7 182  <u>Officer (Eng)</u> C/E – 42 442 J/E – 13 049 Eng. Cadet – 10 500  <u>Rating Deck</u> G.P. – 14 907 <u>Engine</u> Sailor – 14 986 Fitter – 13 946 <u>Catering</u> C.A. – 11 211

Abbreviations : C/O – Chief Officer, 2/O – Second Officer, NVO – Night Vision Officer, 3/O – Third Officer, C/E – Chief Engineer, 2/E – Second Engineer, 3/E – Third Engineer, J/E – Junior Engineer, G.P. – General Purpose, C.A. – Cabin Attendant, Eng – Engineer.

Note : All qualified Hong Kong seafarers must be holders of Hong Kong permanent identity card. Information on their nationality is not kept by the Marine Department.

**CONTROLLING OFFICER'S REPLY**

**THB(T)064**

**(Question Serial No. 1161)**

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

Question (Member Question No. 75)

Regarding the work and figures under Programme (3) Local Services, please provide the following information:

- (a) a breakdown, by passenger capacity, of the number of Class I ferry vessels issued with merchant ship licence in the past three years;
- (b) the expenditure on special inspections (including inspections of watertight bulkheads on vessels, re-examination of the construction of vessels to see if they comply with approved plans, etc.) conducted in the past year following the vessel collision incident near Lamma Island, the distribution of manpower and the number of vessels inspected; and
- (c) the additional provision for the following matters and the details, given the provision for this Programme is 17.6% higher than the 2013-14 original estimate:
  - (i) the planned provision of subsidy for vessels to carry child lifejackets for every child on board;
  - (ii) the work arising from requiring relevant vessels to install three types of equipment which can help enhance navigational safety; and
  - (iii) the recruitment of additional Marine Officers and Surveyors of Ships to tie in with the systemic reform of the Marine Department (MD).

Asked by: Hon. TANG Ka-piu

Reply:

- (a) A breakdown, by passenger capacity, of the number of Class I ferry vessels issued with operating licence in the past three years is provided below –

<b>Passenger capacity</b>	<b>Year</b>		
	<b>2011</b>	<b>2012</b>	<b>2013</b>
61-200	6	6	6
201-400	10	10	10
401-500	16	15	16
501-1000	14	14	12
>1000	5	5	5
<b>Total</b>	<b>51</b>	<b>50</b>	<b>49</b>

- (b) In 2013, special inspections by the MD covered a total of 126 ferries and launches. These inspections were carried out by the existing technical staff of the Local Vessels Safety Section. There is no separate breakdown of the manpower and expenditure used for carrying out special inspections.
- (c) (i) The MD is consulting the local shipping trade on the feasibility of, and practical arrangements for, the provision of child lifejacket for every child on board local vessels. There is therefore no planned provision for subsidy in 2014-15.
- (ii) On the proposal to require local vessels to install additional navigational equipment, the MD has informed the local shipping trade that the Government is prepared to provide full subsidy to install Automatic Identification System (AIS) and half subsidy to install radar on relevant local vessels. Any expenditure required in 2014-15 will be met from existing resources.
- (iii) Three posts in the Marine Officer and Surveyor of Ships grades have been created in the Task Force on Reform of the MD until 31 May 2016 under Programme (2) to undertake and co-ordinate the work arising from the systemic reform of the MD. The annual staff cost for the three posts involved for 2014-15 is around \$4 million in terms of notional annual mid-point salary value. The MD will review the long-term manpower requirement of the two grades in the light of the outcome of the reform.

**CONTROLLING OFFICER'S REPLY**

**THB(T)065**

**(Question Serial No. 3278)**

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

Question (Member Question No. 39):

The Kai Tak Cruise Terminal came into operation last year, but there has been a shortage of maritime personnel in both the local and ocean-going shipping sectors in Hong Kong. Will the Administration consider “re-opening” the re-streamed Hong Kong Sea School to provide training for maritime personnel? If no, how will the Administration ensure a sufficient supply of local personnel for the maritime industry?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The Hong Kong Sea School is a mainstream secondary school under the purview of the Education Bureau. As a mainstream school, it offers a broad and balanced ordinary curriculum for students and is not intended to merely provide training for maritime personnel. However, the Marine Department has been maintaining close liaison with the School to promote graduates interest in pursuing a maritime career. In addition, the Transport and Housing Bureau has established a Maritime and Aviation Training Fund (the Fund) with a commitment of \$100 million over a period of five years from 2014-15 to 2018-19. One of the objectives of the Fund is to incentivise more young people to enroll in related skills training and degree programmes, and to join the maritime industry after graduation.

**CONTROLLING OFFICER'S REPLY**

**THB(T)066**

**(Question Serial No. 2163)**

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

Question (Member Question No. 4)

The Marine Department (MD) will conduct a fundamental review to look into the demand and supply of sheltered space for local and small visiting vessels including berthing spaces in 2014-15. What are the details (including the estimated expenditure) of the review? Will consideration be given to increasing the existing area or the number of typhoon shelters and when is the review expected to be completed?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The MD is commissioning a review on berthing and sheltered space for local vessels. The review will be carried out in three stages: Stage I - Stocktaking of Supply and Demand Situation; Stage II - Review of Policy and Management Issues, and Proposal for Options; and Stage III - Consultation and Recommendations for Administration's Consideration.

In view of the extensive scale of work involved, a consultant will be engaged for Stage I and the expenditure for this part of the review will only be available when the tender is awarded in May 2014. For Stages II and III, the MD will redeploy internal resources to meet the additional workload arising from the review, which is scheduled for completion in the second quarter of 2015.

Typhoon shelter is an important port facility providing sheltered space for local vessels and small visiting vessels during inclement weather. Depending on the findings on the supply and demand of sheltered space, and taking into account relevant technical factors including the estimated growth in the number of local vessels, the Administration will consider whether there is a need to increase the sheltered space to meet the anticipated demand.

**CONTROLLING OFFICER'S REPLY**

**THB(T)067**

**(Question Serial No. 2164)**

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

Question (Member Question No. 5):

The Marine Department (MD) has fully implemented a quality assurance system for ship management companies since 2013 for better monitoring of the quality of Hong Kong registered ships. Regarding the system, please advise this Committee on the following-

- (a) the details about the system;
- (b) the ways of attracting more ship owners to place their ships on the Hong Kong Shipping Register;
- (c) the current participation rate in the system; and
- (d) the estimated expenditure involved in the management of the system for this year.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

- (a) The quality assurance system, implemented by the Marine Department (MD) since 2013, aims to further enhance the quality standard of Hong Kong registered ships. An objective of this system is to help Hong Kong registered ships to avoid the spectre of being detained under Port State Control (PSC) inspection in foreign ports. Ship management companies are required to set up a system to assess the PSC performance of their Hong Kong registered ships, including the identification of the root causes of deficiencies and implementation of preventive measures, and submit the assessment results to the MD at intervals of every six months for control purposes.
- (b) The quality assurance system helps ship management companies foster a safety culture and to continuously improve the quality standard of their Hong Kong registered ships. This will, in turn, allow the fleet of Hong Kong registered ships to continue to maintain its good reputation in quality and safety standard, which will attract more ship owners to register their ships in Hong Kong.



- (c) All ship management companies managing Hong Kong registered ships are taking part in the quality assurance system.
- (d) The work involved in the implementation of the system will be absorbed by existing staff resources without additional cost. There is no separate breakdown of manpower and expenditure involved.

**CONTROLLING OFFICER'S REPLY**

**THB(T)068**

**(Question Serial No. 2169)**

Head: (100) Marine Department  
Subhead (No. & title): (661) Minor plant, vehicles and equipment (block vote)  
Programme: (-) Not Specified  
Controlling Officer: Director of Marine (Michael W. L. WONG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 10)

Under the Capital Account, the provision for Minor plant, vehicles and equipment in 2014-15 is \$44.12 million, which represents an increase of \$11.942 million (37.1%) over 2013-14. Please advise on the respective numbers of minor plant, vehicles and equipment to be procured and the respective amounts involved.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

Subhead 661 Minor plant, vehicles and equipment (block vote) is for the purchase of items with the unit cost of which is above \$150,000 but not exceeding \$2 million. The increase of about \$11.9 million in the estimates for 2014-15 over the approved estimate for 2013-14 is mainly due to the increased requirement of \$7.4 million in the replacement of engine, auxiliaries, equipment in the Government Dockyard, and an additional \$5.4 million for the installation or replacement of three automated carpark payment systems at the public cargo working areas, to be offset by the reduced requirement of \$0.9 million in other areas.

**CONTROLLING OFFICER'S REPLY****THB(T)069****(Question Serial No. 2170)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 11)

The provision for 2014-15 is \$94.2 million, which is \$11.6 million (14%) higher than the revised estimate for 2013-14 owing to the creation of eight posts, among others. Please advise this Committee on the details of the posts, including the ranks, duties and salaries.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The information regarding the creation of eight posts under the programme in 2014-15 is appended below:

<b>Rank</b>	<b>No. of Posts</b>	<b>Notional Annual Mid-point Salary (\$ million)</b>	<b>Functions</b>
Ship Inspector	4	2.270	To enhance the existing ship inspection work and take forward new auditing tasks relating to ship plan approval in response to the recommendations of the Commission of Inquiry Report after the collision incident near Lamma Island.
Assistant Ship Inspector	1	0.357	
Shipping Safety Officer	1	0.808	To enhance the Marine Accident Investigation Section's capacity in accident investigation and related work.
Assistant Ship Inspector	2	0.713	
<b>Total :</b>	<b>8</b>	<b>4.148</b>	

**CONTROLLING OFFICER'S REPLY****THB(T)070****(Question Serial No. 2175)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 16)

Please provide a breakdown of the estimated expenditure for managing various Public Cargo Working Areas (PCWAs) in 2014-15. Will the Administration review the current management of various PCWAs, including studying the possibility of outsourcing their management to contractors for cost cutting, so as to allow more room for lowering overall PCWA charges, thus relieving the financial burden on PCWA users? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. Yick Chi-ming, Frankie

Reply:

The estimated expenditure for managing the six PCWAs in 2014-15 is \$56.2 million. The breakdown is as follows:

	\$ million
Personal emoluments	35.4
General departmental expenses (including purchase / replacement of plant and equipment)	20.8

The Marine Department is conducting a review on PCWAs, which is scheduled for completion in 12 months. The review will look into the operation and management of PCWAs with a view to enhancing efficiency and cost effectiveness, and to establish the way forward for the reallocation of PCWA berths when the current Berth Licence Agreements expire in July 2016.

**CONTROLLING OFFICER'S REPLY****THB(T)071****(Question Serial No. 2907)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 42):

The Transport Branch (TB) is responsible for overseeing the implementation of the Universal Accessibility (UA) policy for the retrofitting of barrier-free access (BFA) facilities at public footbridges, elevated walkways and subways. Please set out in tabular form the details of projects on BFA facilities to be implemented within this financial year (i.e. 2014-15), including the estimated manpower and expenditure involved, as well as the date of commencement and date of completion of these projects.

Asked by: Hon. CHAN Chi-chuen

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on UA which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public, and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed, and the Government is consulting various DCs on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the

district.

The estimated expenditure for the implementation of the UA Programme in 2014-15 is \$639 million. The TB of the Transport and Housing Bureau has been deploying existing staff to oversee the implementation of the UA Programme.

A list of projects under the UA Programme is as follows:

Original Programme:

<b>Highways Department Structure No.</b>	<b>Location</b>
<b>Central and Western District</b>	
HS3	Across Cotton Tree Drive near Murray Building
HF37	Along Connaught Road Central near Exchange Square
HF91	Across Connaught Road Central between Vicwood Plaza and Rumsey Street Multi-storey Car Park Building
HF119	Across Connaught Road Central near Waterfront Police Station
HF152	Across Harcourt Road near Citic Tower
HF93	At Man Po Street near Pier Road
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market
HF137	Across Connaught Road Central near Pottinger Street
HF81	Across Pok Fu Lam Road near Hong Kong University
HF100	Across Lambeth Walk connected to Bank of America Tower
HF40	Across Cotton Tree Drive near Lippo Centre
<b>Eastern District</b>	
HS17	Across Island Eastern Corridor near Hong Kong Film Archive
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout
H162	King's Road Flyover across Kornhill Road
HF34	Across Chai Wan Road near Salesian School
HF90	Across King's Road and Tin Chiu Street
HF90A	Across King's Road and Tin Chiu Street
<b>Southern District</b>	
HS16	Across Aberdeen Praya Road near Old Main Street
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road
HS7	Across Shek Pai Wan Road near Wah Fu Estate
HF59	Along Island Road at Deep Water Bay
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel
H116	Wong Chuk Hang Road near Nam Fung Road
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau

<b>Highways Department Structure No.</b>	<b>Location</b>
<b>Wan Chai District</b>	
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF35	Across Harbour Road near Harbour Drive
HF57	Across Fleming Road near Harbour Road
HF65	Across Gloucester Road near Central Plaza
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station
HF160	Across Gloucester Road near Central Plaza
HF2	Across Gloucester Road near Luk Kwok Hotel
HF2A	Across Gloucester Road near Luk Kwok Hotel
HS10	Across Wong Nai Chung Road and Queen's Road East
HF144	Across Gloucester Road and Tonnochy Road
HF106	Across Harbour Road and Convention Avenue near Arts Centre
HF145	Across Gloucester Road and Fenwick Street
HF43	Across Gloucester Road and Wan Shing Street near Canal Road
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover
HF116	Across Gloucester Road near Stewart Road
<b>Kowloon City District</b>	
KF25	Across Waterloo Road near Suffolk Road
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South
KS9	Across Prince Edward Road West at Kowloon City Interchange
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road
KF29	Across Kowloon City Road and San Shan Road
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road
KS41	Across Chatham Road North near Winslow Street
<b>Kwun Tong District</b>	
KF71	At Lam Tin Bus Terminus near Sceneway Garden
KF44	Across Hip Wo Street near Cheung Wo Court
KF(WYS)	Across Wai Yip Street near Lam Hing Street and HKU School of Professional and Continuing Education
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate
KF39	Across Wai Yip Street near Sheung Yee Road
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road
KF83	Across Lin Tak Road near Hing Tin Street
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road
KF(LNTKE)	Across Kwun Tong Road near Exit B of Kowloon Bay MTR Station
<b>Sham Shui Po District</b>	

<b>Highways Department Structure No.</b>	<b>Location</b>
KS47	Across Tai Po Road near Pei Ho Street
KF10	Across Lai Chi Kok Road near Cheung Shun Street
KF43	Across Nam Cheong Street near Chak On Estate
KF32	Across Cheung Sha Wan Road near Fat Tseung Street
KS25	Across Cheung Sha Wan Road near Kweilin Street
KF13	Across Lung Cheung Road near Beacon Heights
<b>Wong Tai Sin District</b>	
KF57	Across Lung Cheung Road near Tin Ma Court
KS7	Across Lung Cheung Road near Choi Hung MTR Station
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road
KS35	Across Prince Edward Road East near San Po Kong Interchange
KF60	Across Ma Chai Hang Road near Lung Cheung Government Secondary School
KS11	Across Prince Edward Road East near San Po Kong Interchange
K36	At Po Kong Village Road over Lung Cheung Road
<b>Yau Tsim Mong District</b>	
KS40	Across Nathan Road near Bute Street
KS2	Across Chatham Road South near Gun Club Hill Barracks
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters
KS30	Across Hong Cheong Road near Chatham Road Interchange
KS31	Across Chatham Road South near Polytechnic University and Chatham Road Interchange
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road
KS49	Across Jordan Road near Canton Road and Ferry Street
KF54	Across Luen Wan Street near Waterworks Depot
<b>Kwai Tsing District</b>	
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building
NS19	Across Ching Hong Road near Mayfair Gardens
NS89	Across Tsing Yi Road near Cheung Ching Estate
NS126	Across Kwai Fuk Road near Shing Fuk Street
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange
NF1	Across Kwai Chung Road near Kwai Fong Estate
NS1	Across Kwai Chung Road near Princess Margaret Hospital
NS1A	Across Kwai Chung Road near Princess Margaret Hospital



<b>Highways Department Structure No.</b>	<b>Location</b>
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road
NS10	Across Tsuen Wan Road near Lai King Estate
N546	Tsing Tsuen Bridge
<b>North District</b>	
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout
NF296	Across Lung Sum Avenue near San Fat Street
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF212	Across Wo Hing Road near Wah Ming Road
NF247	Across Pak Wo Road near Wai Ming Street
NF76	Across Jockey Club Road near Tin Ping Estate
NF104	Across Fanling Highway and San Wan Road
NS106	Across Fanling Highway near Tai Tau Leng
<b>Sai Kung District</b>	
NS98	Across Clear Water Bay Road near Tseng Lan Shue
<b>Sha Tin District</b>	
NS38	Across Tai Po Road near Fo Tan Road
NS28A	Across Fo Tan Road near Yuen Wo Road
NF40	Across Tai Po Road - Sha Tin near Wo Che Street
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu
NF74	Across Lion Rock Tunnel Road near Fung Shing Court
NF89	Across Sha Tin Wai Road near Sha Kok Street
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street
<b>Tai Po District</b>	
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre
NF266	Across Ting Kok Road near Tung Leung Lane
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang

<b>Highways Department Structure No.</b>	<b>Location</b>
NF81	Across East Rail Line Track near Kiu Tau
NF444	Across Nam Wan Road near Wan Tau Tong Estate
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden
NS77	Across Tai Po Tai Wo Road near Nam Wan Road
NF80	Across East Rail Line Track near Yuen Leng
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street
NS145	Across Fanling Highway near Tai Po Road - Tai Wo
<b>Tuen Mun District</b>	
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station
NS99	Across Tsing Wun Road near Yip Wong Road
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)
NF406	At Siu Hong Road Bus Terminal connecting North Public Transport Interchange of Siu Hong West Rail Station
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street
NF101	Across Wu Shan Road near Wu King Road
NF407	Connecting Tuen Mun Road and South Public Transport Interchange of Siu Hong West Rail Station
<b>Tsuen Wan District</b>	
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre
NF109	Across Castle Peak Road near Fou Wah Centre
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre
NF167	Across Tai Chung Road near Sha Tsui Road
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan
NF(SLKR)	Across Sai Lau Kok Road between Luk Yeung Galleria and Tsuen Wan Multi-storey Carpark Building
NF234	Across Yeung Uk Road and Texaco Road
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building
<b>Yuen Long District</b>	
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate
NF245	Across Fuk Hi Street near Wang Lok Street
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station

Expanded Programme:

<b>Highways Department Structure No.</b>	<b>Location</b>
<b>Central and Western District</b>	
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park
HF46	Across Possession Street near Lower Lascar Row
HF135	Along Cochrane Street near Tun Wo Lane
<b>Eastern District</b>	
HF63	Across Chai Wan Road near Shan Tsui Court
HF163	Across Siu Sai Wan Road near Harmony Road
HF158	Walkway adjacent to Fortress Hill MTR Station
<b>Southern District</b>	
HF104	Across Aberdeen Praya Road near Nam Ning Street
HF105	Across Aberdeen Praya Road near Ocean Court
H186	Flyover connecting Tin Wan Praya Road and Tin Wan Hill Road
<b>Wan Chai District</b>	
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street
HF154	Across Gloucester Road and Percival Street near Sino Plaza
HS9	Across Canal Road East near Sports Road
<b>Kowloon City District</b>	
K14	Pui Ching Road Flyover across Princess Margaret Road
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street
KF106	Across Hung Hom South Road near Hung Hom Road
<b>Kwun Tong District</b>	
KS56	Across Kwun Tong Road near Ting On Street
KF90	Across Lei Yue Mun Road near Tsui Ping Road
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park
<b>Sham Shui Po District</b>	
KF69	Across Lai Chi Kok Road and Tonkin Street
KF79	Across Woh Chai Street and Shek Kip Mei Street
KF91	Across Yen Chow Street near Ki Lung Street
<b>Wong Tai Sin District</b>	
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II
KF58	Across Lung Cheung Road near Ma Chai Hang Road
KF76	Across Fung Tak Road and Lung Poon Street
<b>Yau Tsim Mong District</b>	
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway
KF89	Across Ferry Street at Junction of Dundas Street
KF94	Across Cherry Street, Ferry Street and Tong Mei Road

<b>Highways Department Structure No.</b>	<b>Location</b>
<b>Islands District</b>	
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei
NF328	Across Yu Tung Road and Chung Yan Road
NS230	Across Shun Tung Road near Lantau North Police Station
<b>Kwai Tsing District</b>	
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road
NF72A	Across Kwai Foo Road near Kwai Yi Road
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road
<b>North District</b>	
NF134 & NS143	Across Fanling Highway near Fanling MTR Station
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate
NF295	Across San Wan Road near Landmark North
<b>Sai Kung District</b>	
NF193	Across Po Lam Road North near Lam Shing Road
NF309	Across Po Ning Road near Po Shun Road
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre
<b>Sha Tin District</b>	
NF73	Connecting Pai Tau Street and Sha Tin MTR Station
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road
<b>Tai Po District</b>	
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate
<b>Tuen Mun District</b>	
NS42	Across Tuen Hing Road near Tuen Mun Road
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane
NF315	Across Lung Mun Road near Lung Mun Light Rail Station
<b>Tsuen Wan District</b>	
NF285 & NF288	Across Sai Lau Kok Road, opposite to Nam Fung Centre (northern end)
NF186	Across Tai Chung Road near Heung Che Street
NF251	Across Yeung Uk Road and Ma Tau Pa Road
<b>Yuen Long District</b>	

<b>Highways Department Structure No.</b>	<b>Location</b>
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station

**CONTROLLING OFFICER'S REPLY****THB(T)072****(Question Serial No. 1696)**

<u>Head:</u>	(158) Government Secretariat: Transport and Housing Bureau (Transport Branch)
<u>Subhead (No. &amp; title):</u>	(-) Not Specified
<u>Programme:</u>	(2) Land and Waterborne Transport
<u>Controlling Officer:</u>	Permanent Secretary for Transport and Housing (Transport) (Joseph YT LAI)
<u>Director of Bureau:</u>	Secretary for Transport and Housing

Question (Member Question No. 67)

The Government will announce shortly the blueprint for railway development beyond 2020, and it has always maintained the stance of using railway services as the major means of transport in Hong Kong. With a number of new towns such as the North East New Territories New Development Area (NDA) and Hung Shui Kiu under planning, has the Administration considered setting aside resources for the development of green transport, such as constructing the Northern Link (NOL), increasing the proportion of electric means of public transport, and providing additional ancillary facilities for electric vehicles (EVs) including charging stations and parking spaces?

Asked by: Hon. CHAN Hak-kan

Reply:

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of the NDAs. We will announce the way forward for the new railway proposals as soon as possible.

As regards EVs, the availability of charging facilities is crucial in promoting their wider adoption. According to the Environment Bureau (ENB), there are now over 1 000 standard EV chargers in Hong Kong covering all 18 districts. In addition, 10 CHAdeMO quick chargers have been set up at strategic locations, such that there would be a quick charger within around 20 km. To further strengthen the infrastructural support for EVs, a total of 100 medium chargers will be provided in various districts to shorten charging time. The Government will also launch a pilot scheme that enables suppliers of electric taxis to install

quick chargers at car parks administered by the Transport Department to encourage the industry to expand the EV fleet. The ENB/ the Environmental Protection Department will closely monitor the growth in the number of EVs and consider the need to further expand the charging network.

**CONTROLLING OFFICER'S REPLY**

**THB(T)073**

**(Question Serial No. 0647)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 48):

- (a) Regarding the work related to the improvement of the quality of public transport services, what is the amount of resources deployed to monitor the operation and reliability of the MTR services given the frequent occurrence of MTR incidents? What are the details of such work?
- (b) What is the total number of incidents and the total amount of fines imposed since the introduction of a penalty mechanism for MTR incidents?
- (c) In view of the frequent occurrence of MTR incidents, has the Administration considered deploying resources to review the sufficiency of the existing penalty mechanism, or to explore other measures for better supervision of the MTR management so that they would recognise the importance of enhancing the stability and reliability of MTR services to regain public confidence in the MTR?

Asked by: Hon. CHAN Han-pan

Reply:

- (a) Under the policy steer of the Transport and Housing Bureau, the Transport Department (TD) and the Electrical and Mechanical Services Department (EMSD) are the regulators of railway service and railway safety respectively.

As the railway operator, the MTR Corporation Limited (MTRCL) is required to comply with the service and safety standards stipulated by the Government. The TD monitors the service performance of the MTR network through various means including examination of the operating returns and incident reports, and handling of complaints received from the public. The Railway Service Monitoring Team (the Team) of the TD comprises one Chief Transport Officer, two Senior Transport Officers



and two Transport Officers I/II. It is headed by one Assistant Commissioner for Transport and one Principal Transport Officer whose duties include those related to franchised and non-franchised buses, environmental schemes related to transport and railway matters. The staff cost for the five staff in the Team, in terms of notional annual mid-point salary was \$3.861 million in 2013-14. Meanwhile, the EMSD monitors the safety of the railway system by carrying out investigations into major incidents, as well as conducting regular inspections to monitor systems and facilities critical to railway safety. The Railways Branch of the EMSD is headed by one Assistant Director, assisted by four Senior Engineers, five Engineers/Assistant Engineers and one Inspector, in regulating safety of existing railway lines. The staff cost, in terms of notional annual mid-point salary, was \$10.115 million in 2013-14.


- (b) Under the service performance arrangement which was introduced after the review on the Fare Adjustment Mechanism of the MTRCL in early 2013, a fine ranging from \$1 million to \$15 million would be imposed on the MTRCL for service disruptions of 31 minutes or above (except those disruptions caused by factors outside the MTRCL's control such as passengers' behaviours and bad weather). Since January 2012 and up to end February 2014, there were a total of 16 such disruptions, resulting in a total fine of \$46.5 million imposed on the MTRCL. Proceeds are credited to a fare concession account and returned to the passengers through the "10% Same Day Second Trip Discount" scheme.
- (c) The Government expects the railway service to be safe, reliable and efficient, and the MTRCL is committed to providing such quality service. Although the MTRCL has achieved the best service reliability record in 2013 since the rail merger in 2007, we cannot be complacent and must take every major service disruption incident seriously to find out its root cause, and root out the problem to prevent recurrence in future. Accordingly, in view of the fact that the three major service disruption incidents that happened recently on Tseung Kwan O Line, East Rail Line and Light Rail are all related to overhead lines, the MTRCL has engaged an independent overhead line expert from overseas to conduct a comprehensive review of its overhead line system, covering key aspects like technical specifications, procurement, quality control, installation and repairs/maintenance. As the railway safety regulator, the EMSD will monitor the progress of the MTRCL's external expert review, and enlist the assistance of an independent expert to conduct a review on the findings of the MTRCL's expert review. In the light of the findings of the EMSD's independent expert, the Government will decide whether or not there is a need to extend the scope of the review to cover other parts of the MTR network. The Government has also reflected to the Board of the MTRCL public concerns that the remunerations and bonuses of the senior management of MTRCL should be reduced in case of serious railway incidents, and urged the Board to seriously look into the matter. The Government will keep in view development.

**CONTROLLING OFFICER'S REPLY**

**THB(T)074**

**(Question Serial No. 0663)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 50):

Please advise on the resources and manpower involved for the Administration to continue to oversee the implementation of the Universal Accessibility (UA) policy, as well as the specific arrangements and implementation timetable.

Asked by: Hon. CHAN Han-pan

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on UA which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public, and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed, and the Government is consulting various DCs on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the district.

The estimated expenditure for the implementation of the UA Programme in 2014-15 is

\$639 million. The Transport Branch of the Transport and Housing Bureau has been deploying existing staff to oversee the implementation of the UA Programme.

**CONTROLLING OFFICER'S REPLY**

**THB(T)075**

**(Question Serial No. 0664)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 52)

Please advise on the resources and manpower to be deployed for the rationalisation of bus service, as well as the specific details, progress and timetable of the work involved.

Asked by: Hon. CHAN Han-pan

Reply:

The processing of the bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the Transport Department (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. At the bureau level, policy input and overview for the pursuit of bus route rationalisation is absorbed by existing resources and manpower.

Rationalisation of bus routes is an ongoing task. 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. 150 service rationalisation proposals are planned for implementation in 2014 under RDPs. There are also 50 service improvement proposals for the introduction of new routes, frequency improvement and extension of operating hours. Each of the 18 District Councils will be consulted on the proposals related to them. The consultation for the 2014-15 RDPs is underway, and the target is to complete the consultation around mid-2014. The actual implementation dates of the proposals will be subject to the outcome of the consultation.

**CONTROLLING OFFICER'S REPLY****THB(T)076****(Question Serial No. 0120)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

**Question (Member Question No. 13)**

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

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

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

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

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

<b>“Central – Peng Chau”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Administration</b>
(a) Waiving annual vessel survey fee and private mooring fee		
(b) Reimbursing pier water charges		
(c) Reimbursing pier cleansing and electricity charges		

<b>“Central – Peng Chau”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Administration</b>
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions		

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

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

Asked by: Hon. CHAN 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 for providing special helping measures during the three-year licence period of the six major outlying island ferry routes, namely Central – Cheung Chau; Inter-islands serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; Central – Mui Wo; Central – Peng Chau; Central – Yung Shue Wan; and Central – Sok Kwu Wan.

As at 28 February 2014, the amount applied respectively by the ferry operators of the six major ferry routes and approved thus far by the Administration for reimbursement of the relevant items are given in the following tables –

<b>“Central – Cheung Chau”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Administration</b>
(a) Waiving annual vessel survey fee and private mooring fee	\$344,000	\$344,000
(b) Reimbursing pier water charges	\$38,000	\$38,000
(c) Reimbursing pier cleansing and electricity charges	\$1,374,000	\$1,374,000
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$1,020,000	\$0 [Reimbursement application was being processed]

<b>“Inter-islands”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Administration</b>
(a) Waiving annual vessel survey fee and private mooring fee	The only vessel operated on the Inter-islands ferry route is hired from another ferry operator, and the hiring charge has already included the relevant annual vessel survey fee 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	\$101,000	\$43,000



<b>“Central – Mui Wo”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Administration</b>
(a) Waiving annual vessel survey fee and private mooring fee	\$176,000	\$176,000
(b) Reimbursing pier water charges	\$24,000	\$24,000
(c) Reimbursing pier cleansing and electricity charges	\$1,485,000	\$1,485,000
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$990,000	\$679,000

<b>“Central – Peng Chau”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Administration</b>
(a) Waiving annual vessel survey fee and private mooring fee	\$28,000	\$11,000
(b) Reimbursing pier water charges	\$10,000	\$7,000
(c) Reimbursing pier cleansing and electricity charges	\$788,000	\$340,000
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$1,411,000	\$858,000

<b>“Central – Yung Shue Wan”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Administration</b>
(a) Waiving annual vessel survey fee and private mooring fee	\$26,000	\$13,000
(b) Reimbursing pier water charges	\$10,000	\$7,000
(c) Reimbursing pier cleansing and electricity charges	\$732,000	\$273,000
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$1,268,000	\$926,000

<b>“Central – Sok Kwu Wan”</b>	<b>Details of application from the ferry operator and the amounts applied for</b>	<b>Progress of reimbursement and the amounts approved by the Administration</b>
(a) Waiving annual vessel survey fee and private mooring fee	\$17,000	\$4,000
(b) Reimbursing pier water charges	\$2,000	\$1,000
(c) Reimbursing pier cleansing and electricity charges	\$129,000	\$42,000
(d) Reimbursing the revenue foregone due to provision of elderly fare concessions	\$106,000	\$30,000

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

**CONTROLLING OFFICER'S REPLY****THB(T)077****(Question Serial No. 0232)**

<u>Head:</u>	(158) Government Secretariat: Transport and Housing Bureau (Transport Branch)
<u>Subhead (No. &amp; title):</u>	(-) Not Specified
<u>Programme:</u>	(2) Land and Waterborne Transport
<u>Controlling Officer:</u>	Permanent Secretary for Transport and Housing (Transport) (Joseph YT LAI)
<u>Director of Bureau:</u>	Secretary for Transport and Housing

Question (Member Question No. 14):

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 reply to the following questions:

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

Asked by: Hon. CHAN Kam-lam

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 and has conducted two rounds of public engagement as part of the study. The HyD is considering ways to address key issues raised by the public, including the blockage of existing footpaths and shop frontages by ground level subway exits, disruptions resulting from temporary traffic arrangements during construction, and connections with adjacent shopping arcades. The HyD	3.51

Proposed Scheme	Latest Position	Consultancy Fees so far (\$ million)
	will revert to the Wan Chai District Council on the way forward.	
Mong Kok Footbridge System	Following the completion of the preliminary technical feasibility study, the HyD engaged consultants in October 2013 to carry out further investigations, covering the programme and method of construction, traffic impact during construction, utility diversion requirements, etc. Further investigations are expected to take two years.	4.80
Yuen Long Town Pedestrian Environment Improvement Scheme	<p>A number of pedestrian environment improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment, taking into account views gathered from the public engagement exercise in 2009 to 2010.</p> <p>So far, five minor schemes have been completed. The HyD will complete the other minor schemes as early as possible within 2014.</p> <p>The HyD commissioned a feasibility study on the major schemes (including streetscape improvement at Fung Yau Street North and Fung Cheung Road, improvement of the junction of Castle Peak Road and Kuk Ting Street, and a footbridge system along the Yuen Long Nullah) in September 2011. In May 2013, the HyD completed a public engagement exercise to collect views on the proposed major schemes. They were generally supported by the Yuen Long District Council and the locals. Detailed design for the first two items is in progress. For the footbridge system, the HyD is planning to engage a consultant to carry out further investigation and detailed design.</p>	7.21

**CONTROLLING OFFICER'S REPLY**

**THB(T)078**

**(Question Serial No. 0395)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 26):

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

- (a) the number of applications received and the number of applications approved so far;
- (b) the time of review of the first phase of the Scheme; and
- (c) the implementation of the second phase of the Scheme?

Asked by: Hon. CHAN Kam-lam

Reply:

- (a) The first phase of the Scheme was rolled out on 30 March 2012. As at 3 March 2014, the Transport Department has received 3 172 applications with 2 888 applications approved.
- (b) We have been closely monitoring the implementation of the first phase of the Scheme, and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, with a view to enhancing work efficiency and service quality.
- (c) There is no concrete timetable for the second phase of the Scheme. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme.

In formulating the arrangements for the second phase of the Scheme, we will carry out public consultation and listen to the views of the community.

**CONTROLLING OFFICER'S REPLY**

**THB(T)079**

**(Question Serial No. 0396)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 27)

Regarding the review and update of the Railway Development Strategy (RDS) 2000, please advise on:

- (a) when the findings of the consultation concerned will be made public; and
- (b) when the proposed works will be commenced upon the release of the consultation findings and whether a timetable will be provided.

Asked by: Hon. CHAN Kam-lam

Reply:

The Government has commissioned a consultant to conduct a study for the Review and Update of the RDS 2000, with a view to updating the long-term railway development blueprint for Hong Kong to cater for the latest development needs of the society. Two stages of the Public Engagement exercise were conducted.

The Government is finalising the blueprint for railway development beyond 2020, having regard to transport demand, cost-effectiveness and development needs of New Development Areas. We will announce the way forward for the new railway proposals as soon as possible.

**CONTROLLING OFFICER'S REPLY**

**THB(T)080**

**(Question Serial No. 0397)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 28):

Regarding the follow-ups on the incident of collision of vessels near Lamma Island, will the Administration please advise on the progress of the follow-ups on the recommendations of the Commission of Inquiry (CoI)? What is the amount of funds involved in such work? Please tabulate the breakdown.

Asked by: Hon. CHAN Kam-lam

Reply:

The Government has been following up on the implementation of the CoI recommendations in improving marine safety. On 29 November 2013, the Marine Department (MD) introduced the first phase of improvement measures by amending the Code of Practice. These measures include requiring local vessels to enhance look-out by crew, provide a muster list, review minimum safe manning scale, improve signage and directives relating to lifejackets, and fit watertight-door alarms in wheelhouse. These measures will take effect by phases within 2014. To encourage advance implementation of the improvement measure on enhancing look-out by crew, an eyesight-test fee reimbursement scheme is being introduced, under which vessel operators will be reimbursed with the cost for the eyesight tests arranged for their crew when they implement the improvement measure at their vessels by 30 June 2014. The scheme will involve total subsidy of about \$245,000.

In the meantime, the MD has been liaising closely with the stakeholders on the implementation of the second-phase improvement measures, which include the installation of navigational equipment and provision of lifejackets on board. The Government is prepared to provide full subsidy for the installation of Automatic Identification System and half subsidy for the installation of radar on relevant local vessels. The implementation plan and details are being discussed with the trade, and the level of resources required will be



determined subsequently.

Other major follow up actions being pursued include exploring the feasibility of introducing a marine traffic accident victims assistance fund, considering a proposal to increase third party risk insurance coverage, enhancing training courses and system for examination of coxswains, as well as implementing measures to address the manpower shortage problem in the MD.

In addition, actions are being taken to follow up other observations made by the CoI in respect of issues with the MD in regulating local passenger vessels. A dedicated task force has been set up in the MD, to support the Steering Committee on Systemic Reform of the MD in carrying out a comprehensive systemic review and reform. An estimated staff cost of about \$8 million would be incurred in 2013-14. For 2014-15, such cost in terms of notional annual mid-point salary value is estimated to be \$18.3 million.

Finally, while it is not a recommendation made by the CoI, the Transport and Housing Bureau has set up a dedicated team to investigate into possible problems with MD officers in carrying out their duties in the past relating to the Lamma IV as mentioned in the CoI report, including possible maladministration and negligence of duty. The sum of salaries incurred for 2013-14 was about \$5 million.

**CONTROLLING OFFICER'S REPLY****THB(T)081****(Question Serial No. 0398)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 29):

The Administration has indicated that it would implement the initiatives under the Maritime and Aviation Training Fund (MATF). What are the measures and the provisions incurred? What is the progress and the number of participants? Please provide the breakdown in the tables below:

## Aviation Training Fund

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

## Maritime Training Fund

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

Asked by: Hon. CHAN Kam-lam

Reply:

The Finance Committee of the Legislative Council approved on 10 January 2014 a commitment of \$100 million over a period of five years from 2014-15 to 2018-19 to establish and operate a MATF. The MATF will be used to sustain and enhance the five

existing training schemes and scholarships, as well as to launch new initiatives for the maritime and the aviation sectors. The MATF will commence operation in April 2014. The estimated allocation of funds and the expected number of beneficiaries for each of the MATF initiatives are as follows:

MATF Initiative	Estimated fund allocation for five years (\$ million)	Estimated number of beneficiaries for five years
1. Sustaining and enhancing the five existing training and scholarships schemes, i.e. Sea-going Training Incentive Scheme, Ship Repair Training Incentive Scheme, Hong Kong Maritime and Logistics Scholarship Scheme, academic collaboration with Dalian Maritime University and Shanghai Maritime University, and Hong Kong Maritime Law Scholarship Scheme	39.9	1 005
2. Supporting professional training of in-service practitioners in both maritime and aviation sectors, including the local vessel seafarers, by providing partial tuition and examination fee refund	13.5	2 460
3. Early exposure for university students to maritime- and aviation-related jobs through an Internship Network	14.4	1 200
4. Provision of overseas learning opportunities for undergraduates of selected maritime-related disciplines	3	100
5. A financial incentive scheme for young people to acquire the first professional qualification as coxswains or engine operators on local vessels	7.5	250
6. A partial tuition refund scheme for specialised aircraft maintenance programme	12	600
7. A scholarship scheme for selected degree or higher degree programmes in the aviation sector offered by recognised local (or overseas) education institutions	2.5	25
8. New promotion initiatives	7.2	Not Applicable

**CONTROLLING OFFICER'S REPLY**

**THB(T)082**

**(Question Serial No. 0399)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 30):

The Administration has indicated that it will continue to examine ways to reinforce Hong Kong's position as an international maritime centre and follow up on the recommendations of the Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre (the Consultancy Study).

- (a) What are the aforesaid ways to reinforce Hong Kong's position as an international maritime centre, the details of individual ways and the provisions involved in the respective items?
- (b) How will the Administration follow up on the recommendations of the Consultancy Study? What is the amount of provision incurred for each task? Please tabulate the breakdown.

Asked by: Hon. CHAN Kam-lam

Reply:

- (a) The Government will seek to consolidate and enhance Hong Kong's position as an international maritime centre by upgrading our maritime-related infrastructure and facilities, and strengthening multi-modal transport connectivity. We will also join hands with the industry to conduct various marketing and promotion activities in the Mainland and overseas. Furthermore, the Government will seek to establish more arrangements on avoidance of double taxation covering shipping income with our trade partners, with a view to creating a more competitive business environment. To support the long-term development of our maritime and aviation industries, the \$100-million Maritime and Aviation Training Fund has been set up, and will commence operation in April 2014.

- (b) A major recommendation of the Consultancy Study is that the Government set up a statutory maritime body to strengthen the present institutional set-up, with a view to proactively driving the long-term development of the maritime industry in Hong Kong. In the coming year, the Government will work out the functions, funding, structure, mode of operation etc. of the proposed new body, to ensure that it is practicable in terms of financial and business sustainability. The Transport Branch of the Transport and Housing Bureau will handle the relevant work with its existing resources.

**CONTROLLING OFFICER'S REPLY**

**THB(T)083**

**(Question Serial No. 1127)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 44):

What was the total amount of public funds spent on previous studies on the implementation of electronic road pricing (ERP) in the Central District? As the Secretary for Transport and Housing has recently indicated that the Government would study again the implementation of ERP in the Central District, what is the estimated provision for the study and its expected duration?

Asked by: Hon. CHUNG Shu-kun, Christopher

Reply:

While the Government has not conducted any consultancy study specifically for the implementation of ERP in the Central District, the Transport Department completed a feasibility study on "Congestion Charging Transport Model" in 2009 which, amongst other things, developed a computerised transport model to test the effect of various ERP charging scenarios in the northern part of the Hong Kong Island (including the Central District). The total expenditure for this feasibility study was about \$6 million.

The Government is exploring the possibility of ERP application in the Central District after the commissioning of the Central-Wan Chai Bypass in 2017. At this stage, the work involved is carried out by existing staff of the Transport Branch of the Transport and Housing Bureau and the Transport Department as part of their normal duties, with no additional expenses involved.

**CONTROLLING OFFICER'S REPLY**

**THB(T)084**

**(Question Serial No. 2257)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 45):

Has the Bureau earmarked any resources for the fourth comprehensive transport study in 2014-15? If yes, what is the estimated expenditure? If no, what are the reasons for that?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

Upon the completion of the new railway development strategy beyond 2020 later this year, and having regard to the planning and the progress of implementation of the major transport infrastructure, we will proceed to prepare for the conduct of a review of the Public Transport Strategy, in order to update our strategy for public transport services to meet the travelling needs of the community. We will consider the resource requirement in the course of the preparation.

**CONTROLLING OFFICER'S REPLY**

**THB(T)085**

**(Question Serial No. 2292)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 30)

The estimate for land and waterborne transport in 2014-15 is less than that for 2013-14, please advise on the following:

- (a) out of the expenditure on land and waterborne transport in 2013-14, the amount spent on the study for the co-location of boundary crossing facilities (BCFs) for the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL);
- (b) the latest progress of the study for the co-location of BCFs for the Hong Kong section of the XRL; and
- (c) whether the Bureau has earmarked any provision in 2014-15 to continue with the study for the co-location of BCFs; if yes, the specific timetable; if not, the reasons for that.

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The detailed operation of the “co-location” of Customs, Immigration and Quarantine (CIQ) facilities at the West Kowloon Terminus of the XRL involves complex legal and constitutional issues. The Department of Justice, the Transport and Housing Bureau, as well as relevant bureaux and departments are studying these issues vigorously. The Government has also been in discussion with the Mainland authorities. The related work is still underway. Once specific agreement on the CIQ arrangements has been reached with the Mainland authorities, we will report to the Legislative Council in a timely manner.

The manpower and expenditure in taking forward the above tasks are absorbed by existing resources.



**CONTROLLING OFFICER'S REPLY**

**THB(T)086**

**(Question Serial No. 0897)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 45):

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

Asked by: Hon. HO Chun-yin, Steven

Reply:

The Airport Authority Hong Kong (AA), as the proponent of the Three-Runway System (3RS) project, has engaged consultants to conduct studies in relation to the planning work for the project, namely, the statutory EIA, associated design details and financial arrangement. The AA estimated that the cost for the above planning work is around \$800 million.

The EIA will, among other things, assess the impact of the 3RS project on fisheries resources. The AA is actively engaging relevant stakeholders, including fishermen and relevant organisations, in gauging their views on the project. As part of the EIA process, the AA will also propose mitigation measures to minimise the impact on fisheries resources. The AA aims to complete the above planning work, including the EIA, within 2014.

**CONTROLLING OFFICER'S REPLY**

**THB(T)087**

**(Question Serial No. 3269)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 43):

Regarding marine works related to the expansion of new towns and the planning of new development areas, please advise on:

- (a) the reclamation area involved in the three-runway project, the area of fishing grounds thus lost, and the restricted area to be designated upon completion of the marine works to ensure maritime and aviation safety; and
- (b) the development details of fisheries planning related to the marine works, the manpower establishment and expenditure involved, and the percentage of such expenditure out of the total expenditure.

Asked by: Hon. HO Chun-yin, Steven

Reply:

The Three-Runway System (3RS) project involves reclamation of about 650 hectares. The Airport Authority Hong Kong (AA), as the proponent of the project, is conducting the statutory Environmental Impact Assessment (EIA). As part of the EIA, the AA will assess, minimise and mitigate the impact of the project on fisheries resources. As part of the process, the AA has been actively engaging and will continue to liaise closely with relevant stakeholders, including fishermen and relevant organisations, in gauging their views regarding the proposals to mitigate impact on fisheries resources and the fishing industry. Work in this respect is on-going, and so at this stage the AA cannot provide an estimate of the expenditure required to implement the mitigation measures.

**CONTROLLING OFFICER'S REPLY****THB(T)088****(Question Serial No. 2585)**

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

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

Programme: (1) Director of Bureau's Office;  
(2) Land and Waterborne Transport; and  
(3) Air and Sea Communications and Logistics  
Development

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 40):

Regarding the records management work of the Bureau and its departments over the past three years:

- (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 records management work in the Transport Branch of the Transport and Housing Bureau [THB(TB)] and its housekeeping departments, namely the Civil Aviation Department (CAD), the Highways Department (HyD), the Marine Department (MD) and the Transport Department (TD), over the past three years (2011-12, 2012-13 and 2013-14) is provided below:

- (a) According to the guidelines issued by the GRS, the THB(TB) and its housekeeping departments have each designated an officer as the Departmental Records Manager (DRM) to oversee records management practices and procedures in the branch/departments. DRMs are assisted by Assistant DRMs (ADRM), Records Managers and/or Records Management Officers. They take up these roles in addition to their other duties including, e.g., personnel management, general administration, accounting, transport management, public works, and/or surveying. Routine records management work, e.g., filing and registry work, is undertaken by support staff on either a part-time or full-time basis. Officers with designated roles in records management, and staff who perform records management duties on a full-time basis are tabulated below:

Bureau/ department	Officers with designated roles	Full-time staff
THB(TB)	A Principal Executive Officer to oversee records management in the THB(TB); a Senior Executive Officer (SEO) as the DRM; Heads of Sections/Units to monitor records management matters in their respective sections/units; and 19 executive and	One Confidential Assistant (ConA), one Assistant Clerical Officer (ACO) and two Clerical Assistants (CAs)

Bureau/ department	Officers with designated roles	Full-time staff
	accounting grades officers in divisions/sections/units as ADRMs and Records Managers	
CAD	A Chief Executive Officer (CEO) as the DRM; an SEO as the ADRM; seven officers not below the rank of EO I or equivalent as Records Managers in different divisions.	Two ConAs, three ACOs and three Cas
HyD	A CEO as the DRM; 42 officers to assist the DRM, namely officers not below the rank of SEO or equivalent as Records Managers, and officers mainly in the rank of EO II or CO as ADRMs	Two ConAs, 13 ACOs and 31 Cas
MD	An SEO as the DRM; five Eos in various divisions/sections as ADRMs; officers not below the rank of SEO or equivalent in each section and office as Records Managers	One ConA
TD	A CEO as the DRM; an SEO as the ADRM; 36 officers generally not below the rank of Transport Officer II or equivalent as Records Management Officers	Two ConAs

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

Bureau/ department	Category	Years covered	Number and linear metres (lm)	Retention period approved by the GRS	Are they confidential documents?
THB(TB)	Administrative records	1997 to 2014	158 files in 12.32 lm	Three to five years	No
	Administrative records	2011 to 2013	5 files in 0.2 lm	Three years	Yes
	Programme records	1950 to 2013	1 410 files in 60 lm	Five to 20 years after the policy has become obsolete	Yes
CAD	-	-	-	-	-
HyD	Administrative records	1985 to 2013	1 011 files in 45 lm	Two to seven years	No
	Administrative	2007 to 2013	140 files in	Five to ten	Yes

Bureau/ department	Category	Years covered	Number and linear metres (lm)	Retention period approved by the GRS	Are they confidential documents?
	records		6 lm	years	
	Programme records	1948 to 2013	6 386 files in 315 lm	Five to 20 years	No
	Programme records	1972 to 2013	1 771 files in 100 lm	Three to 20 years	Yes
MD	Administrative records	1955 to 2009	336 files in 17.47 lm	Two to three years	No
	Programme records	1983 to 2009	22 files in 0.96 lm	Three years	No
TD	Administrative records	1995 to 2013	29 files in 1.26 lm	Three to five years	Yes
	Administrative records	1997 to 2011	84 files in 2.12 lm	Three to seven years	No
	Programme records	1984 to 1998	23 files in 1 lm	12 to 19 years	Yes

(c) Records which have been transferred to the GRS for retention are listed below:

Bureau/ department	Category	Years covered	Number and lm	Year of transfer to the GRS	Retention period approved by the GRS	Are they confidential documents?
THB(TB)	Programme records	1990 to 1998	771 files in 81.67 lm	2013	15 years	No
CAD	-	-	-	-	-	-
HyD	Programme records	1976 to 2012	8 352 files in 412 lm	2011 to 2014	10 to 13 years	No
MD	Administrative records	1964 to 2005	3 files in 0.16 lm	2013	Permanent	No
TD	Administrative records	1967 to 1973	1 file in 0.07 lm	2012	Permanent	No
	Programme records	1994 to 2001	11 files in 0.53 lm	2012	Permanent	No

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

Bureau/ department	Category	Years covered	Number and lm	Year of approval by the GRS	Retention period approved by the GRS	Are they confidential documents?
THB(TB)	Administrative records	1980 to 2009	693 files in 41.03	2011 to 2012	One to seven years	No

Bureau/ department	Category	Years covered	Number and lm	Year of approval by the GRS	Retention period approved by the GRS	Are they confidential documents?
			lm			
	Administrative records	1999 to 2008	37 files in 1.32 lm	2013	Two to three years	No
	Administrative records	1980 to 2010	188 files in 15.16 lm	2013 to 2014	Two to four years	No
	Administrative records	1980 to 2007	49 files in 1.96 lm	2014	Five years	Yes
	Programme records	1982 to 2000	949 files in 37.96 lm	2011	Five years	No
CAD	Administrative records	1990 to 2000	12 files in 0.6 lm	2012	Six months to seven years	No
	Administrative records	1967 to 2008	791 files in 48.77 lm	2013	Six months to seven years	No
	Programme records	1980 to 1998	492 files in 18 lm	2011	Seven to 30 years	No
HyD	Administrative records	1951 to 2011	8 773 files in 146 lm	2011 to 2014	One to seven years	No
	Administrative records	1949 to 2010	838 files in 34 lm	2011 to 2014	One to seven years	Yes
	Programme records	1975 to 2012	20 875 files in 870 lm	2011 to 2014	Seven to 13 years	No
	Programme records	1972 to 2003	109 files in 7 lm	2011 to 2014	Seven to 13 years	Yes
MD	Administrative records	1950 to 2011	5 546 files in 118.42 lm and 151 566 records (forms) in 9.61 lm	2011 to 2013	Two to seven years	No
	Programme records	1951 to 2008	9 507 files in 302.27 lm and 14 137 records (licence	2011 to 2013	Three to eight years	No

Bureau/ department	Category	Years covered	Number and lm	Year of approval by the GRS	Retention period approved by the GRS	Are they confidential documents?
			books) in 0.73 lm			
TD	Administrative records	1965 to 2011	1 919 files in 99.08 lm	2011 to 2013	One to 20 years	No
	Administrative records	1973 to 2007	169 files in 7.83 lm	2012 to 2013	Two to seven years	Yes
	Programme records	1973 to 2011	42 412 files in 1 627.65 lm	2011 to 2013	Two to 20 years	No
	Programme records	1974 to 2004	93 files in 5.12 lm	2012	Three to seven years	Yes



**CONTROLLING OFFICER'S REPLY**

**THB(T)089**

**(Question Serial No. 1145)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 6):

During 2014-15, the Transport and Housing Bureau will continue its efforts in improving the traffic distribution among the road harbour crossings (RHCs). As the Government has announced lately that the toll adjustment trial scheme, which involves toll reduction at the East Harbour Crossing (EHC) and toll increase at the Cross Harbour Tunnel (CHT), would be put in abeyance, will the Administration please advise this Committee on:

- (a) the reasons for the traffic flow drop of the CHT and the increase in the traffic flow of the EHC in 2013 as compared with the past two years, and whether such phenomenon will continue according to the Administration's projection, as well as its reasons;
- (b) whether the toll adjustment trial scheme will be re-introduced if traffic flow at the CHT and the EHC resumes their previous levels; if no, the corresponding measures to be taken by the Administration; and
- (c) the specific traffic management measures to be taken by the Administration in ensuring a reasonable traffic distribution among the RHCs from now on until the commissioning of the Central-Wan Chai Bypass (CWB) in 2017, and the financial commitment involved?

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

Reply:

- (a) The daily average traffic throughput of the EHC in 2013 was about 72 000 vehicles. On the other hand, the latest traffic throughput at the CHT in 2013 showed a drop of more than 3 000 vehicles per day as compared to 2011. While the traffic flow of the CHT has reduced by about 3% in the past two years, the reduction became significant since mid-2013. With the overall increase in cross-harbour traffic during the same

period (from 2011 to 2013), the drop in traffic throughput in the CHT is believed to be due to a diversion of the CHT traffic to either the EHC or the Western Harbour Crossing (WHC), while the rise in traffic flow in the EHC is probably due to natural growth of traffic flow together with a shift of traffic from the CHT. We will continue to closely monitor the traffic flow of the RHCs.

The change in the traffic throughput at the CHT and the EHC may also be due to the fact that more drivers have made use of the travelling time information displayed on the Journey Time Indication System or other available traffic information through the internet to make an informed route choice before crossing the harbour.

- (b) While the Government has decided to put in abeyance at this stage the implementation of the toll adjustment trial scheme having regard to the latest traffic situations at the CHT and the EHC, the diverse views of the public over the proposed toll adjustment options, and concerns of the relevant districts over possible congestion caused by the diverted traffic, the Government will continue to study the rationalisation of traffic distribution among the RHCs. There is at present no plan to re-introduce the trial scheme shortly.

The targetted commissioning of the CWB in 2017 will be an opportune time for formulating a more comprehensive strategy to rationalise the traffic distribution among RHCs. At present, even though the traffic throughput of the WHC is under its design capacity, congestion at its connecting roads in Central renders it impossible to divert the RHCs traffic there. The commissioning of the CWB in 2017 will help ease the congestion of the connecting roads of the WHC, thus providing a basis for the Government to consider toll adjustment at the WHC as a possible option in any traffic rationalisation scheme. Moreover, with the transfer of the EHC's ownership to the Government in 2016, there should be greater flexibility in devising a toll adjustment scheme.

- (c) From now on until the CWB comes into operation in 2017, the Government will focus on two aspects of work to address the community's concern over road traffic congestion. For cross-harbour traffic, the Transport Department (TD) will closely monitor the traffic situation at all RHCs and their neighbouring areas, and implement further traffic management measures when necessary, which include the continual development of intelligent transport systems to enhance the road network efficiency, and more efficient distribution of traffic information. The Government will also study how to enhance the cross-harbour bus network efficiency, and encourage the operators to provide more bus-bus interchange concessions.

The Government will also continue to consider measures to address road traffic congestion in Hong Kong as a whole. The Government has invited the Transport Advisory Committee to conduct a study on the road traffic congestion problem in Hong Kong and recommend practicable measures to contain congestion. We will also explore the possibility of the application of electronic road pricing in the Central district after the commissioning of the CWB.

The above work is undertaken by existing staff of the Transport Branch of the Transport and Housing Bureau and the TD as part of their normal duties. No additional expenses are involved at this stage.

**CONTROLLING OFFICER'S REPLY**

**THB(T)090**

**(Question Serial No. 1146)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 7):

The Transport Branch is responsible for following up on issues arising from the collision of vessels near Lamma Island, including the recommendations of the Commission of Inquiry (CoI), with a view to enhancing marine safety and governance of the Marine Department (MD). The local trade opines that their views and capacity should be fully taken account of when the Administration considers relevant measures to be implemented. In this connection, will the Administration please advise this Committee on:

- (a) the progress of the implementation of the five first-phase improvement measures in respect of look-out on board, muster list, manning scale, signage and directives relating to lifejackets, watertight-door alarms and the financial commitment involved;
- (b) the progress of and provision for the establishment of the proposed Maritime and Aviation Training Fund (MATF) as further training will be needed by the crew to cope with the latest legislative requirements and implementation of new measures, the goals of such training and the means to ensure effective use of the MATF to achieve these goals;
- (c) the implementation details and timetable of the proposed installation of equipment, i.e. Automatic Identification System (AIS), for safer navigation on certain vessels given the trade's concerns that the proposal will put additional pressure on their operation and the AIS may not be suitable for use in the narrow waters of Hong Kong, the progress of the Administration's discussion with the trade, the measures regarding Government assistance to the trade if required, and the financial commitment involved?

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

Reply:

- (a) The Government has been vigorously taking follow up actions on the implementation of the CoI recommendations in improving marine safety. On 29 November 2013, the MD introduced the first phase of improvement measures by amending the Code of Practice. Specifically, for encouraging advance implementation of the improvement measure on enhancing look-out by crew, an eyesight-test fee reimbursement scheme is being introduced, which will involve total subsidy of about \$245,000.
- (b) The Finance Committee of the Legislative Council approved on 10 January 2014 a commitment of \$100 million over a period of five years from 2014-15 to 2018-19 to establish and operate a MATF. The Fund will be used to sustain and enhance existing training schemes and scholarships, as well as to launch new initiatives for the maritime and the aviation sectors, with a view to building up a vibrant, diversified and competitive pool of professionals to support the long-term development of the two sectors. The MATF will commence operation in April 2014. Specifically, the MATF will introduce a new initiative to support professional and skills training of in-service practitioners, including local vessel seafarers, by providing 80% fee reimbursement upon satisfactory completion of approved training courses or passing relevant examinations, up to a ceiling of \$18,000 per person. A Tripartite Taskforce will review the implementation of MATF initiatives concerning the maritime sector to ensure their effectiveness.
- (c) Since end 2013, the MD has been liaising closely with the stakeholders on the implementation of the second-phase improvement measures, which include proposals mainly relating to the installation of navigational equipment and provision of lifejackets on board. Four meetings had so far been held with the trade to discuss the relevant issues. We understand the concerns of vessel operators that the required installation of new navigational equipment could impose additional financial burden and that some crew would also need relevant training. The Government is prepared to provide full subsidy to install AIS and half subsidy to install radar on relevant local vessels. Crew who need training to operate the equipment may apply to the MATF for partial reimbursement of tuition fee. The implementation plan and details are being discussed with the trade, and the level of resources required will be determined subsequently.

**CONTROLLING OFFICER'S REPLY**

**THB(T)091**

**(Question Serial No. 2118)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 5):

- (a) Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Secretary in 2013-14, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Secretary in 2014-15.
- (b) Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Under Secretary in 2013-14, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Under Secretary in 2014-15.
- (c) Please give a breakdown of the actual expenditure on salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Political Assistant in 2013-14, as well as the estimate for salaries, regularly-paid allowances, job-related allowances and non-accountable entertainment allowance payable to the Political Assistant in 2014-15.

Asked by: Hon. KWOK Ka-ki

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 2014-15 are \$3.38million, \$2.37 million and \$1.18 million respectively. There are no regular allowances payable to Director of Bureau, Deputy Director of Bureau and Political Assistant to Director of Bureau.

**CONTROLLING OFFICER'S REPLY**

**THB(T)092**

**(Question Serial No. 2343)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 25):

As mentioned in paragraph 119(c) of the Budget Speech, the Government will expedite the airport's North Commercial District (NCD) development to tie in with the planning of the three-runway system and the synergy of the Lantau Development to maximise the benefits. What are the details of the development? What is the estimated expenditure involved for the project?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

In end 2013, the Airport Authority Hong Kong (AA) Board decided that the AA would proceed immediately with the development of a new hotel at the NCD as the area's first phase of commercial development. The AA plans to construct a hotel with more than 1 000 rooms. Invitations for Expressions of Interest for the new hotel development were issued in January this year. In parallel, the AA is actively pursuing relevant planning work related to the Master Layout Plan for the entire NCD development, including a detailed study on development strategy and arrangements for the NCD.

The NCD development will be funded by the AA. There will be no expenditure incurred for the Transport and Housing Bureau.

**CONTROLLING OFFICER'S REPLY****THB(T)093****(Question Serial No. 1917)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 30):

During 2014-15, the Transport Branch of the Transport and Housing Bureau will continue its efforts in improving the traffic distribution among the road harbour crossings (RHCs). However, the Government has decided that the diversion scheme, which involves toll increase at the Cross Harbour Tunnel (CHT) and toll reduction at the East Harbour Crossing (EHC), would be put in abeyance. Will the Administration please advise this Committee on the total amount of expenditure incurred by previous consultancy studies on the traffic flow of the RHCs? Is there any plan for conducting similar studies (such as a study on the implementation of electronic road pricing in Central) in future; if yes, the relevant details; if no, the reasons for that? Given that the Government has put the diversion scheme in abeyance, what specific plans does it have to improve the traffic flow of RHCs and what are the details, expenditure and manpower arrangement involved?

Asked by: Hon. LAM Tai-fai

Reply:

The Government commissioned in November 2008 a consultancy study on rationalising the utilisation of three RHCs with a view to identifying feasible options to achieve the optimum traffic distribution among RHCs. 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. The total expenditure for this consultancy study was about \$8 million.

The Government commissioned another consultancy study on detailed traffic assessment of toll arrangements for RHCs in May 2011 to modify some of the toll adjustment options in the light of the views received during the public consultation in the first quarter of 2011. The total expenditure for this consultancy study was \$1.41 million.

While the Government has decided to put in abeyance at this stage the implementation of the toll adjustment trial scheme having regard to the latest traffic situations at the CHT and EHC, the diverse views of the public over the proposed toll adjustment options, and concerns of the relevant districts over possible congestion caused by the diverted traffic, the Government will continue to study the rationalisation of traffic distribution among RHCs.

The targetted commissioning of the Central-Wan Chai Bypass (CWB) in 2017 will be an opportune time for formulating a more comprehensive strategy to rationalise the traffic distribution among RHCs. At present, even though the traffic throughput of the Western Harbour Crossing (WHC) is under its design capacity, congestion at its connecting roads in Central renders it impossible to divert RHC traffic there. The commissioning of the CWB in 2017 will help ease the congestion of the connecting roads of the WHC, thus providing a basis for the Government to consider toll adjustment at the WHC as a possible option in any traffic rationalisation scheme. Moreover, with the transfer of the EHC's ownership to the Government in 2016, there should be greater flexibility in devising a toll adjustment scheme.

From now on until the CWB comes into operation in 2017, the Government will focus on two aspects of work to address the community's concern over road traffic congestion. For cross-harbour traffic, the Transport Department (TD) will closely monitor the traffic situation at all RHCs and their neighbouring areas and implement further traffic management measures when necessary, which include the continual development of intelligent transport systems to enhance the road network efficiency, and more efficient distribution of traffic information. The Government will also study how to enhance the cross-harbour bus network efficiency, and encourage the operators to provide more bus-bus interchange concessions.

The Government will also continue to consider measures to address road traffic congestion in Hong Kong as a whole. The Government has invited the Transport Advisory Committee to conduct a study on the road traffic congestion problem in Hong Kong and recommend practicable measures to contain congestion. We will also explore the possibility of the application of electronic road pricing in the Central district after the commissioning of the CWB.

The above work is undertaken by existing staff of the Transport Branch of the Transport and Housing Bureau and the TD as part of their normal duties. No additional expenses are involved at this stage.



**CONTROLLING OFFICER'S REPLY**

**THB(T)094**

**(Question Serial No. 0234)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 2):

Regarding the expenditure related to the policy research support provided to the Secretary by the Director of Bureau (DoB)'s Office in respect of housing policy in 2013-14, will the Administration inform this Committee of:

- (a) the total expenditure incurred by the related work (including the creation of the post of Housing Researcher (HR) and the conduct of studies);
- (b) the number of research projects conducted by the DoB's Office in 2013-14, the respective topics and findings of each research project and the expenditure incurred for each project; and
- (c) the estimated expenditure in relation to the policy research support to be provided to the Secretary by the DoB's Office in respect of housing policy in 2014-15, the topics of the research projects to be conducted and the respective expenditure to be incurred?

Asked by: Hon. LEONG Kah-kit, Alan

Reply:

- (a) and (b) Research support to the Secretary for Transport and Housing (STH) in respect of housing issues is provided on day to day basis by in-house staff of the Housing Branch (HB)/Housing Department (HD) as appropriate. The HB/HD occasionally also commissions special studies on housing topics, such as the "Survey of Subdivided Units in Hong Kong" by Policy 21 Limited, and "Focus Group Study on Long Term Housing Strategy" by the Polytechnic University in 2013-14. These two studies cost \$1.2 million and \$1.4 million respectively. The cost of in-house research support has been absorbed by existing staff resources.

In view of the paramount importance of housing in the policy agenda of the current-term Government, on top of the above-said policy research input from the HB/HD, a Housing Researcher (HR) was engaged on non-civil-service-contract terms in 2013-14 to provide additional support on data analysis and research relating to housing issues, covering trends of the residential property market, and collection and analysis of data pertaining to specific topics of the property market, focusing on price and transaction volume movements in various districts, and market reactions and commentaries on government policy measures. The annual expenditure related to this post was \$0.5 million in 2013-14.

- (c) In 2014-15, the STH will continue to be provided with in-house research support by existing staff in the HB/HD. The HR under the DoB's Office will continue to provide additional research support on housing-related issues, with an estimated expenditure similar to that incurred in 2013-14.

**CONTROLLING OFFICER'S REPLY**

**THB(T)095**

**(Question Serial No. 1299)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 12):

The Transport Branch of the Transport and Housing Bureau mentioned under Matters Requiring Special Attention in 2014-15 that it would continue to take forward the proposed pedestrian environment improvement scheme in Yuen Long Town. Please advise on the expenditure, details, progress and timetable of the scheme.

Asked by: Hon. LEUNG Che-cheung

Reply:

A number of pedestrian environment improvement schemes for Yuen Long Town, both minor and major in scale, have been developed for improving the pedestrian environment taking into account views gathered from the public engagement exercise in 2009 to 2010.

Minor improvement works comprise widening of footpath and pedestrian crossings at road junctions, minor junction improvement works, implementation of no-stopping restrictions, etc. So far, five minor schemes at a total cost of about \$1.6 million have been completed. The remaining schemes will be completed in stages within 2014.

The Highways Department (HyD) commissioned a feasibility study on the major schemes (including streetscape improvement at Fung Yau Street North and Fung Cheung Road, improvement of the junction of Castle Peak Road and Kuk Ting Street, and a footbridge system along the Yuen Long Nullah) in September 2011. In May 2013, the HyD completed a public engagement exercise to collect views on the proposed major schemes, and received the support of the Yuen Long District Council and the locals on the proposals. For the first two items, the detailed design is in progress. For the footbridge system, the HyD is planning to engage a consultant to carry out further investigation and detailed design.

The total consultancy fees committed since 2009 on the above study is \$7.21 million.

**CONTROLLING OFFICER'S REPLY****THB(T)096****(Question Serial No. 2061)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 3.07):

Please provide figures on the capacity of the Hong Kong International Airport (HKIA) over the past five years in the form of a breakdown by flights' regions of origin.

Asked by: Hon. LEUNG, Kenneth

Reply:

The air traffic flight movements at the HKIA for 2009-2013 are provided below. Figures are rounded up to thousands, and therefore the total may not sum up.

Calendar Year	Air Traffic Movements <sup>(1)</sup>			
	Passenger	Cargo	Non-revenue	Total
2009	236 000	39 000	5 000	279 000
2010	249 000	51 000	6 000	307 000
2011	274 000	51 000	8 000	334 000
2012	291 000	51 000	9 000	352 000
2013	311 000	52 000	9 000	372 000

Note:

(1) Air Traffic Movements include civil international passenger, cargo and non-revenue flights. Military and local flights are excluded.

Based on the information provided by the airlines, the number of passengers at the HKIA in the past five financial years by region are provided below.

	Financial year				
	2008-09	2009-10	2010-11	2011-12	2012-13
Total number of passengers	47.7 million	46.9 million	51.5 million	54.9 million	57.2 million
Region of origin					
South East Asia	24%	24%	25%	27%	27%
Mainland	21%	21%	22%	22%	22%
Taiwan	17%	16%	15%	14%	14%
Europe	9%	9%	8%	8%	8%
USA and Canada	7%	7%	7%	7%	7%
Japan	7%	7%	7%	6%	6%
Australasia	6%	6%	5%	5%	5%
Others	9%	10%	11%	11%	11%

**CONTROLLING OFFICER'S REPLY****THB(T)097****(Question Serial No. 2062)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 3.08):

Please use the table below to provide information on air services arrangements made by the Administration with its aviation partners over the past five years:

Year	Country Involved	Particulars
2009		
2010		
2011		
2012		
2013		

How many countries were in negotiation with the Administration over such arrangements in 2013-14 and how many countries are expected to sign the arrangements in 2014-15?

Asked by: Hon. LEUNG, Kenneth

Reply:

In the past five years, the Hong Kong Special Administrative Region had initialled/signed/expanded the following air services agreements/arrangements with the following aviation partners:

<b>Year</b>	<b>Air services agreement / arrangement initialled</b>	<b>Air services agreement / arrangement signed</b>	<b>Air services agreement / arrangement expanded</b>
2009-10	Fiji, Madagascar and Peru	Maldives, Laos, and Fiji  Entered into a code-share arrangement with Chile	Brazil, Vietnam, the Mainland, the United Kingdom, and Mauritius
2010-11	Azerbaijan, Barbados, Zimbabwe, and Ukraine	-	Brazil, Republic of Korea, the Mainland, Japan, Turkey, Israel, Spain, and Italy
2011-12	-	-	Japan, France, Taiwan, Luxembourg, India, and Kazakhstan
2012-13	Seychelles	-	Mongolia, the Mainland, Russia, Saudi Arabia, and Republic of Korea
2013-14	-	Seychelles	Belgium, Qatar, Mongolia, Myanmar, the United Kingdom, Bangladesh, South Africa, New Zealand, Cambodia, Germany, the Mainland, Luxembourg and Papua New Guinea

We seek to further liberalise the air services agreements / arrangements in 2014-15 with existing partners such as New Zealand, Russia and Italy, etc. We will also seek to negotiate new air services agreements / arrangements with other aviation partners as opportunities arise and on a mutually beneficial basis.

**CONTROLLING OFFICER'S REPLY**

**THB(T)098**

**(Question Serial No. 0375)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 19):

The estimated provision for Programme (2) Land and Waterborne Transport in 2014-15 is \$79.4 million. Please give details on how the provision will be used to take forward the following tasks:

- (a) To keep the current quota arrangements for cross-boundary vehicles under review with a view to facilitating vehicular and passenger traffic at all land crossings, and to work with the relevant Guangdong authorities to oversee and monitor the operation of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) for Hong Kong cross-boundary private cars at Shenzhen Bay Port.
- (b) In conjunction with the government of Guangdong, to explore and formulate related cross-boundary transport arrangements for the new Liantang / Heung Yuen Wai Boundary Control Point which is scheduled for commissioning in 2018.

Asked by: Hon. LEUNG Kwan-yuen, Andrew

Reply:

The tasks are undertaken by the staff of the Transport Branch of the Transport and Housing Bureau as part of their normal duties under Programme (2) and there is no separate breakdown of expenditure.



**CONTROLLING OFFICER'S REPLY**

**THB(T)099**

**(Question Serial No. 0376)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 20):

The estimated provision for Programme (3) Air and Sea Communications and Logistics Development in 2014-15 is \$108.4 million. Please give details on how the resources will be used to take forward the following tasks:

- (a) To implement the initiatives under the Maritime and Aviation Training Fund (MATF).
- (b) To oversee the conduct of a consultancy study engaged by the Civil Aviation Department (CAD) on the feasibility of establishing a civil aviation training institute in the light of the recommendation of the Working Group on Transportation under the Economic Development Commission.

Asked by: Hon. LEUNG Kwan-yuen, Andrew

Reply:

- (a) Of the \$108.4 million, \$17.06 million is earmarked for implementing the initiatives under the MATF, which mainly include:
  - (i) sustaining and enhancing the five existing training and scholarships schemes, i.e. Sea-going Training Incentive Scheme, Ship Repair Training Incentive Scheme, Hong Kong Maritime and Logistics Scholarship Scheme, academic collaboration with Dalian Maritime University and Shanghai Maritime University, and Hong Kong Maritime Law Scholarship Scheme;
  - (ii) supporting professional training of in-service practitioners in both maritime and aviation sectors, including the local vessel seafarers, by providing partial tuition and examination fee refund;

- (iii) early exposure for university students to maritime- and aviation-related jobs through an Internship Network;
  - (iv) provision of overseas learning opportunities for undergraduates of selected maritime-related disciplines;
  - (v) a financial incentive scheme for young people to acquire the first professional qualification as coxswains or engine operators on local vessels;
  - (vi) a partial tuition refund scheme for specialised aircraft maintenance programme;
  - (vii) a scholarship scheme for selected degree or higher degree programmes in the aviation sector offered by recognised local (or overseas) education institutions;  
and
  - (viii) new promotion initiatives.
- (b) Existing staff of the Transport Branch of the Transport and Housing Bureau will be deployed to oversee the CAD's implementation of the study as part of their normal duties.

**CONTROLLING OFFICER'S REPLY****THB(T)100****(Question Serial No. 2454)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 468):

What is the existing establishment of the Office of the Secretary for Transport and Housing? Under the establishment, what is the estimate of personal emoluments for each member of the Office including the Director of Bureau, Deputy Director of Bureau and Political Assistant to Director of Bureau (if any) in this financial year (i.e. 2014-15)?

Post/Rank	Number of person	Estimated Personal Emoluments (per person)	Remarks

Asked by: Hon. LEUNG Kwok-hung

Reply:

In addition to Director of Bureau, Deputy Director of Bureau and Political Assistant to Director of Bureau, the Director of Bureau's Office is provided with eight civil service posts for support, namely one Administrative Officer Staff Grade C, one Executive Officer I, one Personal Assistant, one Senior Personal Secretary, one Personal Secretary I, one Personal Secretary II, one Clerical Assistant and one Personal Chauffeur. The salary provision in terms of notional annual mid-point salary for these eight posts in 2014-15 is estimated to be \$4.46 million. Provision estimated at \$0.5 million is also made in 2014-15 for the Housing Researcher engaged on non-civil service contract terms.

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 for 2014-15 are \$3.38 million, \$2.37 million and \$1.18 million respectively.

**CONTROLLING OFFICER'S REPLY**

**THB(T)101**

**(Question Serial No. 2368)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 11):

It is mentioned in paragraph 39 of the Budget Speech that the Administration has been investing in large-scale strategic road and railway projects to upgrade network efficiency. However, large-scale strategic road and railway projects might have impacts on the foundations of nearby housing estates. In this connection, will the Administration please advise this Committee on:

- (a) the amount of resources, broken down by expenditure items, spent on inspections and related work to assess the impacts of traffic works on the foundations of nearby residential buildings over the past three years; and
- (b) whether the Administration has reviewed the effectiveness of such measures and if yes, the findings? As a number of projects such as the Central Kowloon Route (CKR) and Tseung Kwan O-Lam Tin Tunnel (TKO-LTT) are under planning, will the Administration allocate additional resources to ensure that the related works will not affect the structural safety of nearby housing estates; if yes, the details; if no, the reasons for that?

Asked by: Hon. LEUNG Mei-fun, Priscilla

Reply:

For road works projects undertaken by the Government and railway projects implemented by the MTR Corporation Limited, there is a general provision in the contracts requiring contractors to take all reasonable and practicable steps when carrying out the works to prevent damage to or interference with adjoining structures including their foundation. The contractors are required to conduct condition surveys and install monitoring devices at buildings and structures in the vicinity of works sites prior to the commencement of construction works, and monitor their condition during the construction period. The cost of

the surveys and monitoring works is covered in the contract price and there is no separate breakdown for the related expenditure.

The above measures are in line with overseas practices in relation to the monitoring of the impact of construction works on adjacent buildings. For the CKR project managed by the Highways Department, and the TKO-LTT managed by the Civil Engineering and Development Department (which are at the planning and design stage), consultants have been employed to develop suitable design and construction arrangements such that the construction and subsequent operation of the projects will not affect the structural integrity of the adjacent buildings. Consultants will be employed to supervise the construction works.

**CONTROLLING OFFICER'S REPLY**

**THB(T)102**

**(Question Serial No. 2396)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 40):

To improve accessibility of steep slopes, the Administration has launched the Universal Accessibility (UA) Programme for the retrofitting of escalator links and elevator systems at public walkways. In this connection, will the Administration please advise this Committee on:

- (a) the amount of resources, broken down by expenditure items, allocated for the implementation of the UA Programme over the past three years;
- (b) the estimated expenditure on the UA Programme and the number of projects to be completed under the Programme in the coming three years; and
- (c) whether the Administration will allocate additional resources to the UA Programme to benefit more old urban areas such as Chak On Estate in Shek Kip Mei, which is neither covered by the Programme nor well facilitated that residents have to bear with the inconvenience of walking up and down the hill for meals and shopping in other areas; if yes, the details; if no, the reasons for that?

Asked by: Hon. LEUNG Mei-fun, Priscilla

Reply:

- (a) The UA policy was introduced in August 2012. Prior to the UA policy, the Government has been implementing the retrofitting of barrier-free access facilities at public walkways. The expenditure in 2011-12 was \$6.6 million, whereas the expenditure on the UA Programme in 2012-13 and 2013-14 was \$28.5 million and \$232.9 million (revised estimate) respectively, covering costs for conducting technical feasibility studies / investigation works, design, construction works and supervision of construction.

- (b) The estimated expenditure for the UA Programme in 2014-15 is \$639 million. The Government will follow the established practice of seeking funds for block allocation from the Finance Committee of the Legislative Council before the start of each financial year for an allocation according to the forecast expenditure for the coming year. The Government aims to complete about 210 items under the UA Programme progressively from 2014 to 2018.
  
- (c) The UA Programme aims to provide barrier-free access facilities for public footbridges, elevated walkways and subways. Proposals of hillside escalator links and elevator systems are outside the ambit of the UA Programme, and are separately followed up under the public works mechanism.

**CONTROLLING OFFICER'S REPLY**

**THB(T)103**

**(Question Serial No. 0346)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 1):

Under the Matters Requiring Special Attention in 2014-15, the Administration mentioned that it would continue their efforts in improving the traffic distribution among the road harbour crossings (RHCs). In this connection, please advise on the following:

- (a) the manpower and resources deployed for improving the traffic distribution among the RHCs in 2013-14;
- (b) the estimated manpower and resources to be deployed in 2014-15;
- (c) the breakdown of vehicular flow on roads in Central that are connected with the Western Harbour Crossing (WHC) by time of the day;
- (d) the expenditure and staff establishment involved as the Administration has indicated that it would consider adopting electronic road pricing to effectively control the number of vehicles on road and the overall vehicle mileage; and
- (e) whether the Administration would consider other options, such as differential tolling by time of the day, provision of park-and-ride (PnR) facilities and encouraging shared use of vehicles; if yes, the details and timetable; if not, the reasons for that.

Asked by: Hon. LO Wai-kwok



Reply:

- (a) With respect to the manpower deployed for improving the traffic distribution among the RHCs, the work involved in 2013-14 was undertaken by existing staff of the Transport Branch of the Transport and Housing Bureau and the Transport Department (TD) as part of their normal duties. There is no separate breakdown on the expenditure for the work concerned.

As regards other resources, the Government commissioned a consultancy study on detailed traffic assessment of toll arrangements for the RHCs in May 2011 to modify some of the toll adjustment options in the light of the views received during the public consultation in the first quarter of 2011. The expenditure incurred in this consultancy study in 2013-14 was \$694,000.

- (b) The related work will be absorbed by existing manpower.
- (c) The major connecting road of the WHC in Central is Connaught Road West Flyover. Based on the latest traffic survey conducted by the TD in February 2014, the traffic flow on Connaught Road Flyover from 0800 hours to 2000 hours is as follows –

Hour	East Bound Traffic (number of vehicles)	West Bound Traffic (number of vehicles)
0800 - 0900	3 300	2 300
0900 - 1000	3 100	2 000
1000 - 1100	2 900	2 400
1100 - 1200	2 700	2 200
1200 - 1300	2 400	2 200
1300 - 1400	1 900	1 900
1400 - 1500	2 400	2 600
1500 - 1600	2 300	2 500
1600 - 1700	2 100	2 700
1700 - 1800	2 200	2 700
1800 - 1900	2 600	3 300
1900 - 2000	2 000	3 000
<b>Total (0800 – 2000)</b>	<b>29 900</b>	<b>29 800</b>

- (d) The Government is exploring the possibility of the application of electronic road pricing in the Central District after the commissioning of the Central-Wan Chai Bypass in 2017. At this stage, the related preparation work is absorbed by existing manpower.
- (e) On differential tolling by time of the day, the proposal will likely give rise to traffic management and road safety issues and requires careful consideration.

Currently, PnR service is available at seven railway stations, providing a total of 2 971 parking spaces. PnR service helps alleviate cross-harbour traffic, as car owners are encouraged to drive to railway stations and change to railways for onward journeys that may cover trips across the harbour. In constructing new railway stations, the MTR Corporation Limited will consider providing PnR facilities where practicable.

As regards the promotion of shared use of private vehicles in Hong Kong, public transport already accounts for 90% of passenger journeys in Hong Kong. Given the travelling and working pattern in Hong Kong, we have to consider carefully the effectiveness of the proposal in alleviating traffic congestion.

**CONTROLLING OFFICER'S REPLY**

**THB(T)104**

**(Question Serial No. 0347)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 2):

Regarding the operation of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme), will the Administration please advise on:

- (a) the number of quota reservations and quota applications received by the Transport Department (TD) and the number of quotas approved so far, as well as the distribution of quota reservations as it is understood that quota reservations are made mainly before long holidays;
- (b) whether the Government has reviewed the effectiveness of the first phase of the Scheme; if yes, the details;
- (c) whether the Government has any specific timetable for implementing the second phase of the Scheme; if yes, the details; if not, the reasons for that; and
- (d) whether the Government will make improvements in response to the views that the application procedures concerned are complicated and the fees are high?

Asked by: Hon. LO Wai-kwok

Reply:

- (a) The first phase of the Scheme was rolled out on 30 March 2012. As at 3 March 2014, the TD has received 4 832 quota reservations, among which 3 172 applicants have submitted applications with 2 888 applications approved. As for the quota reservation situation, the TD observed that in general, more quotas were reserved prior to the Mainland long holidays. The number of quotas reserved near the Mainland long holidays since implementation is as follows:

Quota Start Date	Number of Quotas Reserved	Mainland Long Holidays
28.9.2012	29	2012 National Day
29.9.2012	25	
30.9.2012	14	
7.2.2013	50	2013 Chinese New Year
8.2.2013	50	
9.2.2013	50	
10.2.2013	48	
11.2.2013	32	
28.9.2013	11	2013 National Day
29.9.2013	9	
30.9.2013	17	
28.1.2014	50	2014 Chinese New Year
29.1.2014	50	
30.1.2014	50	
31.1.2014	50	
1.2.2014	50	

- (b) and (d) We have been closely monitoring the implementation of the first phase of the Scheme, and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, with a view to enhancing work efficiency and service quality.
- (c) There is no concrete timetable for the second phase of the Scheme. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out public consultation and listen to the views of the community.

**CONTROLLING OFFICER'S REPLY**

**THB(T)105**

**(Question Serial No. 0348)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 3):

Regarding the implementation of the Universal Accessibility (UA) policy, please provide information on the following:

- (a) What are the manpower and expenditure involved in 2013-14 and the estimated expenditure and staff establishment to be deployed in 2014-15?
- (b) To promote the UA programme, the Government encouraged the public to call a hotline to make proposals on public walkways requiring retrofitting of barrier-free access facilities. The proposals were then provided to District Councils for priority setting. Please give the number of proposed locations broken down by their respective authorities: the Highways Department (HyD), the Transport Department, the MTR Corporation Limited (MTRCL), the Housing Authority (HA) and the Link Management Limited (The Link), as well as the number of walkways whose responsible bureaux/departments cannot be determined. What is the Government's solution to this problem?
- (c) Will the Administration allocate additional resources to other government departments (in addition to the HyD) to retrofit barrier-free access facilities for public walkways under their purview to establish a genuine "barrier-free community"?

Asked by: Hon. LO Wai-kwok

Reply:

- (a) The Transport Branch of the Transport and Housing Bureau and the HyD have been deploying existing staff to oversee the implementation of the UA policy. The estimated expenditures for the UA Programme in 2013-14 and 2014-15 are \$233 million and \$639 million respectively.
- (b) and (c) When announcing the UA policy in August 2012, the Government invited members of the public to propose lift locations at public walkways (i.e. public footbridges, elevated walkways and subways) maintained by the HyD where they considered necessary. The policy was very well received, and lift installations involving about 250 public walkways were proposed by the public during the nomination period.

Also, there were suggestions involving 290 locations which fall outside the ambit of the UA policy. A breakdown of the parties concerned of those suggested locations is as follows:

<b>Parties Concerned</b>	<b>No. of locations</b>
MTRCL	73
HA / The Link / Housing Society	96
Other government departments / public sector organisations	51
Private properties	70
<b>Total:</b>	<b>290</b>

Referrals have been made to the relevant parties for consideration and follow up.

When making the referrals to the relevant parties, we appealed to them to join hands to provide a barrier-free environment for the needy.

**CONTROLLING OFFICER'S REPLY**

**THB(T)106**

**(Question Serial No. 0191)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 12):

Under the Matters Requiring Special Attention in 2014-15, the Administration mentioned again that it would maintain policy overview regarding the development of the Lantau Logistics Park (LLP). In this connection, please advise on:

- (a) the indicators being used by the Administration in re-considering whether or not to develop the LLP, and whether such re-consideration is given in response to the proposal stated in the 2014 Policy Address that we should capitalise on the Lantau Island's strength as a transportation hub for the development of "bridgehead economy" and "airport economy" there;
- (b) whether the Administration would take forward the relevant study in the form of an internal study or a consultancy study; if it is taken in the form of an internal study, whether the study would be included as a standing discussion item at meetings of the Hong Kong Logistics Development Council (LOGSCOUNCIL); if it is taken in the form of a consultancy study, what is the estimated expenditure; and
- (c) whether the Administration would consider conducting another round of consultation to collect the latest views of the public and the industry as it has been a decade ago since the Administration last invited Expression of Interest on the LLP project in 2004; if yes, the estimated expenditure for that.

Asked by: Hon. MAK Mei-kuen, Alice

Reply:

Lantau Island has a geographical advantage for logistics development with its proximity to the airport. The enhanced connectivity of Lantau Island through the progressive implementation of major infrastructure projects including the Hong Kong-Zhuhai-Macao Bridge and Tuen Mun – Chek Lap Kok Link, also makes it a possible location for logistics development.

In recent years, there has been steady growth in the logistics industry on the provision of value-added services, and a strong demand for modern logistics facilities. To meet the industry's development needs, the Government has made available sites totally 9.23 hectares in the past six years for logistics development in Kwai Tsing. We have also reserved ten hectares of land in Tuen Mun West, which will be released in phases from 2015 for logistics development subject to confirmation of feasibility and district consultation. In the longer term, the Government will consider the feasibility of earmarking land for logistics use on the potential reclamation sites at Siu Ho Wan and / or Sunny Bay on Lantau Island in the light of overall planning consideration and technical feasibility, the needs of the logistics sector, as well as the global and local economic situation. We will keep the LOGSCOUNCIL informed of progress and consult them if there is any concrete development proposal. For the Transport Branch of the Transport and Housing Bureau, the work involved is undertaken by the existing staff as part of their on-going duties.



**CONTROLLING OFFICER'S REPLY**

**THB(T)107**

**(Question Serial No. 0192)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 9):

Regarding the works on the Tuen Mun Western Bypass (TMWB), the Administration has indicated that despite the community support for the project secured in 2010, it would study if there is room for amendment to the alignment of the Bypass in view of recent local concerns. In this connection, please advise on:

- (a) the expected preliminary design and assessment work completed in 2010, the expenditure incurred and the expiry date of the consultancy contract;
- (b) whether the consultancy contract has been extended in view of the current review by the Administration; if yes, the length for such extension and the increase in the expenditure incurred; if no, whether another consultant would be commissioned;
- (c) the details and timetable of the consultation exercises to be carried out with the relevant District Councils (DCs) and the Heung Yee Kuk (HYK), as well as the details of the revised implementation schedule; and
- (d) the number and post of internal staff to be deployed for the project.

Asked by: Hon. MAK Mei-kuen

Reply:

- (a) After obtaining local support to the proposed alignment in November 2010, the Highways Department (HyD) engaged consultants to proceed with the preliminary design and related assessments. However, some members of the local community were worried that the northern viaduct section of the TMWB and the portal of its southern tunnel section at the Tsing Tin Road Interchange might affect nearby residents, and raised strong objection against the project. As such, the consultants

carried out a preliminary review of these comments. The consultancy agreement was completed at the end of 2013 with an expenditure of about \$22.5 million.

- (b) We are examining if there would be any room for changes to the proposed alignment of the TMWB so as to achieve the anticipated benefits of the project. The objective is to formulate a road scheme which would strike a balance in terms of technical feasibility, environmental concerns, traffic performance and economic benefits. At the same time, we are reviewing the implementation schedule of the project having regard to the latest planning and developments in northwestern New Territories. Separately, the HyD has carried out a number of traffic improvement works to cater for the traffic demand in Tuen Mun. Based on the preliminary traffic assessment, the existing road network in Tuen Mun will be able to cope with the local traffic demand in the next decade.
- (c) When the aforementioned review is completed, the Government will report findings to the relevant District Councils and stakeholders.
- (d) The review is met by internal resources of the relevant departments.

**CONTROLLING OFFICER'S REPLY**

**THB(T)108**

**(Question Serial No. 0195)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 2):

It was mentioned under the Matters Requiring Special Attention in 2014-15 that the Administration would continue to collaborate with the Chartered Institute of Logistics and Transport in Hong Kong (CILTHK) and the Hong Kong Association of Freight Forwarding and Logistics Limited (HAFFA) to implement training programme for the freight logistics sector. In this connection, please advise on:

- (a) the total amount of sponsorship provided by the Hong Kong Logistics Development Council (LOGSCOUNCIL) for the training programme over the past three years and the average training expenses for each training place;
- (b) the number and name of institutes running courses under the training programme, the name of the courses and the number of places and enrolment for each course in each institute over the past three years;
- (c) based on the current enrolment situation, whether additional sponsorship would be made in future to attract more people to join the trade; if yes, the estimated increase in the average training expense and the number of training places;
- (d) the average wage and median wage for freight logistics practitioners upon completion of the training programme over the past three years; and
- (e) the average wage and median wage for the various streams and grades of freight logistics practitioners over the past three years.

Asked by: Hon. MAK Mei-kuen, Alice

Reply:

(a) and (b) With the support of the LOGSCOUNCIL, the Administration provided a sponsorship of \$1 million to the CILTHK and the HAFFA (the Programme Organiser) in 2007-08 for designing and implementing a vocational training programme (the Programme) tailored for the frontline staff of the freight logistics sector. The Programme seeks to enhance the skills and capabilities of the freight logistics workforce by offering practical knowledge that is crucial for freight operations. The Programme is divided into “Airfreight” and “Seafreight” streams, with four modules for each stream. The Programme was rolled out in phases from early 2010 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 launched. Information on the implementation of the Programme in the past three years, including the course title of each module, the respective training institute and the number of enrollment, is set out in Table 1 below.

The average training expenses for each training place in the past three years based on the average course fee charged to each participant of the modules is \$1,687. The course fees only cover the services provided by the training institutes in administering and delivering the modules. They do not include the costs of developing the course materials for the Programme which totalled around \$720,000 for all the eight modules and was sponsored by the LOGSCOUNCIL.

**Table 1**

<u>Course Title</u>	<u>Name of Training Institute</u> <sup>1</sup>	<u>Number of Classes</u> <sup>2</sup> <u>since April 2011</u>	<u>Number of Enrolment</u> <u>since April 2011</u>
<b><i>Airfreight</i></b>			
<u>Module 1</u> – Introduction to Air Freight	Radon Asia Limited	8	156
<u>Module 2</u> – Cargo Documentation		7	129
<u>Module 3</u> – Executive Certificate in Airfreight Operational Supervisory Training	Institute of Entrepreneurship, The Hong Kong Polytechnic University	1	22
<u>Module 4</u> – Executive Certificate in Airfreight Operational Managerial Training	Classes yet to commence.		

<sup>1</sup> In appointing the training institute for the respective modules, the Programme Organiser has invited quotations from universities and a number of other training organisations / industry bodies for the production and delivery of teaching packages. The appointed training institute has to fulfil requirements for the provision of qualified trainers, facilities, etc.

<sup>2</sup> The maximum intake for each class is set at 42 participants for Module 1 of both streams and 30 participants for all the other Modules.

<u>Course Title</u>	<u>Name of Training Institute</u> <sup>1</sup>	<u>Number of Classes</u> <sup>2</sup> <u>since April 2011</u>	<u>Number of Enrolment</u> <u>since April 2011</u>
<b><i>Seafreight</i></b>			
<u>Module 1</u> – Introduction to Sea Freight	YMCA College of Careers	5	79
<u>Module 2</u> – Non Vessel Operating Common Carrier Standard Operating Procedures (Customer Service)		4	40
<u>Module 3</u> – Executive Certificate in Shipping Practices	Classes yet to commence.		
<u>Module 4</u> – Executive Certificate in Warehousing and Distribution			

- (c) The Administration will, in collaboration with the LOGSCOUNCIL and the Programme Organiser, review the Programme after all the modules have been launched to assess its effectiveness, areas for improvement and the way forward.
- (d) The Programme Organiser does not collect information from course participants on their wages.
- (e) We do not have statistics on the average wage and median wage of the freight logistics practitioners.

**CONTROLLING OFFICER'S REPLY**

**THB(T)109**

**(Question Serial No. 0525)**

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

Subhead (No. & title): 700 - General Non-Recurrent

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 50):

Regarding the expenditure under Programme (3) Air and Sea Communications and Logistics Development, please advise on:

- (a) the reason(s) for an increase of 44.3% in the estimated provision for this Programme as compared with that of the last financial year;
- (b) the breakdown of the expenditure incurred by Item 023 "Promotion of Hong Kong's logistics advantages under the Mainland/Hong Kong Closer Economic Partnership Arrangement" under the Operating Account in the last financial year, and the breakdown by types of activities and the manpower and expenditure involved;
- (c) the progress of the preliminary feasibility study for Container Terminal 10 (CT10) at Southwest Tsing Yi in the past year, the expenditure incurred and the estimated timetable for completion; and
- (d) the expenditure of the technical assessments for the ten hectares of sites reserved at Tuen Mun West incurred in the past year, the progress of the work and the estimated timetable for completion.

Asked by: Hon. MAK Mei-kuen, Alice

Reply:

- (a) There is an increase of 44.3% (or \$33.3 million) in the estimates provision for Programme (3) in 2014-15 as compared with the original estimates in 2013-14. It is mainly due to projected increases in -

- (i) operating expenses of \$13.2 million for a number of projects, including the sponsorship programme to promote the adoption of e-logistics by small and medium enterprises, the consultancy on the financial arrangement of the proposed 3RS of the Hong Kong International Airport, the consultancies on monitoring and verification of the design works carried out by the Airport Authority Hong Kong for the 3RS; and
  - (ii) cash flow requirement for non-recurrent items, including the provision of \$17.06 million for the Maritime and Aviation Training Fund.
- (b) The estimated expenditure in 2013-14 for Item 023 “Promotion of Hong Kong’s logistics advantages under the Mainland/Hong Kong Closer Economic Partnership Arrangement” amounts to \$44,500, and was used for publication of relevant brochures. The above work was undertaken by existing manpower.
  - (c) There are two ongoing studies relating to the development of CT10, namely the preliminary feasibility study for the CT10 at Southwest Tsing Yi and the Study on the Strategic Development Plan for Hong Kong Port 2030. An expenditure of about \$830,000 was incurred for this purpose in 2013-14. The results of the studies are being finalised for completion in the next few months.
  - (d) The estimated expenditure in 2013-14 for conducting technical assessments for the ten hectares of land reserved for logistics development in Tuen Mun West is about \$280,000. The study results are expected to be available within 2014.

**CONTROLLING OFFICER'S REPLY**

**THB(T)110**

**(Question Serial No. 0351)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 20):

In paragraph 36 of the Budget Speech, the Financial Secretary stated that the HKSAR Government is assisting the Airport Authority Hong Kong (AA) to press ahead with the planning for a three-runway system and the commissioning of this project will be in 2023. The Financial Secretary mentioned that the Administration would strive to enhance Hong Kong's competitiveness while the commissioning of third runway of Hong Kong International Airport is much delayed. Will the Administration deploy extra manpower and resources to assist the Airport Authority in preparing the detailed project cost, formulating budgets and examining viable financing options? What kind of measures will the Administration adopt to expedite the construction project and strive to attain an earlier commissioning date for the third runway so as to truly enhance Hong Kong's competitiveness as proposed in this year's Budget? In light of the existing labour shortage, how will the Administration ensure that the project will be completed without further delay and surge in construction cost?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The Airport Authority Hong Kong (AA), as the proponent of the Three-Runway System (3RS) project, has engaged consultants to conduct studies in relation to the planning work, namely, the statutory Environmental Impact Assessment, associated design details and financial arrangement for the project. The AA aims to complete the planning work within 2014.

The Government fully recognises the importance and complexity of the 3RS project, and has set up an Airport Expansion Project Coordination Office in 2012 within the Transport



Branch of the Transport and Housing Bureau to closely steer, monitor and assist the AA in carrying out the above planning work.

Apart from the planning work, the AA is also undertaking necessary preparatory work for reclamation in parallel, with a view to commencing construction as soon as the 3RS project obtains all necessary approvals, including statutory approval under relevant Ordinances and, where necessary, funding approval from the Legislative Council. The AA and the Government will continue to explore means to expedite the 3RS programme as far as practicable. Our target remains to commission the 3RS in around 2023.

**CONTROLLING OFFICER'S REPLY****THB(T)111****(Question Serial No. 0313)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 10):

Please provide the following details regarding the casualties of MTR passengers, passenger-on-track cases and related sum of compensation made:

## (a) Figures on casualties of MTR passengers from 2012 to 2014

Railway equipment involved in the accident	2012			2013			2014 (till now)		
	Minor Injuries	Serious Injuries	Deaths	Minor Injuries	Serious Injuries	Deaths	Minor Injuries	Serious Injuries	Deaths
Escalator/Travelator									
Train Door									
Platform Gap									
Platform Screen Door / Automatic Platform Gate									
Lift									
Track									
Miscellaneous									
Total									

\* "Deaths" refer to those who sustained injuries and died within 30 days of an accident. "Serious injuries" refer to those hospitalised for more than 12 hours. Injuries causing death 30 or more days after an accident are also included in this category. "Minor injuries" refer to those requiring roadside attention and hospitalisation for less than 12 hours.

(b) Breakdown of figures on passenger-on-track cases by MTR station from 2012 to 2014

MTR Station	2012			2013			2014 (till now)		
	Minor Injuries	Serious Injuries	Deaths	Minor Injuries	Serious Injuries	Deaths	Minor Injuries	Serious Injuries	Deaths
Chai Wan									
Kowloon Bay									
Kowloon Tong									
University									
Tai Wai									
Ma On Shan									
Tsuen Wan									
...									
...									
...									

\* “Deaths” refer to those who sustained injuries and died within 30 days of an accident. “Serious injuries” refer to those hospitalised for more than 12 hours. Injuries causing death 30 or more days after an accident are also included in this category. “Minor injuries” refer to those requiring roadside attention and hospitalisation for less than 12 hours.

Asked by: Hon. TANG Ka-piu

Reply:

(a) The figures on casualties of MTR passengers from 2012 to February 2014 are as follows:

Railway equipment involved in the accident	2012			2013			2014 (up to 28 February)		
	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	822	923	0	605	674	0	74	81	0
Train door	229	234	0	141	143	0	15	15	0
Platform gap	185	185	0	151	151	0	20	20	0
Platform screen door/ Automatic platform gate	30	32	0	27	27	0	4	4	0
Lift	8	8	0	4	4	0	2	2	0
Miscellaneous	131	191	0	152	232	3	26	28	0
<b>Total</b>	<b>1405</b>	<b>1573</b>	<b>0</b>	<b>1080</b>	<b>1231</b>	<b>3</b>	<b>141</b>	<b>150</b>	<b>0</b>

The above figures exclude cases of suicide/attempted suicide, accidents due to passengers’ own sickness and trespassing. “Miscellaneous” refers to those cases involving passengers or members of the public tripping or falling as a result of losing balance, and Light Rail accidents involving pedestrians or vehicles on the road. There is no individual breakdown on “minor injuries” and “serious injuries”.

- (b) Breakdown of figures on passenger-on-track cases by MTR station from 2012 to February 2014 is as follows (the stations not mentioned have nil case):

Railway line / Station	2012			2013			2014 (up to 28 February)		
	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
<b>Tung Chung Line</b>									
Olympic	1	0	0	0	0	0	0	0	0
	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>East Rail Line</b>									
Hung Hom	1	0	0	4	0	0	0	0	0
Mong Kok East	3	1	1	4	2	0	1	0	0
Tai Wai	5	1	0	3	0	1	0	0	0
Kowloon Tong	3	0	0	7	3	0	1	0	0
Shatin	2	0	0	2	1	0	0	0	0
Racecourse	0	0	0	0	0	0	1	0	0
Fo Tan	3	0	1	0	0	0	1	0	0
University	4	2	0	4	0	3	0	0	0
Tai Po Market	2	0	0	8	4	0	1	0	0
Tai Wo	1	0	0	2	0	0	0	0	0
Fanling	1	0	0	0	0	0	0	0	0
Sheung Shui	4	0	0	9	1	0	0	0	0
Lok Ma Chau	0	0	0	2	1	0	0	0	0
Lo Wu	18	0	0	8	0	0	0	0	0
	<b>47</b>	<b>4</b>	<b>2</b>	<b>53</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>
<b>Ma On Shan Line</b>									
Tai Wai	1	1	0	0	0	0	0	0	0
Che Kung Temple	0	0	0	0	0	0	0	0	0
Sha Tin Wai	1	0	0	0	0	0	0	0	0
City One	0	0	0	0	0	0	0	0	0
Hang On	0	0	0	1	1	0	0	0	0
Ma On Shan	0	0	0	0	0	0	0	0	0
Wu Kai Sha	0	0	0	1	0	0	0	0	0
	<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>	<b>50</b>	<b>5</b>	<b>2</b>	<b>55</b>	<b>13</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>

To protect the interests of both the MTR Corporation Limited (“MTRCL”) and the passengers, the MTRCL has taken out the Third Party Liability Insurance covering the MTRCL’s legal liability and compensation payable to any third parties arising from accidents or incidents related to the operation and business of the MTRCL. The amount of such indemnity payable for each and every occurrence is no less than \$100 million.

The MTRCL has established procedures for passengers to make claims for compensation. The accidents mainly involved falls in railway premises, or were related to railway equipment such as platform gap, escalator, travelator, and train door, etc. The amount of compensation paid by the MTRCL in relation to accidents occurred in the past three years and the number of accidents concerned were as follows:

<b>Year</b>	<b>Amount of compensation (\$)</b>	<b>Number of incidents</b>
2012	16,650	7
2013	12,500	4
2014 (up to 28 February)	0	0

**CONTROLLING OFFICER'S REPLY**

**THB(T)112**

**(Question Serial No. 1574)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 11):

Regarding the review of the fare adjustment mechanism of the MTR Corporation Limited (MTRCL), will the Administration please advise this Committee on:

- (a) the respective numbers, 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 2013 and 2014 (as at the end of February), 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; and
- (c) the carrying capacity of various light rail lines, and also in total, per direction per hour in 2013?

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 disruptions on all railway lines from 2013 to 28 February 2014 are as follows:

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	2013	27	23	4	17	16	1	10	53	6	8	73
	1 Jan to 28 Feb 2014	6	4	1	4	2	1	--	7	--	2	9
31-60 minutes	2013	--	2	--	--	--	--	--	4	--	--	4
	1 Jan to 28 Feb 2014	--	--	--	--	--	--	--	1	--	--	1
61 minutes or more	2013	--	--	--	2	--	--	--	--	--	--	4
	1 Jan to 28 Feb 2014	--	--	--	--	--	--	--	1	--	--	1

(b) The numbers of service disruptions caused by human factors from 2013 to 28 February 2014 are as follows:

Delay Range	Year	No. of Service Disruptions caused by Human Factors
8-30 minutes	2013	19
	1 Jan to 28 Feb 2014	4
31-60 minutes	2013	--
	1 Jan to 28 Feb 2014	--
61 minutes or more	2013	1 <sup>Note</sup>
	1 Jan to 28 Feb 2014	--

Note: A Light Rail derailment incident on 17 May 2013 which is pending court's decision.

(c) The hourly carrying capacity of various Light Rail routes in 2013 are as follows:

Light Rail Route No.	Hourly Carrying Capacity (per Direction) in 2013
505	2 440
507	2 611
610	2 324
614	1 128
614P	1 410
615	1 085
615P	1 410
705	5 640
706	5 640
751	3 021

<b>Light Rail Route No.</b>	<b>Hourly Carrying Capacity (per Direction) in 2013</b>
751P	1 763
761P	6 267
Total	34 739



**CONTROLLING OFFICER'S REPLY**

**THB(T)113**

**(Question Serial No. 1575)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 12):

The Transport and Housing Bureau (THB) oversees the implementation of the West Island Line (WIL), the South Island Line (East) (SIL(E)), the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL), as well as the construction and operational arrangements of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link [XRL (Hong Kong Section) ]. In this connection, please advise this Committee on:

- (a) the breakdown in tabular form of the various construction items under the WIL, XRL (Hong Kong section), KTE, SIL(E) and SCL projects;
- (b) the breakdown in tabular form of the casualties involved in each rail project since its commencement; and
- (c) the breakdown in tabular form of the compensation claims settled and unsettled and their respective amounts of compensation for each rail project since its commencement.

Asked by: Hon. TIEN Puk-sun, Michael

Reply:

- (a) The construction items under the Public Works Programme for the WIL, XRL (Hong Kong Section), KTE, SIL(E) and SCL projects are listed below:

<b>Name of project</b>
WIL - essential public infrastructure works
XRL (Hong Kong Section) - construction of railway works
XRL (Hong Kong Section) - construction of non-railway works
KTE - essential public infrastructure works
SIL(E) - essential public infrastructure works
SCL - construction of railway works – protection works
SCL - construction of railway works – protection works in Wan Chai Development Phase II
SCL - construction of railway works – advance works
SCL - construction of non-railway works – advance works
SCL - construction of railway works – remaining works
SCL - construction of non-railway works – remaining works

- (b) The information on casualties involved in the five railway projects under construction as at end February 2014 is tabulated below:

<b>Railway Projects</b>	<b>Number of deaths since commencement of the works</b>	<b>Number of injuries since commencement of the works</b>
WIL	1	149
XRL (Hong Kong Section)	3	319
KTE	0	18
SIL(E)	0	128
SCL	0	63

- (c) The information on claims and compensation for the five railway projects under the Railways Ordinance as at end February 2014 is tabulated below:

<b>Railway Projects</b>	<b>Number of settled claims</b>	<b>Number of unsettled claims</b>	<b>Compensation Amount paid for settled claims (\$ million)</b>
WIL	289	5	139.5
XRL (Hong Kong Section)	55	78	4.25
KTE	2	5	0
SIL(E)	21	9	0.02
SCL	1	6	0

The total amount of unsettled claims for compensation is not available since some of the claimants have not yet submitted the details.

**CONTROLLING OFFICER'S REPLY**

**THB(T)114**

**(Question Serial No. 1590)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 27):

Regarding paragraph 36 of the Budget Speech, please advise on the following:

- (a) The Airport Authority Hong Kong (AA) is pressing ahead with the project on the three-runway system and has completed the related feasibility study. What is the estimated traffic volume, passenger throughput and cargo throughput of the three-runway system upon its completion?
- (b) What is the estimated average annual recurrent expenditure of the three-runway system upon its completion?

Asked by: Hon. TIEN Puk-sun, Michael

Reply:

- (a) The Three-Runway System (3RS) aims to satisfy the long-term air traffic demand of the Hong Kong International Airport (HKIA). According to the Hong Kong International Airport Master Plan 2030 (MP 2030) of the AA, the capacity of the HKIA under the 3RS will increase from 420 000 air traffic movements (ATM) per year under the existing two-runway system to 620 000 ATM per year. By 2030, the HKIA is expected to handle at least 97 million passengers and 8.9 million tonnes of cargo annually.
- (b) The cost of the 3RS project is estimated to be around \$136 billion (in money-of-the-day prices) according to the MP 2030. The AA, as the proponent of the project, is carrying out the necessary planning work for the project, which includes a review of the cost estimate as well as other relevant cost information. Work in this respect is on-going.

**CONTROLLING OFFICER'S REPLY**

**THB(T)115**

**(Question Serial No. 1421)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 3):

What are the respective numbers of arriving and departing passengers using the SkyPier on the Lantau Island over the past five years? What is the degree of saturation and loading capacity? What is the number of ferries involved? Will the Administration study the opening of SkyPier to non-airport users? What will be the expenditure involved? When will the findings be available?

Asked by: Hon. TO Kun-sun, James

Reply:

The main purpose of the SkyPier is to provide convenient and speedy ferry services for air-to-sea/sea-to-air transit passengers travelling between Hong Kong and the Pearl River Delta (PRD) region 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 security requirements for transit passengers and baggage. The existing SkyPier is located within the Airport Restricted Area at the Hong Kong International Airport where customs, immigration and quarantine facilities are not provided. Therefore, the existing SkyPier is not open for use by non-transit passengers.

Cross-boundary ferry terminals are planned and provided by the Government on a territory-wide basis. The two existing cross-boundary ferry terminals (CBFTs) (i.e. the Hong Kong – Macau Ferry Terminal and the China Ferry Terminal) managed by the Government will have a sufficient capacity to meet the projected demand for cross-boundary ferry services in the foreseeable future. As such, there is no plan for a third government-managed CBFT at this stage.

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

Based on the AA's information, the four berths at the SkyPier can currently cope with a maximum of about four million transit passengers every year. The transit passenger throughput of the SkyPier in the past five years was as follows:

Year	Transit passenger throughput (million passengers)
2009	1.8
2010	2.2
2011	2.4
2012	2.6
2013	2.7

**CONTROLLING OFFICER'S REPLY****THB(T)116****(Question Serial No. 1422)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 4):

What are the respective numbers of arriving and departing passengers using the China Ferry Terminal (CFT) and the Hong Kong-Macau Ferry Terminal (MFT) over the past five years? What is their degree of saturation and loading capacity? What is the number of ferries involved? If the utilisation of the two Terminals exceeds their capacity, what measures will be taken by the Administration to ensure that their services will not be affected? What is the estimated expenditure?

Asked by: Hon. TO Kun-sun, James

Reply:

The respective passenger throughputs, number of ferry trips and loading rate of the two cross-boundary ferry terminals (CBFTs) managed by the Government, i.e. the MFT and the CFT for the past five years were as follows:

Year	MFT			CFT		
	Passenger throughputs	Ferry trips	Loading rate	Passenger throughputs	Ferry trips	Loading rate
2009	15.6 million	93 746	49.02%	6.6 million	48 155	36.63%
2010	17.3 million	95 383	51.31%	7.2 million	50 147	37.56%
2011	17.8 million	95 515	52.53%	7.7 million	47 371	42.32%
2012	17.7 million	92 162	58.66%	8.1 million	46 078	45.29%
2013	17.6 million	90 319	60.12%	8.6 million	45 466	48.95%

The daily maximum handling capacities of the two CBFTs add up to about 290 000 passengers. In 2013, the total peak daily patronage was about 131 000 passengers only, accounting for some 45% of the total handling capacities of the two CBFTs. We expect that

the two CBFTs will have sufficient capacity to meet the projected demand for cross-boundary ferry services in the foreseeable future.

**CONTROLLING OFFICER'S REPLY**

**THB(T)117**

**(Question Serial No. 1431)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 15):

Regarding the proposed development of Container Terminal 10 (CT10) at Southwest Tsing Yi mentioned in 2013-14, what are the findings and specific details of the study and the expenditure incurred?

Asked by: Hon. TO Kun-sun, James

Reply:

There are two ongoing studies relating to the development of CT10, namely the preliminary feasibility study for the CT10 at Southwest Tsing Yi (PFS) and the Study on the Strategic Development Plan for Hong Kong Port 2030 (HK Port 2030). An expenditure of about \$830,000 was incurred for this purpose in 2013-14. The PFS will assess the technical feasibility, environmental acceptability as well as the resources involved in the development of the CT10. The HK Port 2030 will update the port cargo forecasts, as well as to recommend how to make more efficient use of the existing port facilities and review the future development plan for Hong Kong Port. The results of the studies are being finalised for completion in the next few months.



**CONTROLLING OFFICER'S REPLY**

**THB(T)118**

**(Question Serial No. 3136)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 5):

The provision made by the Transport Branch of the Transport and Housing Bureau for land and waterborne transport for 2014-15 is \$79.4 million, which is 3.9% less than that for 2013-14. Given the increasing number of visitors to Hong Kong by land (individual travellers) and by sea (cruise passengers), why has the Administration reduced the relevant expenditure?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

There is a slight decrease of \$3.2 million (or 3.9%) in the estimates provision for Programme (2) Land and Waterborne Transport in 2014-15 as compared with the original estimates in 2013-14. The decrease is mainly due to the reduced requirement in 2014-15 for projects completed or near completion and one-off events in 2013-14.

**CONTROLLING OFFICER'S REPLY**

**THB(T)119**

**(Question Serial No. 3160)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 6):

The provision made by the Transport Branch of the Transport and Housing Bureau for air and sea communications and logistics development for 2014-15 is \$108 million, representing a significant increase of 44.3% over that for 2013-14. Part of the provision will be used for the creation of one post. Please advise on:

- (a) the title of the post and its duties;
- (b) the rank of the post; and
- (c) the remuneration and benefits of the post.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

An Assistant Clerical Officer (ACO) post will be created in 2014-15 to provide clerical support to the secretariat serving the Air Transport Licensing Authority. The notional annual mid-point salary of an ACO is \$0.22 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)120**

**(Question Serial No. 3186)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 41):

The growth of local logistics and freight services is under serious threats from container industries in our neighbouring areas. How will the Administration reinforce Hong Kong's position as an international maritime centre? Which recommendations of the Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre (the Consultancy Study) will be adopted? What is the provision involved?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The Government will seek to consolidate and enhance Hong Kong's position as an international maritime centre, by upgrading our maritime-related infrastructure and facilities, and strengthening multi-modal transport connectivity. We will also join hands with the industry to conduct various marketing and promotion activities in the Mainland and overseas. Furthermore, the Government will seek to establish more arrangements on avoidance of double taxation covering shipping income with our trade partners, with a view to creating a more competitive business environment. To support the long-term development of our maritime and aviation industries, the \$100-million Maritime and Aviation Training Fund has been set up, and will commence operation in April 2014.

A major recommendation of the Consultancy Study is that the Government set up a statutory maritime body to strengthen the present institutional setup, with a view to proactively driving the long-term development of the maritime industry in Hong Kong. In the coming year, the Government will work out the functions, funding, structure, mode of operation etc. of the proposed new body, to ensure that it is practicable in terms of financial and business sustainability. The Transport Branch of the Transport and Housing Bureau will handle the relevant work with its existing resources.

**CONTROLLING OFFICER'S REPLY**

**THB(T)121**

**(Question Serial No. 3187)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 42):

In 2004, the then Chief Executive TUNG Chee-hwa set up the Lantau Development Task Force, which proposed the development of the Lantau Logistics Park (LLP). However, it has not been implemented and no progress has been made. The Transport and Housing Bureau (THB) mentions in the Matters Requiring Special Attention in 2014-15 that it will continue to maintain policy overview regarding the development of the LLP. Does the Administration intend to re-introduce the proposal? What are the details of the current proposal? As the Lantau Island today is quite different from then, how can the Administration ensure that the proposal is suitable for the current development of the Lantau Island?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

To meet the development needs of the logistics industry, the Government has made available sites totally 9.23 hectares in Kwai Tsing in the past six years for developing modern logistics centers. We have also reserved ten hectares of land in Tuen Mun West, which will be released in phases from 2015 for logistics development subject to the confirmation of feasibility and the district consultation. In the longer term, the Government will consider the feasibility of earmarking land for logistics use on the potential reclamation sites at Siu Ho Wan and / or Sunny Bay on Lantau Island in the light of overall planning consideration and technical feasibility, the needs of the logistics sector, as well as the global and local economic situation. There is no concrete development plan for the LLP at the moment.

**CONTROLLING OFFICER'S REPLY**

**THB(T)122**

**(Question Serial No. 3188)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 43):

The Administration plans to increase the capacity of the two existing runways of the Hong Kong International Airport (HKIA) to 68 flight movements per hour by next year. What is the maximum capacity of the existing runways? When will it reach its maximum level?

The commissioning of the third runway will be in 2023 at the earliest even if its environmental impact assessment (EIA) report is approved. Does the Administration have other ways to increase the capacity of our existing runways?

What is the latest estimated cost of the third runway? What is the preferred mode of financing for the construction of the third runway?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The existing two-runway system at the HKIA is expected to reach its practical maximum capacity of 420 000 annual air traffic movements in the next few years. The Civil Aviation Department and the Airport Authority Hong Kong (AA) will continue to monitor the air traffic growth situation and work closely with the airlines to explore all possible means to fully utilise the runway capacity of the existing two-runway system.

To cope with the medium-term demand, the AA is implementing Phase 1 of its midfield expansion project at the HKIA. A passenger concourse is under construction to provide 20 additional aircraft parking stands. Works on the project started in late 2011 and is expected to be completed by the end of 2015. At the same time, the AA has started the design of the Phase 2 midfield expansion project, and is exploring the feasibility of providing additional aircraft parking stands. Last year, 20 new aircraft parking stands on the western part of the

midfield area were made available. An additional eight new aircraft parking stands will also be commissioned by the end of 2014. Upon completion of all these expansion projects (excluding the Phase 2 midfield expansion project which is under planning), the number of aircraft parking stands will increase by about 30%.

Regarding cargo facilities, with the full commissioning of a new air cargo terminal in October 2013, the overall cargo handling capacity of the HKIA has increased by 50% to 7.4 million tonnes per annum.

Notwithstanding the above ongoing expansion projects which could incrementally and temporarily provide more capacity to the HKIA, it is essential to take forward the implementation of the three-runway system (3RS) project as soon as possible in order to cater for long-term air traffic demand and maintain the HKIA as well as Hong Kong's competitiveness amidst increasing competition from neighbouring airports.

The cost of the 3RS project is estimated to be around \$136 billion (in money-of-the-day prices) according to the HKIA Master Plan 2030. The AA, as the proponent of the project, is carrying out the necessary planning work for the project, which includes a review of the cost estimate as well as other relevant cost information, and the viable financial arrangement for the 3RS project. Work in this regard is on-going. The AA will make recommendations on the financial arrangement for the Government's consideration. The Government is open to all practicable financing options for the 3RS project.

**CONTROLLING OFFICER'S REPLY**

**THB(T)123**

**(Question Serial No. 2484)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 51):

Regarding the continued effort in monitoring the operation of cross-boundary ferry services:

- (a) Has the Administration reviewed the sufficiency of berths and other ancillary facilities at each cross-boundary ferry terminal (CBFT), and their overall operational performance and efficiency? If yes, what are the findings and the corresponding measures? If no, what are the reasons for that and will there be any review in future?
- (b) Will additional resources and manpower be allocated in 2014-15 to cope with the needs arising from increased utilisation of CBFTs? If yes, what is the amount of the additional provision and manpower, and what are the posts to be involved?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

- (a) There are currently two 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 are managed by the Government. At present, the daily maximum numbers of berthing slots available at the MFT and the CFT for high speed crafts and conventional ferries are 528 and 408 respectively. In 2013, less than one-third of the total numbers of berthing slots available were allocated and used by ferry operators. Hence, the berths and ancillary facilities at the two CBFTs are sufficient for cross-boundary ferry services. In 2013, effective and stable services were provided at the two CBFTs, with 99% ferry trips being on schedule. The Marine Department (MD) endeavours to ensure that the berthing slot allocation mechanism is able to cope with the need of ferry operators to respond to market demand.

The MD also reviews the use of the CBFTs from time to time, with a view to further improving terminal facilities and operation and providing a more desirable environment for passengers. For example, pursuant to the Review of the Use of CBFTs carried out in 2008, the MD carried out and completed upgrading works at the CFT and the MFT in December 2011 and August 2012 respectively.

- (b) The MD will carry out the work at the two CBFTs in 2014-15 using existing manpower and resources.



**CONTROLLING OFFICER'S REPLY**

**THB(T)124**

**(Question Serial No. 2710)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 41):

As regards taking forward the proposed pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay:

- (a) What are the expenses and manpower involved in 2014-15 for taking forward the schemes? What are their specific details and implementation timetable?
- (b) Will the Bureau extend the schemes to other areas, particularly those with high pedestrian flow? If yes, what are the details and the implementation timetable for the respective areas? If not, what are the reasons for that?
- (c) In line with the implementation of the schemes, will the Bureau conduct systematic planning for and management of the parking and staging of tour coaches within these areas? If yes, what are the details and the estimated expenditure and manpower involved in such work?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

- (a) The latest position of the proposed pedestrian environment improvement schemes are as follows.

Proposed Scheme	Latest Position
Yuen Long Town Pedestrian Environment Improvement Scheme	<p>A number of pedestrian environment improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment taking into account views gathered from the public engagement exercise in 2009 to 2010.</p> <p>So far, five minor schemes have been completed. The Highways Department (HyD) will complete the other minor schemes as early as possible within 2014.</p> <p>The HyD commissioned a feasibility study on the major schemes (including streetscape improvement at Fung Yau Street North and Fung Cheung Road, improvement of the junction of Castle Peak Road and Kuk Ting Street, and a footbridge system along the Yuen Long Nullah) in September 2011. In May 2013, the HyD completed a public engagement exercise to collect views on the proposed major schemes. They were generally supported by the Yuen Long District Council and the locals. Detailed design for the first two items is in progress. For the footbridge system, the HyD is planning to engage a consultant to carry out further investigation and detailed design.</p>
Mong Kok Footbridge System	<p>Following the completion of the preliminary technical feasibility study, the HyD engaged a consultant in October 2013 to carry out further investigations, covering the programme and method of construction, traffic impact during construction, utility diversion requirements, etc. The further investigations are expected to take two years.</p>
Causeway Bay Pedestrian Subway System	<p>The HyD commissioned a feasibility study for the proposal in 2011, and has conducted two rounds of public engagement as part of the study. The HyD is considering ways to address the key issues raised by the public, including blockage of existing footpaths and shop frontages by ground level subway exits, disruptions resulting from temporary traffic arrangements during construction, and connections with adjacent shopping arcades. The HyD will revert to the Wan Chai District Council on the way forward.</p>

The expenditure of the three schemes in 2014-15 is estimated to be \$11 million for the employment of consultants to carry out feasibility study, investigation studies and design, as well as ground investigation works. The Transport Branch of the Transport and Housing Bureau has been deploying existing staff to monitor progress of the above works.

- (b) The Transport Department (TD) and the HyD will continue to design and implement improvement measures for enhancing pedestrian environment in different parts of Hong Kong as and when appropriate.

- (c) The TD will continue to monitor the situation on coach parking and related matters, and consider implementing coach picking up/setting down or parking facilities as necessary, provided that road safety and normal flow of traffic are not affected. No additional resources are required at the moment.

**CONTROLLING OFFICER'S REPLY**

**THB(T)125**

**(Question Serial No. 1470)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 33):

During the financial year 2014-15, the Government will continue to oversee the implementation of the Universal Accessibility (UA) policy for the retrofitting of barrier-free access facilities at public footbridges, elevated walkways and subways. For the current financial year, how many projects under the UA policy will be carried out in Kowloon East? What are the respective locations and costs of these projects?

Asked by: Hon. TSE Wai-chun, Paul

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on UA which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public, and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed, and the Government is consulting various DCs on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the district.

Of the selected priority items under the Expanded Programme and the technically feasible items under the Original Programme, 35 are located in Kowloon East area (including 12 items in Kowloon City, ten items in Wong Tai Sin and 13 items in Kwun Tong). Construction works for three of these items have already commenced at a total estimated cost of \$75 million. The construction costs for other items will only be known after completion of the respective technical feasibility studies and detailed designs.

**CONTROLLING OFFICER'S REPLY**

**THB(T)126**

**(Question Serial No. 1475)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 40):

The Financial Secretary has mentioned that the Government will expedite the airport's North Commercial District (NCD) development to tie in with the third runway project and the Lantau Development. Will the NCD development include sites for lease to dealers of international famous brands for running their outlets, targeting transfer passengers and shopping tourists, to alleviate the crowdedness in shopping areas such as Tsim Sha Tsui and Causeway Bay? If yes, what are the details? If no, what are the reasons for that?

Asked by: Hon. TSE Wai-chun, Paul

Reply:

At the end of 2013, the Airport Authority Hong Kong (AA) Board decided that the AA would proceed immediately with the development of a new hotel at the NCD as the area's first phase of commercial development. The AA plans to construct a hotel with more than 1 000 rooms, and sent out invitations for Expressions of Interest for the new hotel development in January 2014. In parallel, the AA is actively pursuing relevant planning work related to the Master Layout Plan for the entire NCD development, including a detailed study on the development strategy and arrangements for the NCD.

**CONTROLLING OFFICER'S REPLY**

**THB(T)127**

**(Question Serial No. 1486)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 43):

What are the respective numbers of serious MTR incidents over the past three financial years? What is the total amount of fines imposed? During the financial year 2014-15, will the Bureau review the existing penalty mechanism and consider imposing heavier penalties?

Asked by: Hon. TSE Wai-chun, Paul

Reply:

The numbers of serious MTR incidents causing disruptions in service for 31 minutes or above in 2011, 2012 and 2013 are seven, eight and five respectively.

Under the service performance arrangement which was introduced after the review on the Fare Adjustment Mechanism of the MTR Corporation Limited (MTRCL) in 2013, a fine ranging from \$1 million to \$15 million would be imposed on the MTRCL for service disruptions of 31 minutes or above (except those disruptions caused by factors outside the MTRCL's control such as passengers' behaviours and bad weather). Proceeds are credited to a fare concession account and returned to passengers through the "10% Same Day Second Trip Discount" scheme (the Scheme).

With the introduction of the service performance arrangement in 2013, the total penalty sum of \$13 million in 2012 was given back to passengers through the Scheme starting from 30 June 2013. The total penalty sum in 2013 is \$27.5 million, which will be given back to passengers through the same scheme starting from June 2014.

The service performance arrangement is designed having regard to the need to avoid putting undue pressure on the MTRCL's frontline staff to hurry their repair works, in order not to risk the quality of the repair works. Yet, the Government is alive to the concern that the senior management of the MTRCL should be held more accountable to incidents of serious

service disruption, and has taken up the issue with the Board of the MTRCL. The Board has subsequently tasked its Remuneration Committee to look into the issue. The Government will keep in view the development.



**CONTROLLING OFFICER'S REPLY**

**THB(T)128**

**(Question Serial No. 2423)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 55):

In the 2013-14 financial year, has the Government allocated resources to attract or subsidise the training of aircraft engineering staff? If yes, what are the details?

What is the manpower shortage faced by the aircraft engineering industry? Has such shortage hampered the development of the aircraft maintenance industry? In the 2014-15 financial year, how much additional resources will be allocated and what are the policies to train technicians for the industry to alleviate its manpower shortage?

Asked by: Hon. TSE Wai-chun, Paul

Reply:

The Finance Committee of the Legislative Council approved on 10 January 2014 a commitment of \$100 million over a period of five years from 2014-15 to 2018-19 to establish and operate the Maritime and Aviation Training Fund (MATF). The MATF will be used to sustain and enhance existing training schemes and scholarships, as well as to launch new initiatives for the maritime and the aviation sectors. The MATF will commence operation in April 2014.

According to aircraft maintenance operators at the Hong Kong International Airport, most of their entry-level intakes are graduates of the two specialised aircraft maintenance programmes offered by the Vocational Training Council, namely the Higher Diploma in Aircraft Maintenance Engineering and the Diploma in Vocational Education (Aircraft Maintenance). To offer young people an extra incentive to join the aircraft maintenance industry, we will launch a partial tuition refund scheme, as one of the new initiatives under the MATF, to provide students of the above two specialised aircraft maintenance

programmes with a one-off 50% refund of the total tuition fee, on the condition that they complete the programmes and join the aircraft maintenance industry. We estimate that 600 students will benefit from the scheme over the five-year period, with an estimated funding of \$12 million required for five years.

Besides, the Airport Authority Hong Kong (AA) has been in active discussion with the industry on the implementation of appropriate measures to recruit more manpower. For example, the AA jointly organised job fairs with the Labour Department or industry players in the past three years. The AA also organises briefings and visits for secondary schools and tertiary institutions from time to time to let students know more about the operation and future development plan of the airport, as well as the employment opportunities, so as to encourage them to join the aviation industry upon graduation.

**CONTROLLING OFFICER'S REPLY**

**THB(T)129**

**(Question Serial No. 0156)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 88):

In 2014-15, what are the estimated provisions for the salaries and allowances for the Deputy Director of Bureau and Political Assistant to Director of Bureau in the Transport and Housing Bureau?

Asked by: Hon. WONG Yuk-man

Reply:

For budgetary purposes, the provisions for the salary in respect of the positions of Deputy Director of Bureau and Political Assistant to Director of Bureau in the Transport and Housing Bureau for 2014-15 are \$2.37 million and \$1.18 million respectively.

**CONTROLLING OFFICER'S REPLY**

**THB(T)130**

**(Question Serial No. 1540)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 20):

Regarding the proposals on the provision of hillside escalator links and elevator systems, please advise on:

- (a) the progress of the top ten proposals and their (i) expected dates of commencement, (ii) expected dates of completion, (iii) expenses paid so far and (iv) the estimated total project cost;
- (b) the progress of the study commenced earlier on as indicated by the Transport Department on the proposals ranked eleventh and twelfth, and the anticipated time when their feasibility studies and detailed design work commence;
- (c) the anticipated time when the Government conducts feasibility studies for the remaining proposals.

Asked by: Hon. WU Chi-wai

Reply:

The Government established a set of 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 assessment for the 20 proposals received at the time was completed in 2010, and the results were reported to the Legislative Council Panel on Transport in February 2010. Two proposals were screened out initially, and 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.

Among the 18 ranked projects, a total estimated capital cost of \$703 million has been committed for two projects. Details are as follows:

Proposal	Progress	Cost Estimate (\$ million)
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.	608
Yuet Wah Street Pedestrian Linkage	This project is being implemented by the Civil Engineering and Development Department under the Government's policy objective of urban regeneration and enhancing pedestrian connectivity to tie in with the Kwun Tong Town Centre Redevelopment. The construction works commenced in April 2013 for completion in October 2015.	95

The Highways Department (HyD) has completed the preliminary technical feasibility studies, with the deployment of internal resources, for eight out of the nine proposals ranked top ten. The HyD is now undertaking investigation and preliminary design works for these eight proposals that have been preliminarily found technically feasible. For four of these proposals, expenses amounting to \$2.84 million have been incurred for ground investigation and consultancies for further investigation/preliminary design. Details are as follows:

Proposal	Preliminary Technical Feasibility Study	Expenditure incurred as at 3.3.2014 (\$ million)
Braemar Hill Pedestrian Link	completed	0.60
Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	completed	1.07
Escalator Link and Pedestrian Walkway System at Pound Lane	completed	0.81
Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	completed	-
Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	completed	-
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	0.36

Since these proposals are still at the early stage of planning and design, the commencement and completion dates of the projects, as well as the cost estimates have yet to be determined.

It is revealed in the preliminary technical feasibility study for the proposal "Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road" (ranked 10th)

that the project involves two dangerous private slopes. The HyD will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.

After reviewing its manpower resources, the HyD has also commenced the preliminary technical feasibility studies for the two proposals, namely “Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tung Tsui Street, Kwai Chung” (ranked 11th) and “Lift and Pedestrian Walkway at Luen On Street” (ranked 12th).

**CONTROLLING OFFICER'S REPLY**

**THB(T)131**

**(Question Serial No. 1541)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 21):

Regarding the continued efforts in improving the traffic distribution among the road harbour crossings (RHCs), will the Government conduct any traffic studies prior to the expiry of the franchise of the Eastern Harbour Crossing (EHC) in 2016 to improve the design of the connecting roads at the EHC exits and in the vicinity? If yes, when will the study be commenced and what is the estimated expenditure?

Asked by: Hon. WU Chi-wai

Reply:

The traffic conditions at the EHC and its vicinity are in general acceptable. The Government does not foresee a drastic change in the traffic flow at the EHC in the short run. We will continue to closely monitor the traffic situation at all RHCs and their neighbouring areas, and implement further traffic management measures when necessary. At this stage, no traffic studies on the design of the connecting roads at the EHC exits and in the vicinity have been planned.

**CONTROLLING OFFICER'S REPLY**

**THB(T)132**

**(Question Serial No. 1625)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 38):

In respect of formulating policies on the management of traffic under this Programme, please advise this Committee on:

- (a) the annual staffing provision for and expenditure of the Railways Ordinance Unit (ROU) under the Transport Branch (TB) from 2010 to 2014 and the major duties of the ROU;
- (b) the reasons why the TB has not submitted the proposed amendments to the Mass Transit Railway By-laws (Cap. 556B) and the Mass Transit Railway (North-west Railway) Bylaw (Cap. 556H) to this Council for consideration since it briefed this Council on the same in June 2010;
- (c) the annual staffing provision for following up on the proposed amendments to the Mass Transit Railway By-laws and the Mass Transit Railway (North-west Railway) Bylaw from 2010 to 2014; and
- (d) whether the proposed amendments to the Mass Transit Railway By-laws and the Mass Transit Railway (North-west Railway) Bylaw will be submitted to this Council for consideration within the coming 12 months; if yes, the relevant details; if no; the reasons for that.

Asked by: Hon. WU Chi-wai

Reply:

- (a) The establishment for and annual expenditure of ROU under the TB from 2010 to 2014 are set out below.



Item	2010-11	2011-12	2012-13	2013-14
No. of Officers under Permanent Establishment	2 Senior Executive Officers; 1 Executive Officer I	3 Senior Executive Officers; 1 Executive Officer I; 1 Executive Officer II; 2 Assistant Clerical Officers; 1 Clerical Assistant	3 Senior Executive Officers; 1 Executive Officer I; 1 Executive Officer II; 2 Assistant Clerical Officers; 1 Clerical Assistant	3 Senior Executive Officers; 1 Executive Officer I; 1 Executive Officer II; 2 Assistant Clerical Officers; 1 Clerical Assistant
Staff and Operating Expenditure	\$3.92 million	\$5.73 million	\$5.35 million	\$5.37 million

The ROU is mainly responsible for (1) gazetting railway schemes, related amendments, corrections and road closures under the Railways Ordinance; and (2) handling objections to the railway schemes and related amendments under the Railways Ordinance.

- (b) and (d) The review on the Mass Transit Railway By-laws (Cap. 556B) and the Mass Transit Railway (North-west Railway) Bylaw (Cap. 556H) was discussed at the meetings of the Legislative Council Panel on Transport Subcommittee on Matters Relating to Railways in January 2009 and June 2010. After several rounds of discussion at the time, no clear view was formed on how the two sets of by-laws should be amended. The MTR Corporation Limited (MTRCL) subsequently reviewed the matter and considered that the two sets of by-laws by and large adequately facilitate proper and efficient railway services. Therefore, the MTRCL has no plan for the time being to pursue the proposed amendments.
- (c) The work is part of the normal duties of relevant officers in the TB and the Transport Department, and no additional expenses are involved during 2010-2014.

**CONTROLLING OFFICER'S REPLY**

**THB(T)133**

**(Question Serial No. 2161)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 2):

During 2014-15, the Transport and Housing Bureau will identify enhancement measures to existing port facilities in the light of the findings of the Study on the Strategic Development Plan for Hong Kong Port 2030 (the Study). Please advise this Committee on the latest progress of the relevant work; details and timetable of any plans; and when stakeholders will be informed of such measures.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The Study is currently at its final stage and is expected to be completed in the next few months. Stakeholders' views have been sought in the course of the Study. Upon completion, the Government will announce the Study results and the way forward, including proposals to enhance the existing port facilities.

**CONTROLLING OFFICER'S REPLY**

**THB(T)134**

**(Question Serial No. 2188)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 29):

Regarding the development of high value-added logistics services in Hong Kong, please advise this Committee on the latest progress of efforts made by the Transport and Housing Bureau in 2013-14 in promoting e-logistics, the specific work plan for 2014-15 and the estimates involved.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

For the promotion of e-logistics, the Government has been providing sponsorship for the implementation of industry initiatives with the support of the Hong Kong Logistics Development Council (LOGSCOUNCIL). Two relevant initiatives for 2013-14 include the "Feasibility Study on Cross Border Supply Chain Visibility across Guangdong, Hong Kong and Asia" (the SCV Study) and development of the "Secure Air Freight Enclosure" (SAFE) for the On-board Trucker Information System.

The SCV Study, which is conducted by the GS1 Hong Kong and the Li & Fung Institute of Supply Chain Management & Logistics (the project team), 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, was completed in 2012. Phase 2 of the SCV Study comprises pilot case studies to examine the operational and technical issues in implementing cross-boundary supply chain visibility. In 2013-14, the project team has been liaising with relevant stakeholders and making preparations for conducting the Phase 2 pilot studies, which are scheduled for the first half of 2014.

SAFE, which was developed by the Hong Kong Productivity Council (HKPC) in collaboration with the Hong Kong Association of Freight Forwarding and Logistics Limited, is a security device to enable real-time monitoring of air cargoes against unauthorised tampering while they are in transit from the warehouse to the airport. A pilot project to assess the functionality, operational efficiency and cost-effectiveness of the SAFE was completed, and its results were reported to the LOGSCOUNCIL in 2013-14. Members of the LOGSCOUNCIL noted the pilot test results that the SAFE was effective in providing real time monitoring of cargo on trucks through accurate tracking of the location and time information of any unauthorised tampering. They made comments and suggestions on areas for further improvement. The HKPC will continue to optimise the design of the SAFE taking into account comment of the LOGSCOUNCIL members and feedback from stakeholders.

In 2014-15, we have earmarked \$4 million for the organisation of the “SMe-Plug Jumpstart Program” (the Jumpstart Program) in collaboration with the Hong Kong R&D Centre for Logistics and Supply Chain Management Enabling Technologies (LSCM) and the HKPC. The SMe-Plug is an "Inter-operable data connector" that is being developed by the LSCM to reduce costs and efforts required of logistics SMEs in making connections with e-services platforms. Development of the SMe-plug is expected to be completed in the fourth quarter of 2014. To provide incentives for the use of the SMe-plug and the adoption of e-freight, LOGSCOUNCIL has endorsed the organisation of the Jumpstart Program in the fourth quarter of 2014. Under the Jumpstart Program, 100 participating logistics SMEs will be provided with matching fund to support their initial set-up of the SMe-plug, either at the maximum of \$30,000 or 50% of the set-up cost, whichever is less. A Steering Committee comprising members from the LOGSCOUNCIL and relevant parties will be formed to draw up the detailed implementation plan for the Jumpstart Program.

**CONTROLLING OFFICER'S REPLY**

**THB(T)135**

**(Question Serial No. 2189)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 30):

Please advise this Committee on the latest progress of the following tasks, as well as the specific work plans and targets for them in 2014-15:

- (a) identification of land for logistics development;
- (b) development of the Lantau Logistics Park (LLP); and
- (c) review of the provision of land for port and related uses in the Kwai Tsing area.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

- (a) and (b) In 2013, we have identified and earmarked ten hectares of land in Tuen Mun West for logistics development. Technical assessments are being conducted to confirm the feasibility of logistics development on the reserved land, and the results are expected to be available within 2014. Subject to confirmation of feasibility, we will carry out district consultation on the assessment results, the necessary mitigation measures and the development proposals, with a view to releasing the land in phases from 2015.

In 2014-15, the Government will continue to identify suitable sites and explore the feasibility for logistics development in proposed new development areas in the New Territories such as Hung Shui Kiu. As for the LLP, we will continue to keep in view its development, taking into account the results of future studies on the proposed reclamation sites at Sunny Bay and Siu Ho Wan on Lantau

Island, the needs of the logistics sector, as well as the global and local economic situation.

- (c) In 2014-15, we will carry on with a review in collaboration with relevant departments to examine and identify possible ways to improve the allocation and management of port back-up sites in Kwai Tsing. The review is expected to be completed in the second half of 2014. We will consult the industry stakeholders on the review recommendations.

**CONTROLLING OFFICER'S REPLY**

**THB(T)136**

**(Question Serial No. 2190)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 31):

During 2014-15, the Transport and Housing Bureau (THB) will follow up on the recommendations of the Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre (the Consultancy Study). What are the specific work plan, timetable and amount of resources involved?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

A major recommendation of the Consultancy Study is that the Government set up a new statutory maritime body to strengthen the present institutional setup, with a view to proactively driving the long-term development of the maritime industry in Hong Kong. In the coming year, the Government will work out the functions, funding, structure, mode of operation etc. of the proposed new body, to ensure that it is practicable in terms of financial and business sustainability. The Transport Branch of the THB will handle the relevant work with its existing resources.

**CONTROLLING OFFICER'S REPLY**

**THB(T)137**

**(Question Serial No. 2204)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 46):

According to the Financial Secretary, the Government is conducting technical assessments for the ten hectares of land reserved at Tuen Mun West to ascertain its feasibility for developing into modern logistics facilities. Please advise this Committee on the progress and expected date of completion of the assessments; the timetable for making the land available; and the estimates involved for the assessments.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

We have earmarked about \$0.96 million for conducting technical assessments for the 10 hectares of land reserved for logistics development in Tuen Mun West in 2014-15. The assessment results are expected to be available within 2014. Subject to confirmation of feasibility and the outcome of district consultation, the sites will be released for logistics development in phases from 2015.



**CONTROLLING OFFICER'S REPLY**

**THB(T)138**

**(Question Serial No. 2546)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 48):

According to the Financial Secretary, the Airport Authority Hong Kong (AA) is planning and developing relevant sites on the Airport Island to dovetail with the latest developments of the airfreight logistics industry. Please advise this Committee on the details and latest progress of the planning.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

For the past decade, the Hong Kong International Airport (HKIA) has been the world's busiest international cargo airport with cargo throughput at 4.12 million tonnes last year, representing a rise of 2.4% over 2012.

With the full commissioning of the third air cargo terminal in October 2013, the overall cargo handling capacity of the HKIA has increased by 50% to 7.4 million tonnes per annum. The AA has been evaluating the needs for other logistics-related development at the HKIA. Planning and development of the reserved land provision for cargo will take into consideration the latest development of the airfreight forwarding industry, with an objective of enhancing the HKIA's competitiveness and strengthening its leading position in air cargo. We understand that the work is on-going.

**CONTROLLING OFFICER'S REPLY**

**THB(T)139**

**(Question Serial No. 2547)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 49):

According to the Financial Secretary, the Government is proactively studying the consolidation of the existing backup sites for the port and logistics industry around Kwai Chung and Tsing Yi Container Terminals. Please advise this Committee on the details and the latest progress of the related work, the anticipated time for completion of such consolidation and the resources involved.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

We are conducting a review in collaboration with relevant departments to examine and identify possible ways to improve the allocation and management of port backup sites in Kwai Tsing. These port backup sites, which measure about 100 hectares in total, are currently under short-term tenancy for uses including container storage, cargo handling and container vehicle parking. We will take into account comments and suggestions of different industry stakeholders during the review with a view to drawing up recommendations that can better support the operation of the Kwai Tsing Container Terminals and enhance efficiency of land use. The review is expected to be completed in the second half of 2014. We will consult the industry stakeholders on the review recommendations. The work involved is undertaken by existing manpower of the bureaux/departments concerned as part of their normal duties. There is no separate breakdown of expenditure for the review.

**CONTROLLING OFFICER'S REPLY**

**THB(T)140**

**(Question Serial No. 3118)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 12):

Currently, the capacity of the two existing runways in Hong Kong is 65 flight movements per hour. It is planned to increase the capacity to its maximum level of 68 movements per hour in 2015. As the third runway project, the construction of which is said to take at least ten years to complete, has not been launched, the growth in passenger and cargo throughput of the airport will be greatly hindered. Are there any measures to increase the throughput of our airport prior to the completion of the third runway? Is there any estimation pertaining to the economic loss and impacts when the airport has reached its full capacity but the third runway is not yet in operation?

Asked by: Hon. YIU Si-wing

Reply:

The existing two-runway system at the Hong Kong International Airport (HKIA) is expected to reach its practical maximum capacity of 420 000 annual air traffic movements in the next few years. The Civil Aviation Department and the Airport Authority Hong Kong (AA) will continue to monitor the air traffic growth situation and work closely with the airlines to explore all possible means to fully utilise the runway capacity of the existing two-runway system.

To cope with the medium-term demand, the AA is implementing Phase 1 of its midfield expansion project at the HKIA. A passenger concourse is under construction to provide 20 additional aircraft parking stands. Works on the project started in late 2011 and is expected to be completed by the end of 2015. At the same time, the AA has started the design of the Phase 2 midfield expansion project, and is exploring the feasibility of providing additional aircraft parking stands. Last year, 20 new aircraft parking stands on the western part of the midfield area were made available. An additional eight new aircraft parking stands will also

be commissioned by the end of 2014. Upon completion of all these expansion projects (excluding the Phase 2 midfield expansion project which is under planning), the number of aircraft parking stands will increase by about 30%.

Regarding cargo facilities, with the full commissioning of a new air cargo terminal in October 2013, the overall cargo handling capacity of the HKIA has increased by 50% to 7.4 million tonnes per annum.

Notwithstanding the above expansion projects which could incrementally and temporarily provide more capacity to the HKIA, it is essential to take forward the implementation of the three-runway system (3RS) project as soon as possible in order to cater for long-term air traffic demand and maintain the HKIA as well as Hong Kong's competitiveness amidst increasing competition from neighbouring airports.

The AA, as the proponent of the project, is carrying out the necessary planning work, including the statutory Environmental Impact Assessment, the associated design details and the financing arrangement. It is targeted to complete the planning work within 2014 with a view to commissioning the 3RS around 2023. According to the HKIA Master Plan 2030 prepared by the AA, the 3RS project, if implemented, will be able to handle air traffic demand up to at least 2030, by which time the annual passenger and cargo throughput as well as air traffic movements are projected to be about 97 million, 8.9 million tonnes and 602 000 respectively. The 3RS project will contribute at least HK\$167 billion of economic benefits to Hong Kong, and generate more than 140 000 direct employment by 2030.

**CONTROLLING OFFICER'S REPLY**

**THB(T)141**

**(Question Serial No. 1275)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 25):

Under this Programme, the Administration will continue to collaborate with the Highways Department (HyD) on the technical feasibility study on the proposed pedestrian scheme in Yuen Long Town, and provide traffic and transport input for the investigation study on the proposed pedestrian footbridge system in Mong Kok. Will the Administration inform this Committee of the current progress and the anticipated completion dates of the study?

Asked by: Hon. CHAN Chi-chuen

Reply:

The feasibility study on the proposed pedestrian schemes in Yuen Long Town has been substantially completed. The HyD is planning to engage a consultant to carry out the investigation and detailed design of a footbridge along the Yuen Long Town Nullah. The Transport Department will continue to collaborate with the HyD on related work.

For the Mong Kok Pedestrian Footbridge System, the HyD engaged a consultant to carry out the investigation and preliminary design in October 2013, which is expected to take two years. The Transport Department will continue to provide traffic and transport input to the HyD for investigating into the engineering feasibility and the traffic impact that might be caused by the construction of the proposed pedestrian footbridge system. A preliminary implementation programme will be formulated in the above consultancy.

**CONTROLLING OFFICER'S REPLY**

**THB(T)142**

**(Question Serial No. 1282)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 18):

The Transport Department (TD) is responsible for monitoring railway services, assessing the impact of new railways on other public transport modes and maintaining a co-ordinated network of public transport services along rail corridors. In this connection, please advise this Committee of the following:

- (1) Upon the commissioning of the West Island Line (WIL), will the TD re-organise the public transport services along the new railway line? What are the routes, public transport companies, manpower and expenditure involved?
- (2) Upon the commissioning of the WIL and the South Island Line, pressure will be exerted on Admiralty station for interchange with the cross-harbour section of the Tsuen Wan Line. To reduce the pressure on the already saturated cross-harbour section of the Tsuen Wan Line during peak hours, does the TD have any plans to divert cross-harbour passengers to other public transport modes? What are the routes, public transport companies, manpower and expenditure involved?

Asked by: Hon. CHAN Chi-chuen

Reply:

- (1) The prevailing passenger travelling pattern will change upon opening of new railways, thus affecting the utilisation of different transport modes. The TD has assessed the impact of the WIL on other public transport modes, and devised a public transport re-organisation plan (PT Plan) so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. The TD has commenced consultation with relevant District Councils on the PT Plan in relation to the WIL since July 2013. Improvements have been made to the PT Plan taking into account the views collected during public consultation.

The latest proposed PT Plan involves rationalisation of some 40 franchised bus routes operated by three franchised bus companies, including the Kowloon Motor Bus Company (1933) Limited, the Citybus Limited and the New World First Bus Services Limited, and 23 green minibus routes operated by nine green minibus operators.

Two time-limited posts have been created in the TD to assist in handling the related tasks from 2013 to 2015. The annual staff costs of the two posts, in terms of notional annual mid-point salary, are as follows –

<b>Rank</b>	<b>Number of Post</b>	<b>Annual Staff Cost (\$)</b>
Senior Transport Officer	1	845,880
Transport Officer I	1	621,900

- (2) The MTR Corporation Limited (MTRCL) has begun upgrading the signalling system for the Tsuen Wan Line, the Island Line, the Kwun Tong Line and the Tseung Kwan O Line with a view to enhancing their carrying capacity. At the same time, the MTRCL is studying the feasibility of other measures to relieve the high loading situation during peak hours, which include an early-bird scheme to divert passengers to use MTR outside peak hours.

Notwithstanding the expansion of the railway network, franchised buses will continue to play an important role in our public transport system. Apart from serving areas without railways, franchised buses provide feeder services to railway stations as well as complementary services in areas already served by railway, including during peak hours. Further, there are inter-district bus services to give passengers greater comfort and convenience. For example, the 78 cross-harbour franchised bus routes, of which 60 are regular services and 18 are peak-only services, are basically running alongside the most crowded cross-harbour sections of the railway system. This helps facilitate passenger diversion. In addition, there are another 68 peak-only non-cross-harbour routes meeting the high passenger demand during the peak periods. The TD, together with franchised bus operators and the MTRCL, will study how buses can play a greater role in passenger diversion.

Regarding the PT Plans to tie in with the opening of the WIL and the South Island Line (East) (SIL(E)), the TD has, in the course of devising the PT Plans, ensured that passengers would have reasonable alternative road-based public transport services, so that there will be adequate and balanced choices of public transport services to meet passengers' needs and maintain healthy competition among public transport modes. Under the current PT Plans, no existing cross-harbour services would be cancelled. There are only proposals for adjustments in the routeings and frequencies to help improve the overall operation efficiency of the cross-harbour bus network.

Apart from the two time-limited posts that have been created in the TD to assist in handling related tasks about the PT Plans for the opening of the WIL and the SIL(E) as mentioned in (1) above, the tasks related to the monitoring and planning of public transport services are carried out by staff in the Regional Offices and the Bus and Railway Branch of the TD as part of their normal duties.

**CONTROLLING OFFICER'S REPLY**

**THB(T)143**

**(Question Serial No. 0432)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 28):

- (1) Are the special helping measures (SHM) recommended by the mid-term review on the six major outlying island ferry services for the three-year licence period of these services starting from mid-2014 the same as those provided before? Are there any new items? Please provide details if the answer is affirmative.
- (2) The Administration has approved recently for the fare increase of the six major outlying island ferry services. This will result in additional revenue of the concerned ferry operators. Is it necessary for the Administration to reduce or cancel some of the SHM provided to these ferry operators?
- (3) Will the Administration consider increasing resources to study the provision of other helping measures in addition to the above SHM with a view to alleviating the operational pressure on ferry operators, e.g. fuel stabilisation fund, purchasing vessels for ferry operators or provision of loan to ferry operators for purchasing vessels?

Asked by: Hon. CHAN Han-pan

Reply:

- (1) The design and main features of the SHM recommended by the mid-term review on the six major outlying island ferry services<sup>1</sup> for the next three-year licence period starting from 2014<sup>2</sup> are the same as those provided before. There is no new item.

---

<sup>1</sup> The six major outlying island ferry services 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".

<sup>2</sup> The next licence period for "Central – Mui Wo" route will commence on 1 April 2014 and that for the remaining five routes will commence on 1 July 2014.



- (2) It is the Government's established policy that public transport services should be run by the private sector in accordance with prudent commercial principles to achieve operating efficiency. The six major outlying island ferry services are not financially viable, but are unique in that they are the only means of transport for outlying islands<sup>3</sup>. Hence, our principles and rationale in designing helping measures for these ferry services are: (a) public transport services should be operated by the private sector on commercial principles; (b) the need to maintain long-term financial viability and fare stability of the public transport services; (c) the need for the Government to use public money prudently and considerations that individuals should bear appropriate fare responsibility; and (d) harbourfront planning considerations.

Ferry operators indicated in the recent licence renewal exercise that there was pressure for fare increase owing to escalating operating costs due to rise of fuel price and staff costs. These costs are not covered by the SHM. The operators applied for a fare increase of about 10%.

The Transport Department (TD) understands the public's concern about fare increases. It has carefully examined the financial information and data submitted by the ferry operators. Following careful consideration, the TD approved an average fare increase of 5% to 6% for these ferry services. If there were no SHM, the extent of the fare increase would have been higher.

- (3) The Government completed a review on ferry services for outlying islands in 2010. During the review, 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 services, it would have incurred a capital cost of almost \$1.7 billion in 2010. Having regard to the 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.

The Government had also examined various fuel-related mechanisms including fuel surcharge or fuel subsidy in the aforementioned review, with a view to identifying means to stabilise ferry fares. The conclusion 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 the public transport system should be run on the basis of prudent commercial principles, and would have wide read-across implications. The Government considered the package of the SHM the best option to stabilise ferry fares. The findings of the review, vis-à-vis the merits of the options of fuel surcharge and fuel subsidy, remain valid to date.

---

<sup>3</sup> Only Lantau Island is also linked by a road network, but its cross-district land-based public transport services are limited.

**CONTROLLING OFFICER'S REPLY**

**THB(T)144**

**(Question Serial No. 0433)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 30):

- (1) What resources will be used for the planning and introduction of new green minibus (GMB) services by the Administration in 2014-15? Please provide details.
- (2) In recent years, Tung Chung residents have repeatedly requested for the introduction of internal and external GMB routes, especially for night or overnight services. This is to alleviate the problem of inadequate public transport services in the district and during night time. Has the Administration allocated any resources to handle and follow up on the request? If yes, please provide details. If no, please explain why.

Asked by: Hon. CHAN Han-pan

Reply:

- (1) The work involved in the planning and introduction of new GMB services in 2014-15 will be absorbed by existing resources of the Transport Department (TD).
- (2) GMB plays an active role in our public transport system by, amongst others, providing services to areas where operation of high-capacity transport modes is not feasible. Tung Chung is currently well served by railway and franchised bus services. There are 46 franchised bus routes serving the district, with 27 external and 19 internal routes. Of the 46 routes, 14 provide overnight services. Such provision of public transport services basically meets passenger demand. Whilst there is no plan to introduce GMB services for the district for the time being, the TD will continue to closely monitor the situation, and stands ready to make all necessary feasible adjustments to such services (including introducing GMB services) as and when necessary. The work involved in handling the requests for introducing new GMB services in Tung Chung is an ongoing task, and will be absorbed by existing resources of the TD.

**CONTROLLING OFFICER'S REPLY**

**THB(T)145**

**(Question Serial No. 0434)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 39):

- (1) How much resources will the Administration allocate for continuing to collaborate with the Highways Department (HyD) on the technical feasibility study on the proposed pedestrian scheme in Yuen Long Town? Please provide the details.
- (2) Regarding the improvement to the pedestrian congestion problem in Yuen Long Town, I have proposed moving the Light Rail Transit (LRT) to underground in order to release road space for pedestrian use. Will the Administration allocate resources to carry out a technical feasibility study on this proposal? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. CHAN Han-pan

Reply:

- (1) The feasibility study on the proposed pedestrian schemes in Yuen Long Town has been substantially completed. The HyD is planning to engage a consultant to carry out investigation and detailed design of a footbridge along the Yuen Long Town Nullah. The Transport Department will continue to deploy in-house resources to collaborate with the HyD on related work. There is no separate breakdown of manpower and expenditure for this particular task.
- (2) Upon the completion of the new railway development strategy beyond 2020 later this year, and having regard to the planning and progress of implementation of the major transport infrastructure, the Transport and Housing Bureau will proceed to prepare for the conduct of a review of the Public Transport Strategy, in order to update the Government's strategy for public transport services to meet the travelling needs of the society. The review will cover the LRT system including the technical assessment of different improvement proposals to help address the pedestrian congestion problem. The resource requirement will be considered in the course of the preparation.

**CONTROLLING OFFICER'S REPLY**

**THB(T)146**

**(Question Serial No. 0646)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 47):

With regard to the management of the Tsing Ma Control Area (TMCA), quite a number of residents have relayed to me in recent years that the tolls of the TMCA are comparatively higher than those for using other government tunnels. Would the Administration consider reviewing the current toll arrangement of the TMCA by either lowering or cancelling the tolls?

Asked by: Hon. CHAN Han-pan

Reply:

The tolls for using government toll-tunnels and roads are determined on the basis of the "user-pays" principle, which aims at recovering the full cost of providing, operating and maintaining the tunnels and roads. In determining and reviewing the toll levels for government toll-tunnels and roads, the Government will consider a host of factors including operating costs (such as depreciation cost and recurrent expenditure), impact of the tolls on the traffic flow and the prevailing economic situation as well as public affordability and acceptability. Since different government toll-tunnels and roads are of different scales and constructed at different timeframes, their capital investment, recurrent operation and maintenance costs are different. Their traffic flows are also different. Hence, the tolls for using different government toll-tunnels and roads vary and cannot be compared directly.

Tolls payable by vehicles using the Lantau Link have not been adjusted since the commissioning of the Lantau Link in 1997. We will continue to review the tolls for using the Lantau Link in accordance with the above principles.

**CONTROLLING OFFICER'S REPLY**

**THB(T)147**

**(Question Serial No. 0978)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing  
Question (Member Question No. 25):

Regarding the frequent railway incidents in recent years, which have resulted in different degrees of inconvenience to the public, please advise this Committee of the following:

- (1) What were the measures, manpower and expenditure deployed by the Administration in monitoring railways in Hong Kong over the past three years?
- (2) Will the Administration deploy more manpower and increase the expenditure in monitoring railway service in view of the more frequent railway incidents recently?

Asked by: Hon. CHAN Han-pan

Reply:

- (1) The Transport Department (TD) and the Electrical and Mechanical Services Department (EMSD) are responsible for monitoring the service and safety performance aspects of the railways operated by the MTR Corporation Limited (MTRCL) respectively.

The MTRCL is required to comply with the service standards stipulated by the Government. The TD monitors the service performance of the railway network through various means including examination of the operating returns and incident reports prepared by the MTRCL, and investigation of complaints received from the public. Besides, the MTRCL should notify the TD within eight minutes on any service disruption incident which has lasted for eight minutes or is expected to last for eight minutes or more. In the event of major railway incidents, the TD will request for an incident report from the MTRCL. It will also follow up with the MTRCL and monitor progress made by the MTRCL in implementing improvement measures.

The Railway Service Monitoring Team (the Team) of the TD comprises one Chief Transport Officer, two Senior Transport Officers and two Transport Officers I/II. It is headed by one Assistant Commissioner for Transport and one Principal Transport

Officer whose duties include those related to franchised and non-franchised buses, environmental schemes related to transport and railway matters. The staff costs for the five staff in the Team, in terms of notional annual mid-point salary were \$3.559 million, \$3.752 million and \$3.861 million in 2011-12, 2012-13 and 2013-14 respectively.

In addition, the Emergency Transport Co-ordination Centre (ETCC) of the TD monitors and handles traffic and public transport incidents 24 hours a day. It liaises with Government departments and public transport operators for arrangements of alternative public transport services and information dissemination to the public as necessary. Handling of railway incidents is part of the ETCC's duties, and there is no breakdown on the resources which the ETCC uses specifically for this purpose.

The EMSD monitors safety of the existing railway systems and ensures that the MTRCL complies with all safety requirements in the operation and maintenance of railway systems. The EMSD also investigates railway incidents concerning safety, examines incident investigation reports submitted by the MTRCL, follows up with the MTRCL to identify cause of the incidents, and monitors the MTRCL in implementing appropriate improvement measures to prevent recurrence.

The Railways Branch of the EMSD is headed by one Assistant Director, assisted by four Senior Engineers, five Engineers/Assistant Engineers and one Inspector, in regulating safety of existing railway lines. The staff costs, in terms of notional annual mid-point salary, were \$8.238 million, \$9.842 million and \$10.115 million in 2011-12, 2012-13 and 2013-14 respectively.

- (2) The TD and the EMSD will regularly review the manpower requirements to ensure that they would remain able to discharge their duty efficiently on railway safety and services.

**CONTROLLING OFFICER'S REPLY****THB(T)148****(Question Serial No. 0110)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 1):

Regarding the service development plans and applications for fare adjustment for public transport modes, would the Transport Department (TD) provide information on the fare adjustment applications from various public transport modes since the last financial year, with the rates applied for and the results, in the table below:

Public transport mode	Application date	Fare adjustment applied for	Result
e.g. Green Minibus (GMB) route No. 2	October 2013	To increase by 5%	Increased by 3.5%

Asked by: Hon. CHAN Kam-lam

Reply:

The latest situation on fare adjustment applications from various public transport modes in 2013-14 is as follows:

**(A) Franchised Bus**

Bus Company	Application Date	Fare Adjustment Applied For	Result
The Kowloon Motor Bus Company (1933) Limited	November 2013	To increase by a weighted average of 4.3%	Being processed

**(B) GMB**

<b>GMB Route</b>		<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
1.	HKI 36	April 2013	To increase by 12.5%	Increased by 6.3%
2.	HKI 36X	April 2013	To increase by 5.9%	Increased by 5.9%
3.	HKI 36S	April 2013	To increase by 30.7%	Increased by 13.6%
4.	HKI 36A	April 2013	To increase by 23.7%	Increased by 7.5%
5.	HKI 37	April 2013	To increase by 9.4%	Increased by 9.4%
6.	HKI 37A	April 2013	To increase by 9.4%	Increased by 9.4%
7.	HKI 38	April 2013	To increase by 38.3%	Increased by 17%
8.	HKI 30	April 2013	To increase by 15%	Increased by 7.5%
9.	Kln 75	April 2013	To increase by 16.3%	Increased by 7%
10.	Kln 75A	April 2013	To increase by 23.3%	Increased by 6.7%
11.	Kln 2	April 2013	To increase by 18.1%	Increased by 5.6%
12.	Kln 2A	April 2013	To increase by 18.1%	Increased by 5.6%
13.	Kln 6	April 2013	To increase by 15.4%	Increased by 9.6%
14.	Kln 6A	April 2013	To increase by 15.4%	Increased by 9.6%
15.	Kln 6X	April 2013	To increase by 15.4%	Increased by 9.6%
16.	Kln 30A	April 2013	To increase by 15.8%	Increased by 8.8%
17.	Kln 30B	April 2013	To increase by 10.8%	Increased by 8.1%
18.	Kln 32M	April 2013	To increase by 9.5%	Increased by 9.5%
19.	NT 1	April 2013	To increase by 6.3%	Increased by 5%
20.	NT 1A	April 2013	To increase by 6.3%	Increased by 5%
21.	NT 1S	April 2013	To increase by 8.9%	Increased by 7.8%
22.	NT 2	April 2013	To increase by 9.8%	Increased by 7.4%
23.	NT 7	April 2013	To increase by 7.5%	Increased by 6.5%
24.	NT 9	April 2013	To increase by 8.3%	Increased by 6.7%
25.	NT 109M	April 2013	To increase by 10%	Increased by 10%
26.	NT 94	April 2013	To increase by 25%	Increased by 7.5%
27.	NT 94A	April 2013	To increase by 25%	Increased by 7.5%
28.	NT 94S	April 2013	To increase by 23.8%	Increased by 9.5%
29.	NT 103	April 2013	To increase by 15.9%	Increased by 9.1%
30.	NT 103M	April 2013	To increase by 12.8%	Increased by 9%
31.	NT 104	April 2013	To increase by 16.7%	Increased by 15.2%
32.	HKI 32	May 2013	To increase by 12.5%	Increased by 12.5%
33.	HKI 32A	May 2013	To increase by 15.4%	Increased by 15.4%
34.	HKI 33	May 2013	To increase by 12.5%	Increased by 12.5%
35.	HKI 33M	May 2013	To increase by 15.4%	Increased by 15.4%
36.	Kln 33A	May 2013	To increase by 10.5%	Increased by 5.3%
37.	Kln 33M	May 2013	To increase by 10.5%	Increased by 5.3%
38.	NT 3	May 2013	To increase by 20.7%	Increased by 6.9%
39.	NT 3A	May 2013	To increase by 22%	Increased by 7.3%
40.	NT 4	May 2013	To increase by 21.4%	Increased by 7.1%
41.	NT 4A	May 2013	To increase by 22.6%	Increased by 6.5%
42.	NT 90A	May 2013	To increase by 57.1%	Increased by 5.7%
43.	NT 90P	May 2013	To increase by 57.1%	Increased by 5.7%
44.	NT 91	May 2013	To increase by 43.5%	Increased by 4.3%



<b>GMB Route</b>		<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
45.	NT 91A	May 2013	To increase by 50%	Increased by 5%
46.	NT 44	May 2013	To increase by 10.3%	Increased by 4.8%
47.	NT 44A	May 2013	To increase by 10.3%	Increased by 4.8%
48.	NT 44B	May 2013	To increase by 10.4%	Increased by 5.9%
49.	NT 44B1	May 2013	To increase by 10.4%	Increased by 4%
50.	NT 45	May 2013	To increase by 10%	Increased by 6.7%
51.	NT 49S	May 2013	To increase by 10.9%	Increased by 4.3%
52.	NT 25K	May 2013	To increase by 7.3%	Increased by 7.3%
53.	NT 25A	May 2013	To increase by 7.3%	Increased by 7.3%
54.	NT 25B	May 2013	To increase by 6.6%	Increased by 6.6%
55.	NT 80	May 2013	To increase by 18.2%	Increased by 7.3%
56.	NT 95	May 2013	To increase by 16.1%	Increased by 9.7%
57.	NT 95A	May 2013	To increase by 18.5%	Increased by 7.4%
58.	NT 95K	May 2013	To increase by 16.1%	Increased by 9.7%
59.	NT 95M	May 2013	To increase by 18.5%	Increased by 7.4%
60.	NT 96	May 2013	To increase by 27.3%	Increased by 7.3%
61.	NT 96A	May 2013	To increase by 26.3%	Increased by 7.9%
62.	NT 96B	May 2013	To increase by 16.1%	Increased by 9.7%
63.	NT 96P	May 2013	To increase by 16.1%	Increased by 9.7%
64.	NT 96C	May 2013	To increase by 27.3%	Increased by 7.3%
65.	NT 96M	May 2013	To increase by 27.3%	Increased by 7.3%
66.	HKI 54	June 2013	To increase by 10.8%	Being processed
67.	HKI 54S	June 2013	To increase by 10%	Being processed
68.	HKI 55	June 2013	To increase by 10.8%	Being processed
69.	NT 60K	June 2013	To increase by 10.9%	Increased by 4.3%
70.	NT 60P	June 2013	To increase by 10.9%	Increased by 4.3%
71.	NT 60R	June 2013	To increase by 10.9%	Increased by 4.3%
72.	NT 62K	June 2013	To increase by 10.9%	Increased by 4.3%
73.	NT 61S	June 2013	To increase by 8.7%	Increased by 6.1%
74.	NT 61M	June 2013	To increase by 10%	Increased by 6.3%
75.	NT 54A	June 2013	To increase by 20.7%	Increased by 10.3%
76.	NT 54K	June 2013	To increase by 19%	Increased by 11.9%
77.	NT 403	June 2013	To increase by 9.9%	Increased by 5.5%
78.	NT 403A	June 2013	To increase by 9.9%	Increased by 5.5%
79.	NT 403X	June 2013	To increase by 9.9%	Increased by 5.5%
80.	NT 88	June 2013	To increase by 15.4%	Increased by 7.7%
81.	NT 88B	June 2013	To increase by 15.4%	Increased by 7.7%
82.	NT 481	June 2013	To increase by 9.9%	Increased by 5.5%
83.	NT 481A	June 2013	To increase by 9.9%	Increased by 5.5%
84.	NT 481B	June 2013	To increase by 9.9%	Increased by 5.5%
85.	NT 482	June 2013	To increase by 11.1%	Increased by 5.2%
86.	NT 73	June 2013	To increase by 13.6%	Increased by 9.1%
87.	NT 74	June 2013	To increase by 13.6%	Increased by 9.1%
88.	NT 74A	June 2013	To increase by 12.5%	Increased by 7.5%
89.	NT 47S	June 2013	To increase by 12.8%	Increased by 8.7%
90.	NT 48S	June 2013	To increase by 12.8%	Increased by 8.7%

GMB Route		Application Date	Fare Adjustment Applied For	Result
91.	HKI 1	July 2013	To increase by 19.6%	Being processed
92.	HKI 1A	July 2013	To increase by 15.2%	Being processed
93.	HKI 2	July 2013	To increase by 15%	Being processed
94.	HKI 3	July 2013	To increase by 15%	Being processed
95.	HKI 3A	July 2013	To increase by 15%	Being processed
96.	HKI 28	July 2013	To increase by 11.1%	Being processed
97.	HKI 28S	July 2013	To increase by 11.1%	Being processed
98.	Kln 26	July 2013	To increase by 21.6%	Being processed
99.	Kln 26A	July 2013	To increase by 20.5%	Being processed
100.	Kln 26X	July 2013	To increase by 20.6%	Being processed
101.	Kln 72	July 2013	To increase by 12.7%	Being processed
102.	Kln 56	July 2013	To increase by 12.8%	Increased by 8.5%
103.	Kln 47	July 2013	To increase by 10.4%	Increased by 8.3%
104.	NT 10M	July 2013	To increase by 27.1%	To be increased by 8.5%
105.	NT 13	July 2013	To increase by 29.6%	To be increased by 7.4%
106.	NT 110	July 2013	To increase by 22.2%	To be increased by 8.9%
107.	NT 52A	July 2013	To increase by 20.7%	Increased by 10.3%
108.	NT 52K	July 2013	To increase by 25%	Increased by 9.6%
109.	NT 52B	July 2013	To increase by 25%	Increased by 9.6%
110.	NT 412	July 2013	To increase by 22.2%	Increased by 8.9%
111.	NT 55K	July 2013	To increase by 10.5%	Increased by 4.7%
112.	NT 56A	July 2013	To increase by 10.3%	Increased by 10.3%
113.	NT 56B	July 2013	To increase by 9.6%	Increased by 4.1%
114.	NT 56C	July 2013	To increase by 10.2%	Increased by 6.1%
115.	NT 56K	July 2013	To increase by 10.3%	Increased by 3.8%
116.	NT 19S	July 2013	To increase by 10.5%	Being processed
117.	NT 108A	July 2013	To increase by 13.6%	Being processed
118.	NT 88A	July 2013	To increase by 25%	Increased by 6.3%
119.	NT 88C	July 2013	To increase by 25%	Increased by 5.6%
120.	NT 88E	July 2013	To increase by 25%	Increased by 6.3%
121.	NT 88F	July 2013	To increase by 25%	Increased by 6.3%
122.	NT 88G	July 2013	To increase by 25%	Increased by 5.6%
123.	NT 88M	July 2013	To increase by 13.6%	Increased by 6.1%
124.	Kln 73	August 2013	To increase by 10%	Being processed
125.	Kln 79K	August 2013	To increase by 15%	To be increased by 15%
126.	Kln 79M	August 2013	To increase by 9.1%	To be increased by 9.1%
127.	Kln 79S	August 2013	To increase by 9.1%	To be increased by 9.1%
128.	NT 81	August 2013	To increase by 11.1%	Increased by 8.9%
129.	NT 81M	August 2013	To increase by 17.9%	Increased by 10.7%
130.	NT 82	August 2013	To increase by 11.1%	Increased by 8.9%
131.	NT 82M	August 2013	To increase by 14.7%	Increased by 8.8%
132.	NT 601	September 2013	To increase by 13.8%	To be increased by 10.3%
133.	NT 602	September 2013	To increase by 13.8%	To be increased by 10.3%
134.	NT 603	September 2013	To increase by 13.8%	To be increased by 10.3%
135.	NT 604	September 2013	To increase by 23.8%	To be increased by 9.5%
136.	NT 605	September 2013	To increase by 13.8%	To be increased by 10.3%

<b>GMB Route</b>		<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
137.	NT 606S	September 2013	To increase by 2.3%	To be increased by 4.5%
138.	NT 65K	September 2013	To increase by 9.1%	Being processed
139.	NT 65A	September 2013	To increase by 9.3%	Being processed
140.	NT 66K	September 2013	To increase by 9.1%	Being processed
141.	NT 67K	September 2013	To increase by 12.8%	Being processed
142.	NT 67A	September 2013	To increase by 20%	Being processed
143.	NT 65S	September 2013	To increase by 14%	Being processed
144.	NT 810	September 2013	To increase by 10.9%	Being processed
145.	Kln 13	October 2013	To increase by 10.1%	Being processed
146.	Kln 13A	October 2013	To increase by 9.7%	Being processed
147.	Kln 15	October 2013	To increase by 21.1%	Being processed
148.	Kln 27M	October 2013	To increase by 17.2%	Being processed
149.	Kln 28M	October 2013	To increase by 15.4%	Being processed
150.	Kln 29A	October 2013	To increase by 14.3%	Being processed
151.	Kln 29B	October 2013	To increase by 14.3%	Being processed
152.	HKI 61	November 2013	To increase by 11.1%	Being processed
153.	HKI 62	November 2013	To increase by 26.7%	Being processed
154.	HKI 62A	November 2013	To increase by 26.7%	Being processed
155.	HKI 9	November 2013	To increase by 9.7%	Being processed
156.	HKI 12	November 2013	To increase by 14.6%	Being processed
157.	HKI 13	November 2013	To increase by 8.6%	Being processed
158.	Kln 18M	November 2013	To increase by 24.1%	Being processed
159.	Kln 19	November 2013	To increase by 28.2%	Being processed
160.	Kln 19A	November 2013	To increase by 16.7%	Being processed
161.	Kln 19M	November 2013	To increase by 25%	Being processed
162.	Kln 12	November 2013	To increase by 19%	Being processed
163.	NT 811	November 2013	To increase by 11.5%	Being processed
164.	NT 811A	November 2013	To increase by 11.9%	Being processed
165.	NT 811P	November 2013	To increase by 15%	Being processed
166.	NT 811S	November 2013	To increase by 9.8%	Being processed
167.	NT 101M	November 2013	To increase by 13.6%	Being processed
168.	NT 102	November 2013	To increase by 13.6%	Being processed
169.	NT 102B	November 2013	To increase by 13.9%	Being processed
170.	NT 102S	November 2013	To increase by 11.8%	Being processed
171.	NT 111	November 2013	To increase by 13.6%	Being processed
172.	NT 406	November 2013	To increase by 10.5%	Being processed
173.	NT 407	November 2013	To increase by 10.7%	Being processed
174.	NT 407A	November 2013	To increase by 11.4%	Being processed
175.	NT 407B	November 2013	To increase by 10.7%	Being processed
176.	NT 308M	November 2013	To increase by 25%	Being processed
177.	NT 308A	November 2013	To increase by 25%	Being processed
178.	Kln 59	December 2013	To increase by 13.3%	Being processed
179.	Kln 59M	December 2013	To increase by 12.5%	Being processed
180.	Kln 65	January 2014	To increase by 18.8%	Being processed
181.	Kln 66S	January 2014	To increase by 9.5%	Being processed
182.	Kln 20	January 2014	To increase by 22.5%	Being processed

<b>GMB Route</b>		<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
183.	Kln 20M	January 2014	To increase by 12.1%	Being processed
184.	Kln 50	January 2014	To increase by 25%	Being processed
185.	Kln 22M	January 2014	To increase by 25%	Being processed
186.	NT 39	January 2014	To increase by 14%	Being processed
187.	NT 39A	January 2014	To increase by 14%	Being processed
188.	NT 803	January 2014	To increase by 10.4%	Being processed
189.	NT 803K	January 2014	To increase by 9.1%	Being processed
190.	NT 804	January 2014	To increase by 10.4%	Being processed
191.	NT 805S	January 2014	To increase by 11.1%	Being processed
192.	HKI 4A	February 2014	To increase by 6.7%	Being processed
193.	HKI 4B	February 2014	To increase by 6.7%	Being processed
194.	HKI 4C	February 2014	To increase by 6.7%	Being processed
195.	HKI 4S	February 2014	To increase by 100%	Being processed
196.	HKI 5	February 2014	To increase by 9%	Being processed
197.	HKI 6	February 2014	To increase by 16.2%	Being processed
198.	HKI 8	February 2014	To increase by 12%	Being processed
199.	HKI 8X	February 2014	To increase by 12%	Being processed
200.	HKI 35M	February 2014	To increase by 6.7%	Being processed
201.	HKI 58	February 2014	To increase by 15.3%	Being processed
202.	HKI 58A	February 2014	To increase by 15.3%	Being processed
203.	HKI 59	February 2014	To increase by 14.7%	Being processed
204.	HKI 59A	February 2014	To increase by 11.6%	Being processed
205.	HKI 59B	February 2014	To increase by 11.4%	Being processed
206.	HKI 10	February 2014	To increase by 4.8%	Being processed
207.	HKI 10P	February 2014	To increase by 4.8%	Being processed
208.	HKI 31	February 2014	To increase by 7.8%	Being processed
209.	HKI 31X	February 2014	To increase by 7.8%	Being processed
210.	HKI 63	February 2014	To increase by 15.3%	Being processed
211.	HKI 63A	February 2014	To increase by 5.6%	Being processed
212.	HKI 69	February 2014	To increase by 9.7%	Being processed
213.	HKI 69A	February 2014	To increase by 9.7%	Being processed
214.	HKI 69X	February 2014	To increase by 11.4%	Being processed
215.	HKI 26	February 2014	To increase by 8.8%	Being processed
216.	HKI 49M	February 2014	To increase by 14.6%	Being processed
217.	HKI 50	February 2014	To increase by 15.2%	Being processed
218.	HKI 65	February 2014	To increase by 25%	Being processed
219.	HKI 65A	February 2014	To increase by 25%	Being processed
220.	Kln 5M	February 2014	To increase by 25%	Being processed
221.	Kln 37A	February 2014	To increase by 11.4%	Being processed
222.	Kln 37M	February 2014	To increase by 11.4%	Being processed
223.	Kln 38M	February 2014	To increase by 12.1%	Being processed
224.	Kln 39M	February 2014	To increase by 12.1%	Being processed
225.	Kln 57M	February 2014	To increase by 11.4%	Being processed
226.	Kln 71A	February 2014	To increase by 13.5%	Being processed
227.	Kln 71B	February 2014	To increase by 13.5%	Being processed
228.	Kln 80M	February 2014	To increase by 10.3%	Being processed

<b>GMB Route</b>		<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
229.	Kln 81K	February 2014	To increase by 28.9%	Being processed
230.	NT 140M	February 2014	To increase by 8.3%	Being processed
231.	NT 42	February 2014	To increase by 13%	Being processed
232.	NT 608	February 2014	To increase by 9.7%	Being processed
233.	NT 609	February 2014	To increase by 11.6%	Being processed
234.	NT 610S	February 2014	To increase by 4.7%	Being processed
235.	NT 43	February 2014	To increase by 10.8%	Being processed
236.	NT 43S	February 2014	To increase by 10.8%	Being processed
237.	NT 43A	February 2014	To increase by 10.6%	Being processed
238.	NT 43B	February 2014	To increase by 9.7%	Being processed
239.	NT 43C	February 2014	To increase by 11.4%	Being processed
240.	NT 63A	February 2014	To increase by 37.9%	Being processed
241.	NT 63B	February 2014	To increase by 37.9%	Being processed
242.	NT 63K	February 2014	To increase by 37.9%	Being processed
243.	NT 63S	February 2014	To increase by 22.8%	Being processed
244.	NT 64K	February 2014	To increase by 37.5%	Being processed

In addition, another 13 GMB routes had applied for fare increase but their applications were either withdrawn or rejected by the TD.

### (C) Taxi

<b>Taxi</b>	<b>Application Date</b>	<b>Fare Adjustment Applied for</b>	<b>Result</b>
Urban Taxi	January 2013	To increase by a weighted average of 7.1%	Increased by a weighted average of 7.1%
New Territories Taxi	January 2013	To increase by a weighted average of 10.7%	Increased by a weighted average of 9%
Lantau Taxi	January 2013	To increase by a weighted average of 10.6%	Increased by a weighted average of 8.8%

### (D) Licensed Ferry Service

<b>Licensed Ferry Service</b>		<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
1.	Ma Wan – Central	July 2013	To increase by 17% for registered users, and 27.3% for non-registered users	Being processed
2.	Ma Wan – Tsuen Wan	July 2013	To increase by 20% for non-registered users	Being processed
3.	North Point – Hung Hom	October 2013	To increase by 18.2%	Being processed

Licensed Ferry Service		Application Date	Fare Adjustment Applied For	Result
4.	North Point – Kowloon City	October 2013	To increase by 18.2%	Being processed
5.	Central – Cheung Chau	October 2013	To increase by a weighted average of 9%	To be increased by a weighted average of 5%
6.	Central – Mui Wo	October 2013	To increase by a weighted average of 12%	To be increased by a weighted average of 5.2%
7.	Inter-islands (Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau)	October 2013	To increase by a weighted average of 7.5%	To be increased by a weighted average of 4.9%
8.	North Point – Kwun Tong	October 2013	To increase by 20%	Being processed
9.	Central – Peng Chau	December 2013	To increase by a weighted average of 10.5%	To be increased by a weighted average of 6.2%
10.	Central – Yung Shue Wan	December 2013	To increase by a weighted average of 9.6%	To be increased by a weighted average of 6.2%
11.	Central – Sok Kwu Wan	December 2013	To increase by a weighted average of 9.9%	To be increased by a weighted average of 6.2%
12.	Central – Discovery Bay	January 2014	To increase by 8.1% (Octopus or cash) and 4.1% (T-card) for day service; 8.2% (Octopus), 7.5% (cash) and 4.1% (T-card) for overnight service	Being processed
13.	Aberdeen – Sok Kwu Wan via Mo Tat	January 2014	To increase by 45.5% for weekday service and 21.2% for holiday service	Being processed
14.	Aberdeen – Pak Kok Tsuen – Yung Shue Wan	January 2014	To increase by 5.7% for weekday service and 14.3% for holiday service	Being processed

Note: MTR fares are subject to adjustment annually in accordance with the Fare Adjustment Mechanism under which the Overall Fare Adjustment Rate is determined by a direct-drive formula linked to changes in the Composite Consumer Price Index, Nominal Wage Index (Transportation Section) and a productivity factor.

**CONTROLLING OFFICER'S REPLY****THB(T)149****(Question Serial No. 0111)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 2):

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? Please reply in the following table:

Franchised bus company	Current number of environment-friendly buses		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 2013, there were a total of 5 791 franchised buses operating in Hong Kong. All these buses are environment-friendly buses; they all met the latest European emission standards prevailing when they were purchased. Of the 5 791 franchised buses, 1 457 meet Euro IV or Euro V emission standards. Euro V is the prevailing statutory emission standard for newly introduced diesel buses.

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 2013	2016 <sup>Note</sup>
The Kowloon Motor Bus Company (1933) Limited	785 (20%)	2 039 (53%)

Franchised bus company	Number of more environment-friendly buses (Euro IV, Euro V or above emission standards) (% in the fleet)	
	End 2013	2016 <sup>Note</sup>
New World First Bus Services Limited	126 (18%)	330 (46%)
Citybus Limited (Franchise for Hong Kong Island and Cross Harbour Network)	383 (49%)	753 (97%)
Citybus Limited (Franchise for Airport and Lantau Network)	42 (24%)	135 (77%)
Long Win Bus Company Limited	75 (44%)	153 (89%)
New Lantao Bus Company (1973) Limited	46 (43%)	55 (51%)
Total	1 457 (25%)	3 465 (60%)

Note: The figures in 2016 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.

Further, by end 2016, some 1 400 Euro II and III franchised buses would have been retrofitted with selective catalytic reduction devices (SCR) with Government subsidy to reduce nitrogen oxides emission. The emission performance of the retrofitted buses would be comparable with that of Euro IV buses.

As compared with 2013, the number of buses meeting Euro IV or above standard (including those retrofitted with SCR devices) in Hong Kong will have been increased by around 2.3 times in 2016.



**CONTROLLING OFFICER'S REPLY****THB(T)150****(Question Serial No. 0112)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 4):

The Administration has indicated that 150 bus route rationalisation proposals will be processed in 2014. 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 150 service rationalisation proposals which are planned for implementation in 2014 under RDPs. The consultation for the 2014-15 RDPs is underway and the target is to complete the consultation around mid-2014. 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 2014
Route cancellation	32
Frequency reduction	70
Replacement of double-deck buses with single-deck buses	6
Route truncation	23
Adjustment of routeing	19
Total:	150

Besides, there are also service improvement proposals in the 2014 RDPs, such as introduction of new routes, frequency improvement and extension of operating hours.

**CONTROLLING OFFICER'S REPLY****THB(T)151****(Question Serial No. 0114)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 6):

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 2013	Operating revenue in 2012	Operating revenue in 2011

Asked by: Hon. CHAN Kam-lam

Reply:

The average daily peak hour and non-peak hour usage of government multi-storey car parks in 2013 and their actual operating revenue from 2010-11 to 2012-13 are set out in the following table:

Government multi-storey car parks	Average peak hour usage <sup>Note 1</sup> (%)	Average non-peak hour usage <sup>Note 1</sup> (%)	Actual operating revenue <sup>Note 2</sup> (\$ million)		
			2012-13	2011-12	2010-11
Aberdeen Car Park	83	72	5.5	4.9	3.7
City Hall Car Park	33	15	4.0	3.2	2.8
Kennedy Town Car Park	91	88	6.1	6.3	6.3
Kwai Fong Car Park	38	35	4.5	3.3	2.5

Government multi-storey car parks	Average peak hour usage <sup>Note 1</sup> (%)	Average non-peak hour usage <sup>Note 1</sup> (%)	Actual operating revenue <sup>Note 2</sup> (\$ million)		
			2012-13	2011-12	2010-11
Middle Road Car Park	62	32	30.4	26.7	23.8
Murray Road Car Park	55	35	17.5	16.6	15.4
Rumsey Street Car Park	73	50	40.1	33.7	29.7
Shau Kei Wan Car Park	81	74	8.4	6.9	5.9
Sheung Fung Street Car Park	85	71	5.5	4.2	3.2
Star Ferry Car Park	79	37	21.0	19.1	17.4
Tin Hau Car Park	72	61	13.2	10.6	8.6
Tsuen Wan Car Park	61	54	10.3	8.1	6.8
Tsuen Wan Transport Complex Car Park <sup>Note 3</sup>	22	20	4.3	4.4	3.1
Yau Ma Tei Car Park	56	38	18.3	16.1	14.3

Notes:

- 1 Average peak hour usage: the average usage of the hour with the highest usage within a day in 2013  
Average non-peak hour usage: the average usage of the hours other than the peak hour within a day in 2013
- 2 Actual operating revenue represents the revenue collected before deduction of relevant management fees to contractors.
- 3 The Tsuen Wan Transport Complex Car Park was closed with effect from 1 February 2013.

**CONTROLLING OFFICER'S REPLY****THB(T)152****(Question Serial No. 0117)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 9):

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:

**Shenzhen Bay Port**

		2013	2012	2011	2010	2009
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**

		2013	2012	2011	2010	2009
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					

## Sha Tau Kok Control Point

		2013	2012	2011	2010	2009
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:

Name of Control Point		2013	2012	2011	2010	2009
	No. of applications					
	No. of approvals					

Asked by: Hon. CHAN Kam-lam

Reply:

- (a) As an application may 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:

	2013	2012	2011	2010	2009
No. of applications received	50 641	48 873	48 024	46 840	44 709

The numbers of permits issued (including renewal) in the past five years are as follows:

### **Closed Road Permits issued for multiple crossings**

	2013	2012	2011	2010	2009
Goods Vehicles	13 472	13 849	14 423	14 612	14 351

### **Closed Road Permits issued for single crossing**

#### **Shenzhen Bay Port**

	2013	2012	2011	2010	2009
Private Cars <sup>Note 1</sup>	16 182	14 847	13 406	11 787	10 061
Goods Vehicles	20	33	30	14	20
Buses <sup>Note 2</sup>	867	777	716	695	493

### Lok Ma Chau Control Point

	2013	2012	2011	2010	2009
Private Cars <sup>Note 1</sup>	14 218	14 317	14 691	14 932	14 803
Goods Vehicles	1 124	1 258	1 334	1 475	1 544
Buses <sup>Note 2</sup>	678	638	664	640	647

### Sha Tau Kok Control Point

	2013	2012	2011	2010	2009
Private Cars <sup>Note 1</sup>	3 387	3 207	3 050	2 855	2 617
Goods Vehicles	133	156	174	192	208
Buses <sup>Note 2</sup>	244	203	245	262	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:

		2013/14	2012/13	2011/12	2010/11	2009/10
Shenzhen Bay Port	No. of applications	179	132	58	49	29
	No. of approvals	177*	132	58	49	29
Lok Ma Chau Control Point	No. of applications	62	54	9	29	28
	No. of approvals	62	43*	9	29	28
Man Kam To Control Point	No. of applications	54	25	23	11	22
	No. of approvals	43*	25	19*	11	22
Sha Tau Kok Control Point	No. of applications	13	14	16	14	14
	No. of approvals	13	12*	16	14	14

\* The number of approvals is less than the number of applications mainly because some applications were withdrawn and some were rejected since the relevant boundary control point had reached its maximum handling capacity.

**CONTROLLING OFFICER'S REPLY****THB(T)153****(Question Serial No. 0118)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 11):

Please provide information on the respective management fees payable to contractors with their names for management, operation and maintenance (MOM) services of various tunnels and bridges operated by the Government.

	Name of Contractor	2013	2012	2011	2010
Cross-Harbour Tunnel					
Lion Rock Tunnel					
Shing Mun Tunnels					
Tseung Kwan O Tunnel					
Aberdeen Tunnel					
Eagle's Nest Tunnel					
Lantau Link					

Asked by: Hon. CHAN Kam-lam

Reply:

The MOM of all these tunnels and the Lantau Link have been outsourced to private contractors. The names of the existing contractors and management fees payable to the contractors from 2010-11 to 2013-14 are as follows:

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)			
		2013-14	2012-13	2011-12	2010-11
Cross-Harbour Tunnel	Serco Group (H.K.) Limited	63	63	63	61

	Name of MOM Contractor	Management Fees to MOM Contractors (\$ million)			
		2013-14	2012-13	2011-12	2010-11
Lion Rock Tunnel	Greater Lucky (H.K.) Company Limited / Serco Group (H.K.) Limited <sup>Note 1</sup>	33	36	40	40
Shing Mun Tunnels	Greater Lucky (H.K.) Company Limited	32	32	30	30
Tseung Kwan O Tunnel	Greater Lucky (H.K.) Company Limited	32	32	30	30
Aberdeen Tunnel	Serco Group (H.K.) Limited	37	37	37	37
Route 8K <sup>Note 2</sup>	Serco Lam JV / Transport Infrastructure Management Limited <sup>Note 3</sup>	116	134	134	134
Route 8T <sup>Note 2</sup>		61	65	65	65
Lantau Link <sup>Note 4</sup>	TIML MOM Limited / Transport Infrastructure Management Limited <sup>Note 5</sup>	98	95	95	91
Non-Lantau Link <sup>Note 4</sup>		101	98	97	94
		<p>Note 1 – Greater Lucky (H.K.) Company Limited has taken up the MOM contract from Serco Group (H.K.) Limited since 1 August 2012 upon expiry of the previous MOM contract.</p> <p>Note 2 – The MOM contract for Route 8 covers both Route 8K (Sha Tin – Cheung Sha Wan section) and Route 8T (Cheung Sha Wan – Tsing Yi section). Eagle’s Nest Tunnel forms part of Route 8K.</p> <p>Note 3 – Serco Lam JV has taken up the MOM contract from Transport Infrastructure Management Limited since 19 September 2013 upon expiry of the previous MOM contract.</p> <p>Note 4 – The MOM contract for Tsing Ma Control Area covers both Lantau Link and non-Lantau Link portion.</p> <p>Note 5 – The contractor changed its company name from Transport Infrastructure Management Limited to TIML MOM Limited upon contract renewal on 19 November 2013.</p>			



**CONTROLLING OFFICER'S REPLY****THB(T)154****(Question Serial No. 0392)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 35):

In the past three years, how many public buses could provide student transport service? Please provide the information in the following table:

	Non-franchised public buses with student service endorsement	Private school buses operated directly by schools or school sponsoring bodies	School private light buses
2013-14			
2012-13			
2011-12			

Asked by: Hon. CHAN Kam-lam

Reply:

School buses play an important role in carrying students to and from schools. The Transport Department has been closely monitoring the supply situation of school buses and making arrangements to cater for free market operation. There are three types of student service vehicles (SSVs): (i) non-franchised public buses with student service endorsement; (ii) private school buses operated directly by schools or school sponsoring bodies; and (iii) school private light buses (commonly known as “nanny vans”). At present, about 5 300 SSVs can provide student transport service.

The numbers of SSVs in the past three years are set out as follows:

	Non-franchised public buses with student service endorsement	Private school buses operated directly by schools or school sponsoring bodies	School private light buses	Total
2013-14 (up to January 2014)	3 475	70	1 780	5 325
2012-13	3 459	64	1 528	5 051
2011-12	3 543	60	1 281	4 884

**CONTROLLING OFFICER'S REPLY****THB(T)155****(Question Serial No. 0394)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 37):

Please provide information of interchange fare concession arrangements between different transport operators in the past three years:

2013-14

Transport operators involved	Concession for each journey	Number of beneficiaries
e.g. Railway and Green Minibus (GMB) Route No. 7	\$1	

Asked by: Hon. CHAN Kam-lam

Reply:

There are interchange fare concession arrangements between different public transport operators. The details in the past three years from 2011 to 2013 are set out below:

**2011** (Note 1)

Public transport operators involved in the interchange schemes	Adult fare concession for each interchange trip	Average daily passenger interchange trips benefitted
Railway and franchised bus (5 routes)	\$1.0	9 100
Railway and GMB (55 routes)	\$0.2 - \$3.0	55 400
Railway and ferry (5 routes) ( <i>time-limited from 16 July 2011 to 15 January 2012</i> ) (Note 2)	\$1.5	3 400
Bus-bus interchanges between different franchised bus companies (171 routes)	\$1.0 - \$24.0	12 600
GMB-GMB interchanges between different GMB operators (28 routes)	\$0.1 - \$8.5	- (Note 3)

<b>Public transport operators involved in the interchange schemes</b>	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefitted</b>
Ferry-ferry interchanges between different ferry operators (2 routes) ( <i>from 1 July 2011 to 31 December 2011</i> )	Mondays to Saturdays: \$3.3  Sundays and Public Holidays: \$4.5	23

**2012** (Note 1)

<b>Public transport operators involved in the interchange schemes</b>	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefitted</b>
Railway and franchised bus (5 routes)	\$1.0	9 000
Railway and GMB (49 routes)	\$0.3 - \$3.0	54 100
Railway and ferry (5 routes) ( <i>time-limited from 1 July 2012 to 1 January 2013</i> ) (Note 2)	\$1.5	3 600
Bus-bus interchanges between different franchised bus companies (171 routes)	\$1.0 - \$24.0	13 000
GMB-GMB interchanges between different GMB operators (25 routes)	\$0.1 - \$9.1	- (Note 3)
Ferry-ferry interchanges between different ferry operators (2 routes)	Mondays to Saturdays: \$3.3  Sundays and Public Holidays: \$4.5	33

**2013** (Note 1)

<b>Public transport operators involved in the interchange schemes</b>	<b>Adult fare concession for each interchange trip</b>	<b>Average daily passenger interchange trips benefitted</b>
Railway and franchised bus (5 routes)	\$1.0	8 800
Railway and GMB (47 routes)	\$0.3 - \$3.0	49 000
Bus-bus interchanges between different franchised bus companies (205 routes)	\$0.5 - \$24.0	14 200
GMB-GMB interchanges between different GMB operators (25 routes)	\$1.0 - \$9.6	- (Note 3)
Ferry-ferry interchanges between different ferry operators (2 routes)	Mondays to Saturdays: \$3.3  Sundays and Public Holidays: \$4.5	35

Notes:

1. The above tables do not cover interchange concessionary fare arrangements for routes operated by the same operator.
2. Public transport operators would take into account factors like their respective operating and financial conditions, market condition and passenger needs, when considering offering fare concessions for passengers. Details of such concessions are commercial decisions of individual operators.
3. The Transport Department does not have the passenger trip figures of the GMB-GMB interchange schemes.

**CONTROLLING OFFICER'S REPLY****THB(T)156****(Question Serial No. 0402)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 33):

Regarding the commissioning of the Tuen Mun Road Bus-Bus Interchange (TM Road BBI) in 2012, please advise:

- (1) What are the utilisation rates of the TM Road BBI for both northbound and southbound during peak and off peak periods respectively?
- (2) How many bus routes are there observing the southbound and northbound of the TM Road BBI?
- (3) Does the Administration have any plan to arrange more bus routes observing the TM Road BBI? If yes, what are the routes and when will the plan be implemented?
- (4) Is there any plan to provide similar bus interchanges in other areas? If yes, what are the plans and the implementation timetable?

Asked by: Hon. CHAN Kam-lam

Reply:

As at February 2014, there were a total of 24 regular bus routes stopping en-route at both bounds of the TM Road BBI. The numbers of daily passenger trips using the TM Road BBI are set out below:

Direction	Total Daily Passenger Trips*	Daily Passenger Trips	
		Peak hour period	Off peak period
Kowloon bound	8 000	2 800 (6 a.m. – 9 a.m.)	5 200
Tuen Mun bound	12 000	4 400 (5 p.m. – 8 p.m.)	7 600

\* The number of daily passenger trips using the Kowloon bound TM Road BBI is smaller than that of Tuen Mun bound because some passengers can take the supplementary special direct bus services from Tuen Mun to urban areas during the morning peak period, without the need to interchange at the TM Road BBI.

The Transport Department (TD) and bus companies will continue to closely monitor the operation of the TM Road BBI and the passenger demand of the bus services in Tuen Mun and Yuen Long. Adjustments to the bus services serving the TM Road BBI would be made as and when necessary.

The TD proposes to set up similar bus interchanges at the Tsing Sha Toll Plaza and the Tate's Cairn Tunnel Toll Plaza. The proposal as well as the implementation timetable are subject to the outcome of the public consultation of bus rationalisation proposals using an Area Approach for Shatin in the context of the 2014-15 Route Development Programme. At the same time, the TD will continue to explore with bus companies on the provision of enhanced interchange facilities at other suitable locations.

**CONTROLLING OFFICER'S REPLY****THB(T)157****(Question Serial No. 0407)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 34):

What are the numbers of parking spaces for private cars and commercial vehicles provided by public car parks (including roadside parking spaces) in each of the 18 districts in Hong Kong? Please make reference to the following example in the reply.

Example:

	<b>Public car parks</b>	<b>On-street metered parking spaces</b>	<b>Public car parks</b>	<b>On-street metered parking spaces</b>
<b>District</b>	Number and utilisation rate of private car parking spaces	Number and utilisation rate of private car parking spaces	Number and utilisation rate of commercial vehicle parking spaces	Number and utilisation rate of commercial vehicle parking spaces
Wong Tai Sin	number (%)	number (%)	number (%)	number (%)

Asked by: Hon. CHAN Kam-lam

Reply:

The numbers of parking spaces provided on-street (metered) and in government and private car parks that are available for use by the public in each of the 18 districts as at end February 2014 are shown in the following table:



District	Public car parks*	On-street metered parking spaces	Public car parks*	On-street metered parking spaces
	Number of private car parking spaces	Number of private car parking spaces	Number of commercial vehicle <sup>+</sup> parking spaces	Number of commercial vehicle <sup>+</sup> parking spaces
Central and Western	10 380	470	760	110
Eastern	13 250	520	750	80
Southern	7 320	560	420	90
Wan Chai	9 020	770	70	20
Kowloon City	8 090	2 400	1 830	290
Kwun Tong	15 010	380	1 580	130
Sham Shui Po	9 290	1 000	2 620	170
Wong Tai Sin	6 910	250	460	120
Yau Tsim Mong	15 200	1 500	1 950	390
North	5 430	920	610	240
Sai Kung	9 530	970	540	160
Sha Tin	16 770	1 310	1 340	230
Tai Po	5 750	1 350	590	180
Islands	6 910	140	390	30
Kwai Tsing	10 740	360	6 950	120
Tsuen Wan	9 900	450	1 370	60
Tuen Mun	8 400	980	1 270	190
Yuen Long	8 160	840	450	270
<b>Total</b>	<b>176 060</b>	<b>15 170</b>	<b>23 950</b>	<b>2 880</b>
	<b>191 230</b>		<b>26 830</b>	

\* Including government and private car parks available for use by the public

+ Including goods vehicle and non-franchised bus

As some of the public parking spaces are managed by private entities and the on-street metered parking spaces are designed for short duration of stay only, we do not have a complete breakdown of the utilisation rates of the above parking spaces.

**CONTROLLING OFFICER'S REPLY**

**THB(T)158**

**(Question Serial No. 2645)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 24):

Will the Administration intend to improve the cramped and congested condition of the Yat Tung Estate Bus Terminus, which has caused the problem of inadequate spaces for buses to stack and pick up or set down passengers during peak periods? If yes, what are the details and relevant expenses? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The Yat Tung Estate Bus Terminus adopts a peripheral saw-tooth design for the boarding platforms. A total of six bus bays are provided at the peripheral of the bus terminus whilst the bus bays in the middle can accommodate 21 buses. Currently, the bus terminus is used by a total of 18 bus routes, including six regular routes, eight special routes offering special or peak-hour departures and four overnight routes. The bus bays are properly designed, sufficiently provided for safe bus operation and can meet service demand. There is no need to carry out works to expand the bus terminus. However, if future service demand goes up significantly and the demand cannot be met, the Government will consider the provision of suitable transport facilities.

**CONTROLLING OFFICER'S REPLY**

**THB(T)159**

**(Question Serial No. 2646)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 25):

Does the Administration have any plans to improve the service quality and fare structure of the New Lantao Bus Company (1973) Limited (NLB), which include improving bus frequency; cancelling holiday surcharge on South Lantau residents; improving the current bus type and design in the light of increasing population and number of visitors, and the boarding and alighting problem of one-door design of existing buses, so as to relieve the problem of over-crowded buses and enhance the travelling environment; and addressing the problem of lack of facilities for people with disabilities on buses serving South Lantau? If yes, please provide the details of the plans and the expenditure involved. If no, please provide the reasons.

Asked by: Hon. HO Chun-yan, Albert

Reply:

At present, the NLB operates 22 routes in Lantau. To enhance its services to cope with the increased passenger demand to/from tourist spots and in connection with new developments in Lantau, the NLB has implemented 15 service improvement items, including frequency improvements on seven routes, conversion of a peak-only route into whole-day service, and introduction of a supplementary service in the past three years.

According to the approved scale of fares for the NLB, the fares of South Lantau and North-South Lantau routes on weekdays (i.e. Mondays to Saturdays (except Public Holidays)) are lower than those on holidays (i.e. Sundays and Public Holidays), when a majority of the passengers are infrequent visitors. This helps alleviate the travelling expenses of the residents and daily commuters in South Lantau. If the arrangement of charging higher fares during weekends and holidays is abolished, fares of South Lantau and North-South Lantau routes on weekdays would have to be increased for the NLB to maintain a financially sustainable operation.

The Transport Department (TD) has required all franchised bus companies to make low-floor and wheelchair-accessible design a standard specification when acquiring new buses as the operating situation permits. Currently, buses of the NLB on routes serving areas other than South Lantau are mostly of two-door, low-floor and wheelchair-accessible design. Nevertheless, it is not feasible for the NLB to deploy low-floor and wheelchair-accessible buses in South Lantau since many sections of the roads in South Lantau have steep gradient and sharp bends. The TD will continue to encourage the NLB to keep in view the development of bus technology and source suitable bus model for deployment in South Lantau.

The tasks involved in monitoring and planning of services by the NLB is undertaken by the staff in the New Territories Regional Office and the Bus and Railway Branch of the TD as part of their normal duties.

**CONTROLLING OFFICER'S REPLY**

**THB(T)160**

**(Question Serial No. 2647)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 26)

With respect to the commissioning of the Hong Kong-Zhuhai-Macao Bridge (HZMB), does the Administration have any plans to conduct an assessment on the possible increase in traffic accidents due to the increase in the number of right-hand drive and left-hand drive vehicles and the different driving behaviour of drivers of these vehicles? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The governments of Guangdong Province, the Hong Kong Special Administrative Region (SAR) and the Macao SAR are discussing the cross-boundary transport arrangements for the Hong Kong-Zhuhai-Macao Bridge (HZMB), including the types of vehicles permitted to use the bridge, and the relevant regulatory regime, etc. Discussion among the three governments is ongoing.

There is no evidence that cross-boundary vehicular traffic has caused a noticeable increase in traffic accidents in Hong Kong. For example, between 2009 and 2013, there were only 29 Mainland cross-boundary non-commercial vehicles involved in traffic accidents in Hong Kong, with an average accident involvement rate of 3.2 per 1 000 of such vehicles whereas the number of Hong Kong private cars involved in traffic accidents in Hong Kong was 32 883, with an average accident involvement rate of 15.5 per 1 000 of such vehicles.

We will closely monitor the situation and continue to implement traffic management schemes as appropriate.

**CONTROLLING OFFICER'S REPLY**

**THB(T)161**

**(Question Serial No. 1147)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 8):

The Transport Department (TD) is responsible for regulating and monitoring the operation of public transport services. In view of the recent major and minor railway incidents which have resulted in service delays and affected passenger safety, will the Administration advise this Committee on:

- (1) the record of railway incidents causing delay in service in the past three years; and
- (2) whether the TD will review with the MTR Corporation Limited (MTRCL) to develop other public transport service network as alternative for the public, apart from the free shuttle buses provided by the MTRCL, so as to divert affected passengers more effectively in the event of railway incidents? If yes, what will be the estimated financial commitment?

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

Reply:

- (1) The numbers of railway incidents causing delay in service for eight minutes or more in 2011, 2012 and 2013 are 300, 254 and 254 respectively.
- (2) In the event of service disruptions, the MTRCL will endeavour to make the best use of the railway sections not being affected and provide train service to the farthest extent by:
  - (a) reversing trains at designated track sections to maintain train service in unaffected sections;
  - (b) diverting trains through supplementary track sections to bypass the affected section;
  - (c) diverting trains across lines through designated track sections to reduce the impact of service disruption; and

(d) diverting trains through spare track sections to reduce the impact of service disruption.

Besides, the MTRCL has formulated free MTR shuttle bus deployment plans for railway incidents as a supplementary measure to take affected passengers to the nearest MTR station still under normal operation to continue their journeys.

Apart from the MTRCL's free shuttle buses, affected passengers may also choose to use the existing alternative road-based public transport services in the vicinity of the MTR stations. Depending on the nature and duration of the incidents, TD's Emergency Transport Co-ordination Centre will co-ordinate with other public transport operators to strengthen alternative public transport services as appropriate, and disseminate relevant information to the public through the media and other channels. As these services are operated by public transport operators, there is no financial commitment on the part of the Government.

**CONTROLLING OFFICER'S REPLY**

**THB(T)162**

**(Question Serial No. 1148)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 9):

In 2014-15, the Transport Department (TD) will continue to rationalise and improve bus services. Please advise this Committee of the following:

- (1) have the bus rationalisation proposals under the "Area Approach" for the North District, being the pilot scheme, been accomplished? What benefits have these proposals brought about?
- (2) what is the progress of bus rationalisation proposals at present, and what are the financial commitments so far?
- (3) what is the consultation procedure in respect of route adjustment or cancellation proposals?

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

Reply:

- (1) The bus service improvement and rationalisation proposals for the North District under the "Area Approach" were implemented by phases starting from August 2013, and all proposals have been implemented in late January 2014. Under the "Area Approach", the entire district, instead of individual routes, is used as the basis for reviewing and re-organising bus services holistically. Bus routes which are seriously under-utilised will be cancelled and new routes will be introduced to meet new demand. Meanwhile, internal feeder and external routes serving a district as well as interchange arrangements will be strengthened, and interchange concessions will be offered as far as possible. These arrangements can enable bus services to better meet the needs of local residents in overall terms, while alleviating traffic congestion and reducing roadside air pollution.



Specifically, under the Area Approach, the following proposals are implemented for the North District:

- (i) service enhancement of five feeder bus routes connecting different areas in the district with one or both of the two major bus-bus interchanging points at Sheung Shui (Landmark North) and Fanling (Wah Ming) bus termini respectively;
- (ii) service strengthening and expressification of eight external bus routes;
- (iii) introduction of two new bus routes from the North District to new destinations in Sham Shui Po and Hong Kong Island East respectively; and
- (iv) cancellation / amalgamation / reduction of frequency of eight low-demand bus routes.

As mentioned above, the North District now enjoys a wider network of external routes to urban Kowloon and Hong Kong Island. After implementation of the “Area Approach” proposals, the patronage of the external bus routes in the North District has experienced increases ranging from 11% to 68%, and those of the feeder bus routes from 3% to 28%.

- (2) As an ongoing task, the TD considers and assesses bus route development programmes (RDPs) submitted by franchised bus companies on an annual basis. Under the 2014-15 RDP, service improvements and rationalisation proposals have been drawn up under the “Area Approach” for consultation for Yuen Long, Sha Tin, Tsing Yi and Tai Po districts. The consultation for the RDPs is underway and the target is to complete the consultation around mid-2014. Implementation details will be subject to the outcome of the consultation.

The processing of the bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the TD. The additional workload arising from preparation and consultation on the “Area Approach” packages has been absorbed by the existing resources of the TD.

- (3) As an annual exercise, the TD would consult each of the 18 District Councils (DCs) on the relevant bus route cancellation and adjustment proposals in the context of the RDPs. Apart from that, the DCs would also be consulted on other bus service adjustments from time to time. Having regard to views collected during consultation, the TD and bus companies would make adjustments to the proposals as necessary and appropriate before implementation.

**CONTROLLING OFFICER'S REPLY**

**THB(T)163**

**(Question Serial No. 0969)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 75):

Regarding the connectivity of the cycle tracks on Hong Kong Island with areas within and surrounding the districts, will the Administration advise this Committee on the following:

- (1) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration conduct any studies on the development of cycle tracks on Hong Kong Island? If yes, what is the progress? If no, what are the reasons? Is there any plan to conduct relevant studies in 2014-15, and what will be the manpower establishment involved?
- (2) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration receive any suggestions / complaints from the District Councils (DCs), community organisations of local residents and the estates in the districts concerning the provision / enhancement of cycle tracks and the provision of additional bicycle parking spaces? What are the positions of the follow-up actions?
- (3) In the past three years (2011-12, 2012-13 and 2013-14), what were the casualties involving cyclists and other road users on Hong Kong Island and what were the accident blackspots as recorded by the Administration and the relevant departments? Has the Administration carried out improvement measures in respect of the bicycle accident blackspots? If yes, what are the details and the expenditure and manpower involved? If no, what are the reasons?

Asked by: Hon. KWOK Wai-keung

Reply:

- (1) The Transport Department (TD) did not conduct any study on the development of cycle tracks on Hong Kong Island in the past three years, and has no plan to commission any study in 2014-15. As the standard width of a cycle track should at least be 3.5 metres, which is about the width of a traffic lane, it is difficult to find suitable space for building cycle tracks in the urban areas, such as Hong Kong Island,

without affecting traffic. There are also busy traffic and frequent loading and unloading activities in urban areas. Nevertheless, the Government will continue to foster a bicycle-friendly environment in new towns and new development areas where the traffic density is relatively low.

- (2) In the past three years, the TD received some requests from the DCs and members of the public on the provision of cycle tracks, mainly along the waterfront on Hong Kong Island.

When planning the development of harbourfront areas, the Government will carefully examine the feasibility of constructing cycle track. Factors to be taken into consideration include compatibility with overall development of the districts and adjacent land uses, ancillary facilities, geographical environment, road safety, traffic management arrangements and public views.

In the past three years, the TD did not receive any requests from the DCs nor members of the public on the provision of additional bicycle parking spaces on Hong Kong Island.

- (3) Statistics on accidents involving bicycles on Hong Kong Island in the past three years are tabulated below:

<b>Period</b>	<b>Degree of injury#</b>	<b>Cyclist</b>	<b>Other road users</b>
April 2011 – March 2012	Killed	1	0
	Seriously injured	16	2
	Slightly injured	38	13
	<b>Total</b>	<b>55</b>	<b>15</b>
April 2012 – March 2013	Killed	1	0
	Seriously injured	17	1
	Slightly injured	55	18
	<b>Total</b>	<b>73</b>	<b>19</b>
April 2013 – February 2014*	Killed	0	1
	Seriously injured	13	2
	Slightly injured	60	11
	<b>Total</b>	<b>73</b>	<b>14</b>

Notes:

\* Figures are provisional and cover 11 months only.

# Degree of injury:

Killed - sustained injury causing death within 30 days of an accident

Seriously injured - an injury for which a person is detained in hospital for more than 12 hours

Slightly injured - an injury for which a person is either not detained in hospital or detained for not more than 12 hours

There is no such classification as bicycle accident blackspots. The TD will continue to monitor relevant accident statistics and implement improvement measures where necessary.

**CONTROLLING OFFICER'S REPLY****THB(T)164****(Question Serial No. 1133)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers  
(3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 55):

Regarding the work of the Transport Department (TD) on “handling the registration of vehicles, issue and renewal of vehicle and driving licences” and “road safety enhancement measures”, please provide the following information on the number of driving licence holders of commercial vehicles and the measures for promoting driving safety of professional drivers:

- (a) the numbers of driving licence holders of different commercial vehicles in the past three years according to the licensing record (breakdown by different age groups and types of vehicles as shown in the table below);

Age of driving licence holders of different commercial vehicles in xxxx	21-30	31-40	41-50	51-60	61-70
Taxi					
Public light bus					
Private light bus					
Public bus					
Private bus					
Light goods vehicle					
Medium goods vehicle					
Heavy goods vehicle					

- (b) the numbers of road traffic casualties by types of commercial vehicles in the past five years;

Number of road traffic casualties of driving licence holders of different types of commercial vehicles in xxxx	Seriously injured	Killed
Taxi		
Public light bus		
Private light bus		

Number of road traffic casualties of driving licence holders of different types of commercial vehicles in xxxx	Seriously injured	Killed
Public bus		
Private bus		
Light goods vehicle		
Medium goods vehicle		
Heavy goods vehicle		

- (c) details of the measures adopted to promote driving safety of professional drivers in the past five years, the expenditure involved and their effectiveness.

Asked by: Hon. KWOK Wai-keung

Reply:

- (a) Statistics on the number of driving licence holders of commercial vehicles by different age groups and classes of vehicles in the past three years are given in Annex 1.
- (b) Statistics on the number of killed and seriously injured driver casualties of commercial vehicles in the past five years are given in Annex 2.
- (c) The TD has been collaborating with the Road Safety Council and the Hong Kong Police Force to undertake various road safety publicity and educational activities to promote safe driving and health awareness of various road user groups including commercial vehicle drivers.

The TD has undertaken a variety of measures in the past five years, including safety seminars and workshops, transport trade newsletters, transport trade conferences and publicity campaigns targetting at commercial vehicle drivers. The expenditures were \$350,000, \$417,000, \$311,000, \$392,000 and \$511,000 from 2009 to 2013 respectively.

In addition, the TD has been conducting annual Safe Driving and Health Campaign (the Campaign) for commercial vehicle drivers since 2009-10. A wide range of activities are held, including dissemination of safe driving and health messages through radios and other publicity channels, provision of free health checks to commercial vehicle drivers with the co-operation of non-profit-making medical organisations, etc. About 2 000 commercial vehicle drivers each year attended the free health checks in the past three years. The expenditure of the Campaign is about \$3 million each year.

## Numbers of driving licence holders of commercial vehicles as at end 2011

Class of vehicle	Age				
	21-30	31-40	41-50	51-60	61-70
Taxi	1 942	12 112	54 942	94 771	41 623
Public light bus	5 235	23 015	47 892	63 875	31 082
Private light bus	5 235	23 066	49 053	66 123	32 467
Public bus	5 157	21 929	37 515	43 314	17 328
Private bus	5 157	21 937	37 607	43 462	17 203
Light goods vehicle	165 305	288 537	342 994	342 174	125 662
Medium goods vehicle	7 131	27 341	53 021	63 928	28 594
Heavy goods vehicle	2 183	9 802	21 734	38 197	24 711

## Numbers of driving licence holders of commercial vehicles as at end 2012

Class of vehicle	Age				
	21-30	31-40	41-50	51-60	61-70
Taxi	1 830	11 631	48 982	97 182	49 373
Public light bus	4 589	22 635	45 490	65 944	35 308
Private light bus	4 589	22 664	46 495	68 183	36 882
Public bus	4 530	21 696	36 730	45 140	20 209
Private bus	4 530	21 702	36 802	45 303	20 155
Light goods vehicle	155 712	299 790	337 013	366 674	148 243
Medium goods vehicle	6 461	26 609	50 703	65 911	32 930
Heavy goods vehicle	2 040	9 631	20 600	37 035	27 939

## Numbers of driving licence holders of commercial vehicles as at end 2013

Class of vehicle	Age				
	21-30	31-40	41-50	51-60	61-70
Taxi	1 720	11 114	43 048	98 237	56 778
Public light bus	4 022	22 077	43 337	67 295	39 399
Private light bus	4 022	22 086	44 161	69 494	41 169
Public bus	3 971	21 337	36 003	46 610	23 155
Private bus	3 971	21 341	36 064	46 770	23 168
Light goods vehicle	145 937	308 086	329 586	388 402	171 539
Medium goods vehicle	5 749	26 062	48 345	67 280	37 195
Heavy goods vehicle	1 930	9 710	19 510	35 756	30 863

Numbers of driver casualties (killed and seriously injured)  
by class of commercial vehicles in the past five years

Class of vehicles	Seriously injured					Killed				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
Taxi	111	121	127	141	156	6	3	4	5	6
Public light bus	15	9	12	21	12	2	0	1	1	1
Private light bus	1	1	1	1	2	0	0	0	0	0
Public bus	12	13	22	27	26	0	1	4	0	2
Private bus	0	1	0	1	0	0	0	0	0	0
Light goods vehicle	58	63	59	63	61	3	5	0	4	3
Medium goods vehicle	30	26	32	34	27	0	0	5	0	2
Heavy goods vehicle	0	4	1	1	8	0	0	0	0	1

**CONTROLLING OFFICER'S REPLY****THB(T)165****(Question Serial No. 2327)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 7):

Would the Administration advise the following:

(1) current information on vehicles in Hong Kong -

Year of First Registration	Private Cars	Taxis	Light Goods Vehicles		Medium Goods Vehicles		Heavy Goods Vehicles		Buses		Light Buses		Others
			Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	
1990													
1991													
1992													
1993													
1994													
1995													
1996													
1997													
1998													
1999													
2000													
2001													
2002													
2003													
2004													
2005													
2006													
2007													
2008													
2009													
2010													
2011													
2012													
2013													
2014													

(2) details of the establishment for processing registration of vehicles, including ranks (with salary points), number and the total amount of personal emoluments involved.

Asked by: Hon. LAM Kin-fung, Jeffrey



Reply:

- (1) Information on the number of registered vehicles is provided at Annex.
- (2) 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	\$621,900
Executive Officer II	1	15-27	\$411,780
Senior Clerical Officer	1	22-27	\$472,140
Clerical Officer	2	16-21	\$713,280
Assistant Clerical Officer	11	3-15	\$2,446,620
Clerical Assistant	1	1-10	\$173,520
Total:			\$4,839,240

Year of First Registration	Number of Registered Vehicles												
	Private Cars	Taxis	Light Goods Vehicles		Medium Goods Vehicles		Heavy Goods Vehicles		Buses		Light Buses		Others*
			Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	Euro II or before	Others	
1990	699	0	454	0	450	0	46	0	4	0	9	0	430
1991	1 113	0	642	0	862	0	48	0	24	0	33	0	607
1992	1 503	0	1 882	0	1 556	0	120	0	46	0	49	0	702
1993	2 420	0	2 514	2	1 439	0	112	0	42	0	72	0	883
1994	4 231	0	2 638	0	1 356	0	150	0	39	0	122	0	1 185
1995	4 365	1	2 389	0	1 103	0	121	0	49	0	144	0	1 326
1996	6 350	1	2 783	0	1 175	0	180	0	348	0	133	0	1 570
1997	17 511	1	4 018	0	1 375	0	265	0	793	0	225	0	1 994
1998	17 186	0	3 264	0	860	0	157	0	1 047	0	226	0	1 821
1999	18 383	29	2 893	0	1 154	0	99	0	640	0	278	0	2 110
2000	24 151	1 782	3 649	0	1 894	0	152	0	511	0	267	1	2 183
2001	27 195	7 903	2 913	322	1 051	298	160	30	486	179	262	21	2 834
2002	25 935	2 485	0	3 046	0	1 690	0	197	0	965	26	374	3 279
2003	20 655	1 396	0	2 589	0	1 578	0	98	0	772	19	495	3 565
2004	25 885	562	0	3 438	0	2 316	0	95	0	645	0	916	3 933
2005	25 978	413	0	4 158	0	2 135	0	39	0	583	0	1 220	3 750
2006	26 782	364	0	4 405	0	2 068	0	63	0	627	0	159	3 636
2007	32 248	324	0	4 494	0	2 007	0	79	0	602	0	235	3 784
2008	33 805	545	0	5 140	0	2 423	0	117	0	740	0	456	3 676
2009	27 540	341	0	2 304	0	883	0	134	0	532	0	212	2 599
2010	39 151	395	0	3 697	0	2 408	0	378	0	793	0	304	2 762
2011	41 309	274	0	4 364	0	2 451	0	531	0	868	0	239	3 283
2012	42 886	293	0	4 519	0	2 136	0	704	0	1 007	0	281	3 704
2013	44 137	757	0	5 787	0	2 777	0	678	0	1 011	0	340	4 519
2014	7 821	272	0	1 095	0	593	0	166	0	119	0	56	868

\* Not including trailers, which are not motor vehicles

**CONTROLLING OFFICER'S REPLY****THB(T)166****(Question Serial No. 2328)**

**Head:** (186) Transport Department

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

**Programme:** (2) Licensing of Vehicles and Drivers

**Controlling Officer:** Commissioner for Transport (Mrs. Ingrid YEUNG)

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

**Question (Member Question No. 9):**

Under "conducting road test" of Programme (2) of the Controlling Officer's Report, the two targets 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 compliance rates in the past two years. Please provide information on the following:

**(a) Driving test waiting time from 2010 to 2013:****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 82 days								
over 82 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 82 days								
over 82 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 82 days								
over 82 days								

2013

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part C Test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 82 days								
over 82 days								

- (b) The existing establishment for conducting / processing road tests. Does the Government consider that the existing establishment for conducting / processing road tests is sufficient for processing driving test applications?

Rank of Post	Number of Post	Manpower increase in 2013-14	Pay-point
Senior Driving Examiner (SDE)			
Driving Examiner I (DE I)			
Driving Examiner II (DE II)			

- (c) As explained in the report, the percentage of cases where road tests were conducted within 82 days further decreased to 29% when compared to last year due to a continuous increase in the number of applicants, whilst the department still could not clear the backlog cases despite the fact that additional manpower was recruited. Apart from adjusting the 82-day target, will the Government take more appropriate measures, such as setting up more driving test centres and increasing the number of DEs, to enable the public to take road tests as soon as possible?

Asked by: Hon. LAM Kin-fung, Jeffrey

Reply:

- (a) Please refer to the following tables:

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

## 2013

Driving test waiting time	Private Car (Combined Test)	Private Car (Part B Test)	Private Car (Part C Test)	Motorcycle (Part B and Part C test)	Light Goods Vehicle (Combined Test)	Light Goods Vehicle (Part B Test)	Light Goods Vehicle (Part C Test)	Others
within 82 days	4 659	2 158	7 062	3 387	6 896	2 174	10 235	15 598
over 82 days	21 876	793	8 491	7 468	33 133	843	15 390	489

Note: Others include medium goods vehicle, heavy goods vehicle, articulated vehicle, light bus and bus (including franchised bus) and motor tricycle.

- (b) Driving tests are conducted by DEs of the Transport Department (TD). The pay scale and the strength (as at December 2013) of the DE grade are as follows:

Rank of Post	Number of Post	Manpower increase in 2013-14	Pay-point (Master Pay Scale)
SDE	1	0	28-32
DE I	11	1	23-27
DE II	55	10	13-22

To further increase the manpower for conducting driving tests, the TD has commenced another DE recruitment exercise in end 2013, which is expected to be completed in the third quarter of 2014.

- (c) There has been an increase in the number of applications for road tests for motorcycle, private car and light goods vehicle driving licences received since 2010. The statistics in the past five years are set out below:

Year	Number of applications for road tests for motorcycle, private car and light goods vehicle driving licences	Percentage change over the previous year
2009	82 779	-
2010	92 382	+11.6%
2011	100 860	+9.2%
2012	107 304	+6.4%
2013	124 565	+16.1%

Although the TD has been strengthening the manpower for conducting road tests, there has been no improvement to the compliance rate for conducting road tests within 82 days upon application because of the continuous increase in demand for road tests which has reached the record high of 16.1% annual growth rate in 2013. As mentioned in part (b) of the reply, the TD carried out another round of recruitment

exercise of DEs at the end of 2013 to cope with the increasing demand. If the demand for road tests continues to grow in 2014, it is likely that there would be no significant improvement to the compliance rate in 2014 even with additional manpower resources deployed to conducting road tests, as some of the additional manpower would have to be deployed for clearing backlog cases. The TD will review the targets for the waiting time for motorcycle, private car and light goods vehicle road tests if the compliance rate continues to be low and demand continues to increase next year. Recruitment of DEs with the right calibre is also a challenge. DEs not only have to possess outstanding driving skills for a range of vehicle classes, but also need to be observant, calm and be able to react quickly, withstand pressure and articulate their decisions to learner drivers taking the tests. In previous recruitment exercises, it took a long time for the TD to interview and test a large number of candidates before the target number of DEs could be recruited.

To better utilise the test slots released from postponement of tests and absence of candidates, repeaters have been allowed to apply for a repeater early test appointment online (i.e. the Repeater Early Test Appointment Booking Service) since November 2013, and the TD will continue to allow for overbooking of test appointments. The TD will continue to monitor the situation closely, and consider further measures to improve the service.

**CONTROLLING OFFICER'S REPLY****THB(T)167****(Question Serial No. 3128)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 34):

Does the Government have any plans to relieve the traffic congestion in Tai Wai Town Centre and to address the problem of severely insufficient car parking spaces in the area? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

In general, the capacities of roads in Tai Wai Town Centre are adequate to accommodate the prevailing traffic flows. Based on site observations, there are incidents of traffic congestion at isolated locations of Tai Wai Town Centre. These are mainly due to illegal parking and busy kerbside loading / unloading activities. To improve traffic conditions, the Transport Department (TD) has requested the Hong Kong Police Force to step up enforcement actions against illegal parking and illegal kerbside activities. On streets where kerbside activities affect the normal traffic flow, the TD would impose "No Stopping Zones (NSRs)". Examples include Tai Wai Road near Lung King Building and Yan On Building, junction of Chik Fu Street and Chik Fuk Street, and Shing Ho Road. The cost of implementing NSRs forms part of the cost for traffic management measures; there is no separate breakdown for such work.

To address the parking demand in Tai Wai Town Centre, the TD will include suitable lease conditions for the provision of appropriate numbers of parking spaces in new developments to meet future demand according to the prevailing Hong Kong Planning Standards and Guidelines. Besides, The TD will continue to seek assistance from the Lands Department to identify, as far as possible, suitable vacant lands for providing short term tenancy car parks. The TD will also provide on-street metered parking spaces in suitable locations as long as road safety and other road users are not affected. In the past three years, the TD added 12 on-street metered car parking spaces and 13 motor cycle parking spaces in the area. The cost of providing these parking spaces forms part of the cost of traffic management measures; there is no separate breakdown for the cost of such work.

**CONTROLLING OFFICER'S REPLY**

**THB(T)168**

**(Question Serial No. 1298)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 11):

In respect of the Matters Requiring Special Attention in 2014-15, the Transport Department (TD) mentioned to “implement the special helping measures (SHM) recommended by the mid-term review on the six major outlying island ferry routes for the three-year licence period of these ferry services starting from mid-2014”. In this regard, will the Administration advise the Committee on the following:

- (a) the details of the “SHM recommended”, the period of their implementation and the expenditure involved;
- (b) the effectiveness of the SHM in reducing fare increase rates or ferry fares; and
- (c) at present, no fare concession is provided by outlying island ferry services to students, resulting in high travelling expenses borne by students travelling to and from outlying islands. Has the Administration estimated the expenditure involved if a fare concession is provided by operators to students? Will the Administration consider including the provision of student fare concession as a condition for extension of the concerned licences?

Asked by: Hon. LEUNG Che-cheung

Reply:

- (a) The Finance Committee of the Legislative Council approved in July 2013 the continued provision of the SHM to the six major outlying island ferry services<sup>1</sup> in the next three-year licence period, i.e. from 1 April 2014 to 31 March 2017 for “Central – Mui Wo” route and from 1 July 2014 to 30 June 2017 for the remaining five routes. Amounting to \$190.359 million, the SHM include:

<sup>1</sup> They 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”.



- (i) reimbursing the operators of the concerned ferry services for the vessel survey fee and private mooring charge;
  - (ii) reimbursing the 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 the vessel maintenance cost;
  - (v) reimbursing the revenue foregone due to provision of child fare concessions;
  - (vi) reimbursing the vessel insurance cost; and
  - (vii) launching “Visiting Scheme to Outlying Islands”.
- (b) It is the Government’s established policy that public transport services should be run by private sector in accordance with prudent commercial principles to achieve operating efficiency. The six major outlying island ferry services are not financially viable, but are unique in that they are the only means of transport for outlying islands<sup>2</sup>. Hence, our principles and rationale in designing helping measures for these ferry services are: (a) public transport services should be operated by the private sector on commercial principles; (b) the need to maintain long-term financial viability and fare stability of the public transport services; (c) the need for the Government to use public money prudently and considerations that individuals should bear appropriate fare responsibility; and (d) harbourfront planning considerations.

Ferry operators indicated in the recent licence renewal exercise that there was pressure for fare increase owing to escalating operating costs due to rise of fuel price and staff costs. These costs are not covered by the SHM. The operators applied for a fare increase of about 10%.

The TD understands the public’s concern about fare increases. It has carefully examined the financial information submitted by the ferry operators. Following careful consideration, the TD approved an average fare increase of 5% to 6% for these ferry services. If there were no SHM, the extent of the fare increase would have been higher.

- (c) At present, students aged three or above but under 12 enjoy child fare concessions of the six major outlying island ferry services. In addition, students may apply for Student Travel Subsidy, subject to a means test.

As students aged 12 or above are eligible for the Student Travel Subsidy, and as the ferry services concerned are facing a difficult operating environment, the Administration has no plan to require the ferry operators to extend fare concessions to cover all students as a condition for licence extension. Nevertheless, we will continue to encourage the ferry operators to provide concessions to passengers including students

---

<sup>2</sup> Only Lantau Island is also linked by a road network, but its cross-district land-based public transport services are limited.

as far as possible, taking into account their respective operating and financial conditions, overall economic environment and passenger needs.

**CONTROLLING OFFICER'S REPLY**

**THB(T)169**

**(Question Serial No. 1154)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 2.02):

Please provide the specifications on image resolution of the existing closed circuit television (CCTV) cameras employed by the Transport Department (TD) for traffic monitoring, and state whether the resolution of the collected video images can recognise vehicle registration marks.

Does the TD have any plan to improve the resolution and efficacy of the CCTV cameras so as to enhance their function on identification of vehicles? If affirmative, please provide the details and cost estimates.

How long will the collected CCTV camera images be kept by the TD? Did the TD establish a policy to protect the privacy on the personal data collected from the CCTV camera images?

Will the TD allow the Hong Kong Police Force (HKPF) to access the real-time or archived video images? If affirmative, please provide the details. What is the ranking of officers responsible for approving the HKPF to access video images and the approval criteria? Please provide the number of cases in 2013-14 where the HKPF was provided with the real-time or archived video images.

Asked by: Hon. LEUNG, Kenneth

Reply:

The TD employs CCTV cameras with a standard resolution of 752 x 582 pixels (or less) for traffic monitoring. Since the major objective of employing CCTV cameras is for general area-wide traffic monitoring, the resolution of traffic images collected is not high enough for the recognition of vehicle number plates.

The TD has no plan to enhance the CCTV cameras for vehicle identification, as this is not the objective of capturing traffic images through CCTV cameras.

The TD has internal guidelines which stipulate that CCTV systems can only be operated by authorised persons, and the zooming power / viewing angles of CCTV cameras can only be adjusted to suit the needs for traffic monitoring and / or incident management. Only CCTV cameras installed at government tunnels, as well as the Tsing Ma and Tsing Sha Control Areas are equipped with recording functions as there is a genuine need for auditing toll collection. CCTV images are properly stored from seven days to three months to suit operational needs. The TD will ensure that relevant recording strictly complies with the Personal Data (Privacy) Ordinance. All other CCTV cameras have no recording functions.

The TD shares real-time signals of traffic images captured by its CCTV cameras with relevant offices of the HKPF, for viewing by police officers who are responsible for monitoring traffic conditions and incident management. The terminals provided to the HKPF for viewing real-time signals have no recording functions.

**CONTROLLING OFFICER'S REPLY**

**THB(T)170**

**(Question Serial No. 2389)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 32):

Ferry is an important waterborne transport mode in Hong Kong, which is welcomed by local residents and tourists. To provide incentives to encourage operators to run ferry services, the Administration has been subsidising the operation of some ferry routes. In addition, the Administration has implemented several measures to reduce the operating costs of ferry services, including taking over the pier maintenance responsibilities, waiving fuel duty and exempting vessel licence fees. Will the Administration advise the Committee of the following:

- (1) What are the expenditures for the provision of subsidy to the concerned ferry routes, and the expenditures in relation to the measures for reduction of ferry operating costs in the past three years? Will the expenditure of the measures be listed out in accordance with the classification of ferry services?
- (2) The ferry service from Hung Hom to Wan Chai has ceased operation since 2011, resulting in inconvenience to residents. Will the Administration consider re-introduction of the service in order to address the need of residents for waterborne transport service and relieve the congestion of other cross-harbour transport modes? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. LEUNG Mei-fun, Priscilla

Reply:

- (1) 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 for providing special helping measures (SHM)<sup>1</sup> to the six major outlying island ferry services<sup>2</sup> with a view to maintaining the financial viability of these services while relieving some of the fare increase pressure. As at 28 February 2014, the expenditure involved for reimbursement under the SHM in the past three financial years amounts to \$83.359 million.

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

For All Ferry Routes			
Financial year	2011-12 (\$ million)	2012-13 (\$ million)	2013-14 (As at 28 February 2014) (\$ million)
Pier maintenance expenditure borne by the Government	21.540	16.980	16.890

Financial year	2011-12 (\$ million)	2012-13 (\$ million)	2013-14 (As at 28 February 2014) (\$ million)
Inner Harbour Ferry Routes			
Exempting vessel licence fees	0.040	0.035	0.032
Outlying Island Ferry Routes			
Exempting vessel licence fees	0.179	0.174	0.174

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

<sup>1</sup> The package of SHM includes: (a) reimbursing the operators of the concerned ferry services for the vessel survey fee and private mooring charge; (b) reimbursing the pier electricity, water and cleansing charges; (c) reimbursing the balance of revenue foregone due to provision of elderly fare concessions after netting off the amount of pier rental reimbursement and vessel licence fee exemption under the established arrangement; (d) reimbursing the vessel maintenance cost; (e) reimbursing the revenue foregone due to provision of child fare concessions; (f) reimbursing the vessel insurance cost; and (g) launching “Visiting Scheme to Outlying Islands”.

<sup>2</sup> The six major outlying island ferry services are “Central – Cheung Chau”; “Inter-islands” serving Peng Chau, Mui Wo, Chi Ma Wan and Cheung Chau; “Central – Mui Wo”; “Central – Peng Chau”; “Central – Yung Shue Wan”; and “Central – Sok Kwu Wan”.

The Government considers that the results of the two tender exercises have reflected the market assessment that the operation of the two ferry services is not financially viable under the operating environment with persistently low level of patronage and highly volatile oil prices. Nevertheless, if there is any ferry operator expressing interest to operate ferry services to and from Hung Hom, the Government will examine the passenger need as well as financial and operational feasibility of such proposal.

**CONTROLLING OFFICER'S REPLY****THB(T)171****(Question Serial No. 0311)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 4):

Please provide the following information in respect of railway safety:

- (1) The numbers of light rail accidents involving casualties of passengers, and the numbers of passengers involved in the last three years (with breakdowns on railway equipment and vehicle collision involved; and the seriousness and numbers of casualties).
- (2) When will the Administration start reviewing the role of light rail? Will the Administration commission a consultant to conduct the review, and if yes, what is the estimated expenditure involved? If no, how will the review be conducted?

Asked by: Hon. MAK Mei-kuen, Alice

Reply:

- (1) The requested information on Light Rail is provided as follows:

- (a) the numbers of accidents involving passenger casualties in association with railway equipment:

Railway equipment involved in the accident	2011			2012			2013		
	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
Train door	35	35	0	22	22	0	17	17	0
Platform gap	19	19	0	6	6	0	1	1	0
Miscellaneous (Note 1)	20	50	1	28	87	0	34	114	2
<b>Total</b>	<b>74</b>	<b>104</b>	<b>1</b>	<b>56</b>	<b>115</b>	<b>0</b>	<b>52</b>	<b>132</b> (Note 2)	<b>2</b>

Note 1: The above figures exclude cases of suicide / attempted suicide, accidents due to passengers' own sickness and trespassing. "Miscellaneous" refers to those cases involving passengers or members of the public tripping or falling as a result of losing balance, and accidents involving pedestrians or vehicles on the road.

Note 2: The increase in the number of injuries from 115 in 2012 to 132 in 2013 was due to a Light Rail derailment accident occurred in Yuen Long on 17 May 2013 which caused 82 injuries.



(b) the numbers of accidents involving passenger casualties by collision type:

Collision type	2011			2012			2013		
	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
Collision with vehicle	2	23	0	3	62	0	3	3	0
Collision with object	0	0	0	1	1	0	1	82 (Note 1)	0
No collision (Note 2)	2	2	0	0	0	0	2	2	0
<b>Total</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>0</b>

Note 1: The 82 injuries were caused by the Light Rail derailment accident occurred in Yuen Long on 17 May 2013.

Note 2: The accidents involved passengers losing balance during stopping of Light Rail.

- (2) Upon the completion of the new railway development strategy beyond 2020 later this year, and having regard to the planning and progress of implementation of the major transport infrastructures, we will proceed to prepare for the conduct of a review of the Public Transport Strategy, in order to update our strategy for public transport services to meet the travelling needs of the society. The review will cover the Light Rail Transit system. We will consider whether a consultancy will be commissioned in the course of the preparation.

**CONTROLLING OFFICER'S REPLY****THB(T)172****(Question Serial No. 0533)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 17):

Regarding “conducting road test within 82 days upon application for motorcycle, private car and light goods vehicle driving licence”, the target was 95% but the compliance rates in 2012 and 2013 were only 33% and 29% respectively and the planned compliance rate in 2014 can only be kept at 29%. Please explain and -

- (1) list out the average waiting time for conducting road test upon application for motorcycle, private car and light goods vehicle driving licence in the past five years (2009, 2010, 2011, 2012 and 2013).
- (2) The Administration indicated that even with additional resources deployed, the compliance rate for 2014 is not expected to be improved. What is the reason? Apart from increase in driving test demand, are there any factors limiting the processing time?

Asked by: Hon. POON Siu-ping

Reply:

- (1) The average waiting time for conducting road tests upon application for motorcycle, private car and light goods vehicle driving licence in the past five years is as follows:

Year	Average Waiting Time (calendar days)		
	Private Car	Light Goods Vehicle	Motorcycle
2009	56	58	62
2010	71	74	75
2011	88	90	84
2012	116	121	108
2013	120	128	113

- (2) There has been an increase in the number of applications for road tests for motorcycle, private car and light goods vehicle driving licences received since 2010. The statistics in the past five years are set out below:

Year	Number of applications for road tests for motorcycle, private car and light goods vehicle driving licences	Percentage change over the previous year
2009	82 779	-
2010	92 382	+11.6%
2011	100 860	+9.2%
2012	107 304	+6.4%
2013	124 565	+16.1%

Although the Transport Department (TD) has been strengthening the manpower for conducting road tests, there has been no improvement to the compliance rate for conducting road tests within 82 days upon application because of the continuous increase in demand for road tests which has reached the record high of 16.1% annual growth rate in 2013. To cope with the increasing demand, the TD has carried out another round of recruitment exercise of driving examiners (DEs) at the end of 2013, which is expected to be completed in the third quarter of 2014. If the demand for road tests continues to grow in 2014, it is likely that there would be no significant improvement to the compliance rate in 2014 even with additional manpower resources deployed to conducting road tests, as some of the additional manpower would have to be deployed for clearing backlog cases. The TD will review the targets for the waiting time for motorcycle, private car and light goods vehicle road tests if the compliance rate continues to be low and demand continues to increase next year. Recruitment of DEs with the right calibre is a challenge. DEs not only have to possess outstanding driving skills for a range of vehicle classes, but also need to be observant, calm and be able to react quickly, withstand pressure and articulate their decisions to learner drivers taking the tests. In previous recruitment exercises, it took a long time for the TD to interview and test a large number of candidates before the target number of DEs could be recruited.

To better utilise the test slots released from postponement of tests and absence of candidates, repeaters have been allowed to apply for a repeater early test appointment online (i.e. the Repeater Early Test Appointment Booking Service) since November 2013, and the TD will also continue to allow for overbooking of test appointments. The TD will continue to monitor the situation closely, and consider further measures to improve the service.

**CONTROLLING OFFICER'S REPLY****THB(T)173****(Question Serial No. 0349)**

Head: (186) Transport Department

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 14):

The Transport Department (TD) stated that the number of non-directorate posts will be increased by 105 to 1 516 as at 31 March 2015. Please inform this Committee of the nature of work, ranks and salaries of these new posts.

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

There will be a net increase of 105 non-directorate posts in 2014-15 as a result of the creation of 115 posts, to be offset by the deletion of 10 time-limited posts. The duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
<b>Time-limited posts to take forward specific initiatives</b>			
Driving Examiner II	19	6,455,820	To enhance the provision of driving test services for meeting the increase in demand.
Clerical Officer	7	2,496,480	
Senior Transport Officer	1	845,880	To support the extension of the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disability to eligible persons with disabilities aged 12 and below and green minibuses.
Transport Officer II	2	786,240	
Senior Treasury Accountant	1	1,153,800	
Treasury Accountant	1	808,440	
Accounting Officer II	1	393,120	
Chief Transport Officer	1	1,153,800	To handle matters relating to bus franchises.

<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Senior Transport Officer	2	1,691,760	To plan and implement infrastructure projects and / or community facilities for public housing developments, including support services from other departments.
Transport Officer I	4	2,487,600	
Engineer/Assistant Engineer	2	1,277,040	
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	4	909,840	
Senior Transport Officer	1	845,880	To plan and prepare for the take-over of the Eastern Harbour Crossing upon expiry of the franchise.
Transport Officer II	1	393,120	
Senior Engineer	1	1,153,800	To implement a series of land supply initiatives under the multi-pronged approach as set out in the 2013 Policy Address.
Engineer/Assistant Engineer	4	2,554,080	
Senior Technical Officer (Traffic)	2	988,680	
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	6	1,364,760	
Chief Transport Officer	1	1,153,800	
Senior Transport Officer	2	1,691,760	
Transport Officer I	4	2,487,600	
Motor Vehicle Examiner II	1	567,480	
Executive Officer I	1	621,900	
Vehicle Tester	1	236,100	
<b>To replace non-civil service contract (NCSC) positions</b>			
Transport Officer I	1	621,900	To provide support and assistance in the implementation of business process re-engineering initiatives; management of contracts relating to the e-licensing services under GovHK; and to coordinate and monitor system maintenance and support to the e-licensing services.
Transport Officer II	1	393,120	To assist in planning and implementing various quality public light bus (PLB) projects; implementing a package of measures after the enactment on PLB safety; and providing operational support to the PLB Section.

<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Transport Officer II	1	393,120	To assist in implementing various quality taxi projects and providing administrative and secretarial support to the Quality Taxi Services Steering Committee.
Transport Officer II	1	393,120	To cope with increasing workload in relation to the processing of non-franchised bus applications.
Transport Officer II	1	393,120	To assist in the review and implementation of the special helping measures provided to the six major outlying island ferry services; assist in the implementation of the construction of additional floors at Central Piers Nos. 4, 5 and 6; and to monitor the implementation of new marine safety requirements proposed by the Marine Department and assess their impact on domestic ferry services.
Transport Officer II	1	393,120	To cope with increasing workload in the Transport Operations (New Territories) Division.
Engineer/Assistant Engineer	1	638,520	To cope with heavy workload in the Traffic Engineering (New Territories East) Division.
Engineer/Assistant Engineer	1	638,520	To strengthen staffing support for smooth delivery of infrastructure projects and to handle traffic and transport matters / complaints in the local district.
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	1	227,460	To provide staffing support in the Traffic Engineering (New Territories West) Division for smooth delivery of infrastructure projects and handle traffic and transport matters / complaints in the local district.
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	1	227,460	To cope with the upsurge of workload associated with the planning and regulatory work in the Bus and Railway Branch.
Technical Officer (Civil)/ Technical Officer Trainee (Civil)	1	227,460	To meet increasing workload in the Traffic Engineering (New Territories West) Division.

<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Executive Officer I	1	621,900	To handle all matters relating to NCSC staff in the TD, and to provide support in staff management matters in civil service grades.
Executive Officer II	1	411,780	To manage the Repeater Early Test Appointment System and handle the subsequent maintenance and enhancement duties.
Executive Officer II	1	411,780	To carry out duties relating to driving tests, maintenance of Driving Test Centres and issue of Private Driving Instructors' licences.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Safety and Standards Division.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Inspection and Records Unit.
Executive Officer II	1	411,780	To provide administrative support to the E-Strategy Division.
Executive Officer II	1	411,780	To provide support and assistance in the ongoing maintenance and operation of the Vehicles and Drivers Licensing Integrated Data (VALID) IV System.
Executive Officer II	1	411,780	To provide logistics / administrative support in planning and overseeing the progress and implementation of different enhancements to the VALID IV System.
Senior Clerical Officer	1	472,140	To provide support in handling licensing-related matter in Licensing Office of the Licensing Unit.
Assistant Clerical Officer	1	222,420	To provide assistance in administering the enhancement of the VALID IV System.
Assistant Clerical Officer	1	222,420	To strengthen customer service to the general public for the Public Bus Team of the Public Vehicles Unit.
Assistant Clerical Officer	1	222,420	To provide clerical and logistics support to the Personnel Registry.
Assistant Clerical Officer	1	222,420	To provide administrative support to the E-Strategy Division.
Assistant Clerical Officer	1	222,420	To provide clerical support to the Mandatory Driving Improvement Scheme and other areas.

<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Assistant Clerical Officer	10	2,224,200	To strengthen counter services for processing driving and vehicle licence applications in four Licensing Offices, and to assist in smooth implementation of various new activities and requirements arising from legislative amendments and new policy initiatives.
Clerical Assistant	3	520,560	To provide clerical and logistics support to the TD Headquarters.
Clerical Assistant	1	173,520	To process permit applications for the Lantau Island and provide clerical support to the Transport Operations (New Territories) Division.
Clerical Assistant	1	173,520	To provide clerical support to the Traffic Engineering (Hong Kong) and Transport Operations (Hong Kong) Divisions.
Clerical Assistant	1	173,520	To provide clerical and accounting services to the Traffic and Transport Survey Division and the Strategic Roads Division.
Clerical Assistant	1	173,520	To provide clerical and logistics support to the Personalised Vehicle Registration Marks Scheme.
Computer Operator I	1	339,780	To provide continual operational support to the VALID IV System.
Workman II	1	137,940	To man the reception counter and dispatch documents for the Kowloon Regional Offices.
Workman II	1	137,940	To man the reception counter and dispatch documents for the New Territories Regional Offices.
<b>Total :</b>	<b>115</b>	<b>48,208,800</b>	



**CONTROLLING OFFICER'S REPLY**

**THB(T)174**

**(Question Serial No. 0426)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 41):

As the passenger loading of the East Rail Line (EAL) and the Tseung Kwan O Line (TKL) during peak hours has exceeded the carrying capacity, and the situation is deteriorating, will the Transport Department (TD) inform us whether:

- (1) mitigation measures will be introduced in the short term? If yes, please provide the details. If no, please explain the reasons;
- (2) the TD will discuss with bus companies about provision of peak-only bus services for areas in need? If yes, please provide the details. If no, please explain the reasons; and
- (3) assessment has been made on the impact of significant increase in recent years in the population along the railway lines, larger percentage increase of visitors and future land development on railway capacity? If yes, please provide the details. If no, please explain the reasons.

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

- (1) To cope with passenger demand of the EAL and the TKL during peak hours, the MTR Corporation Limited (MTRCL) will continue to seek to enhance the frequency of train services where possible. The MTRCL will also arrange short-haul trips running between a few busy stations to increase carrying capacity if a gap between trains under the scheduled train services has opened up to allow safe running of trains.

For the TKL, the critical link during morning peak is the cross-harbour section from Yau Tong Station to Quarry Bay Station. To increase the carrying capacity at this critical link, the MTRCL plans to adjust the train service pattern of the TKL from the

existing “3+1”<sup>Note 1</sup> to a “2+1”<sup>Note 2</sup> service pattern, without changing the total hourly train frequency for trains running from Po Lam Station. Under the new “2+1” service pattern, the total number of train trips running from the Yau Tong Station to Quarry Bay Station in an hour during morning peak will increase from 24 to 27. The MTRCL is preparing for this new “2+1” service pattern, and it is expected to be implemented in around nine months.

For the EAL, the critical link during morning peak is from Tai Wai Station to Kowloon Tong Station. Short-haul trips are now operated from Tai Po Market and Fo Tan stations respectively to Hung Hom or Mong Kok East stations during morning peak in order to increase the overall carrying capacity and better meet passenger demand. Upon the completion of the Shatin to Central Link (SCL), the carrying capacity of the railway section from Shatin to Kowloon will be increased, thus alleviating the high loading situation at the critical link during peak hours.

Meanwhile, the MTRCL has begun upgrading the signalling system for the Tsuen Wan Line, the Island Line, the Kwun Tong Line and the TKL with a view to enhancing carrying capacity. The MTRCL is studying the feasibility of a fare concession scheme in encouraging some of the commuters to take their MTR rides outside peak hours. The MTRCL will make reference to similar practices adopted by overseas cities, so as to decide how best the scheme could be implemented in Hong Kong for achieving passenger diversion. The conclusion will be made known to the public once available.

- (2) Notwithstanding the expansion of the railway network, franchised buses will continue to play an important role in our public transport system. Apart from serving areas without railways, franchised buses provide feeder services to railway stations as well as complementary services in areas already served by railways, including during peak hours. Further, there are inter-district bus services depending on actual needs to give passengers greater comfort and convenience. For example, the 78 cross-harbour franchised bus routes, of which 60 are regular services and 18 are peak-only services, are basically running alongside the most crowded cross-harbour sections of the railway system. This helps facilitate passenger diversion. In addition, there are another 68 peak-only non-cross-harbour routes meeting the high passenger demand during peak periods. The TD, together with franchised bus operators and the MTRCL, will study how buses can play a greater role in passenger diversion.
- (3) The Government conducts studies on railway development in order to meet the transport needs arising from future population growth, as well as economic and land use development. Some of the planned domestic railway lines mapped out in the Railway Development Strategy 2000 (RDS 2000) (including the West Island Line

---

Note 1 “3+1” service pattern means for every four trains from Tseung Kwan O to North Point Station, the first three will run from Po Lam Station while the fourth will run from LOHAS Park Station.

Note 2 “2+1” service pattern means for every three trains from Tseung Kwan O to North Point Station, the first two will run from Po Lam Station while the third will run from LOHAS Park Station.

and the SCL) as well as the other railway proposals that were put forward after 2000 in the light of transport demand (including the South Island Line (East) and the Kwun Tong Line Extension) are under construction and they will be opened in phases from 2014 to 2020.

The Government has commissioned a consultant to conduct a study for the Review and Update of the “RDS 2000”, with a view to updating the long-term railway development blueprint for Hong Kong to cater for the latest development needs of the society. In the course of the study, the consultant has taken into account various planning parameters, including population and employment data, land development proposals and cross-boundary transport demand. The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. The Government will announce the way forward for the new railway proposals as soon as possible.

**CONTROLLING OFFICER'S REPLY**

**THB(T)175**

**(Question Serial No. 0427)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 42):

Regarding the first phase of 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) How many applications have been received and approved since the implementation of the Scheme? What is the daily average number of quotas used?
- (2) Has there been any comprehensive assessment on the Scheme? If yes, what are the details? If no, what are the reasons?
- (3) Has there been any discussion with the Mainland authorities on the implementation of the second phase of the Scheme? If yes, what are the details? If no, what are the reasons?
- (4) Will the TD consider withdrawing the Scheme? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

- (1) The first phase of the Scheme was rolled out on 30 March 2012. As at 3 March 2014, the TD has received 3 172 applications, among which 2 888 applications were approved, with an average utilisation rate of around four quotas per day.
- (2) to (4) We have been closely monitoring the implementation of the first phase of the Scheme and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, with a view to enhancing work efficiency and service quality.

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

**CONTROLLING OFFICER'S REPLY****THB(T)176****(Question Serial No. 1162)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 77):

In respect of regulation and monitoring of the operation of public transport services by the Transport Department, please provide information including the respective designed capacity, average occupancy rate with its ratio to the designed capacity, weekly number of sailings, number of vessels deployed and fare adjustment (with the rate if there is fare increase) for each franchised, licensed and kaito ferry service in the past three years in the following table:

<b>Inner Harbour Routes</b>	<b>Weekly designed capacity</b>	<b>Average weekly patronage (ratio to the designed capacity)</b>	<b>Weekly number of sailings</b>	<b>Number of vessels deployed</b>	<b>Fare (fare increase rate)</b>
North Point – Hung Hom					
North Point – Kowloon City					
North Point – Kwun Tong					
Central – Tsim Sha Tsui					
Wan Chai – Tsim Sha Tsui					
Sai Wan Ho – Sam Ka Tsuen					
Sai Wan Ho – Kwun Tong					

<b>Outlying Island Routes</b>	<b>Weekly designed capacity</b>	<b>Average weekly patronage (ratio to the designed capacity)</b>	<b>Weekly number of sailings</b>	<b>Number of vessels deployed</b>	<b>Fare (fare increase rate)</b>
Central – Cheung Chau					
Central – Mui Wo					
Central – Peng Chau (including special departures between Peng Chau and Hei Ling Chau)					
Central – Yung Shue Wan					
Central – Sok Kwu Wan					
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O					
Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau					
Aberdeen – Pak Kok Tsuen – Yung Shue Wan					
Aberdeen – Sok Kwu Wan (via Mo Tat)					
Central – Discovery Bay					
Discovery Bay – Mui Wo					
Ma Wan – Central					
Ma Wan – Tsuen Wan					
North Point – Joss House Bay					

<b>Kaito Routes</b>	<b>Weekly designed capacity</b>	<b>Average weekly patronage (ratio to the designed capacity)</b>	<b>Weekly number of sailings</b>	<b>Number of vessels deployed</b>	<b>Fare (fare increase rate)</b>
Sam Ka Tsuen – Tung Lung Island					
Ma Liu Shui – Tung Ping Chau					
Tap Mun – Wong Shek Pier					
Ma Liu Shui – Tap Mun					
Sha Tau Kok – Kat O					
Wong Shek Pier – Wan Tsai (Nam Fung Wan)/Chek Keng					
Aberdeen – Mo Tat					
Mo Tat – Sok Kwu Wan					
Aberdeen/Stanley – Po Toi Island					
Peng Chau/Trappist Monastery – Discovery Bay					
Cheung Chau Public Pier – Sai Wan					
Aberdeen – Ap Lei Chau					

Asked by: Hon. TANG Ka-piu

Reply:

The information requested in respect of the past three years is provided as follows:

(A) Inner Harbour Ferry Routes	Weekly designed capacity	Average weekly patronage (ratio to the designed capacity)	Weekly number of sailings	Number of vessels deployed	Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)	Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)
North Point – Hung Hom	125 164	28 743 (23%)	377	3	\$5.5 (1 April 2011) (+22.2%)	\$5.5 (1 April 2011) (+22.2%)
North Point – Kowloon City	125 164	21 682 (17%)	377	3	\$5.5 (1 April 2011) (+22.2%)	\$5.5 (1 April 2011) (+22.2%)
North Point – Kwun Tong	61 516	8 354 (14%)	364	1	\$5	\$5
Central – Tsim Sha Tsui	943 312	272 500 (29%)	1 712	4	<u>Upper Deck</u> \$2.5  <u>Lower Deck</u> \$2	<u>Upper Deck</u> \$3.4 <sup>Note 1</sup> (24 June 2012 ) (+13.3%)  <u>Lower Deck</u> \$2.8 <sup>Note 1</sup> (24 June 2012) (+16.7%)
Wan Chai – Tsim Sha Tsui	585 713	143 623 (25%)	1 063	3	\$2.5	\$3.4 <sup>Note 1</sup> (24 June 2012) (+13.3%)
Sai Wan Ho – Sam Ka Tsuen	51 300	4 522 (9%)	513	1	\$6 (13 January 2013) (+9.1%)	\$6 (13 January 2013) (+9.1%)
Sai Wan Ho – Kwun Tong	59 220	5 793 (10%)	420	1	\$6 (13 January 2013) (+9.1%)	\$6 (13 January 2013) (+9.1%)



<b>(B) Outlying Island Ferry Routes</b>	<b>Weekly designed capacity</b>	<b>Average weekly patronage (ratio to the designed capacity)</b>	<b>Weekly number of sailings</b>	<b>Number of vessels deployed</b>	<b>Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)</b>	<b>Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)</b>
Central – Cheung Chau	504 352	168 961 (34%)	580	8	<u>Ordinary Class, Ordinary Ferry</u> \$12.6 (1 July 2011) (+9.6%)  <u>Deluxe Class, Ordinary Ferry</u> \$19.7 (1 July 2011) (+9.4%)  <u>Fast Ferry</u> \$24.6 (1 July 2011) (+9.3%)	<u>Ordinary Class, Ordinary Ferry</u> \$18.4 (1 July 2011) (+9.5%)  <u>Deluxe Class, Ordinary Ferry</u> \$28.7 (1 July 2011) (+9.5%)  <u>Fast Ferry</u> \$35.3 (1 July 2011) (+9.6%)
Central – Mui Wo	186 832	39 221 (21%)	422	6	<u>Ordinary Class, Ordinary Ferry</u> \$14.5 (1 April 2011) (+11.5%)  <u>Deluxe Class, Ordinary Ferry</u> \$24.1 (1 April 2011) (+11.1%)  <u>Fast Ferry</u> \$28.4 (1 April 2011) (+11.4%)	<u>Ordinary Class, Ordinary Ferry</u> \$21.4 (1 April 2011) (+11.5%)  <u>Deluxe Class, Ordinary Ferry</u> \$35.3 (1 April 2011) (+11.5%)  <u>Fast Ferry</u> \$40.8 (1 April 2011) (+11.2%)
Central – Peng Chau (including special departures between Peng Chau and Hei Ling Chau)	147 786	40 228 (27%)	376	3	<u>Ordinary Ferry</u> \$14.4 (1 July 2011) (+12.5%)  <u>Fast Ferry</u> \$26.8 (1 July 2011) (+9.4%)  <u>Fast Ferry for Special Departures between Peng Chau and Hei Ling Chau</u> \$15	<u>Ordinary Ferry</u> \$20.7 (1 July 2011) (+11.9%)  <u>Fast Ferry</u> \$39.4 (1 July 2011) (+9.4%)  <u>Fast Ferry for Special Departures between Peng Chau and Hei Ling Chau</u> \$15

<b>(B) Outlying Island Ferry Routes</b>	<b>Weekly designed capacity</b>	<b>Average weekly patronage (ratio to the designed capacity)</b>	<b>Weekly number of sailings</b>	<b>Number of vessels deployed</b>	<b>Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)</b>	<b>Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)</b>
Central – Yung Shue Wan	162 640	61 058 (38%)	428	3	\$16.1 (1 July 2011) (+11%)	\$22.3 (1 July 2011) (+11.5%)
Central – Sok Kwu Wan	28 044	7 480 (27%)	164	1	\$19.8 (1 July 2011 ) (+11.9%)	\$28 (1 July 2011) (+12%)
Tuen Mun – Tung Chung – Sha Lo Wan – Tai O	8 820	5 039 (57%)	98	1	\$25	\$30
Peng Chau – Mui Wo – Chi Ma Wan – Cheung Chau	54 740	6 623 (12%)	140	1	\$12.2 (1 July 2011) (+9.9%)	\$12.2 (1 July 2011) (+9.9%)
Aberdeen – Pak Kok Tsuen – Yung Shue Wan	26 671	5 370 (20%)	149	1	\$17.5	\$17.5
Aberdeen – Sok Kwu Wan (via Mo Tat)	19 028	4 145 (22%)	134	1	\$11 (3 June 2012) (+19.6%)	\$16.5 (3 June 2012) (+19.6%)
Central – Discovery Bay	285 300	81 843 (29%)	634	8	\$34 (12 June 2011) (+9.7%)  \$37 (12 May 2013) (+8.8%)	\$34 (12 June 2011) (+9.7%)  \$37 (12 May 2013) (+8.8%)
Discovery Bay – Mui Wo	10 304	1 744 (17%)	64	1	\$12	\$15
Ma Wan – Central	171 837	23 245 (14%)	549	4	<u>Registered Users</u> \$18.8 (24 July 2011) (+6.8%)  <u>Non-registered Users</u> \$22	<u>Registered Users</u> \$18.8 (24 July 2011) (+6.8%)  <u>Non-registered Users</u> \$22
Ma Wan – Tsuen Wan	148 049	16 705 (11%)	473	4	<u>Registered Users</u> \$9.8 (24 July 2011) (+14%)  <u>Non-registered Users</u> \$10	<u>Registered Users</u> \$9.8 (24 July 2011) (+14%)  <u>Non-registered Users</u> \$10

<b>(B) Outlying Island Ferry Routes</b>	<b>Weekly designed capacity</b>	<b>Average weekly patronage (ratio to the designed capacity)</b>	<b>Weekly number of sailings</b>	<b>Number of vessels deployed</b>	<b>Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)</b>	<b>Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)</b>
North Point – Joss House Bay <sup>Note 2</sup>	29 946	8 182 (27%)	54	3	<u>Ordinary Ferry</u> \$30  <u>Fast Ferry</u> \$35	<u>Ordinary Ferry</u> \$30  <u>Fast Ferry</u> \$35

<b>(C) Kaito Services</b>	<b>Weekly designed capacity</b>	<b>Average weekly patronage (ratio to the designed capacity)</b>	<b>Weekly number of sailings</b>	<b>Number of vessels deployed</b>	<b>Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)</b>	<b>Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)</b>
Sam Ka Tsuen – Tung Lung Island	2 641	230 (8.7%)	19	1	\$36 (26 November 2011) (+20%)  \$39 (1 November 2013) (+8.3%)	\$36 (26 November 2011) (+20%)  \$39 (1 November 2013) (+8.3%)
Ma Liu Shui – Tung Ping Chau	1 590	800 (50%)	5	1	\$90 (Return ticket)	\$90 (Return ticket)
Tap Mun – Wong Shek Pier	19 942	1 918 (10%)	70	1	\$9.5	\$14 <sup>Note 1</sup>
Ma Liu Shui – Tap Mun	3 666	999 (27%)	26	1	\$18	\$28 <sup>Note 1</sup>
Sha Tau Kok – Kat O	4 816	530 (11%)	56	1	\$15	\$15
Wong Shek Pier – Wan Tsai (Nam Fung Wan)/Chek Keng	1 980	409 (21%)	18	2	<u>Ordinary Ferry</u> \$15  <u>Fast Ferry</u> \$18	<u>Ordinary Ferry</u> \$15  <u>Fast Ferry</u> \$18
Aberdeen – Mo Tat and Mo Tat – Sok Kwu Wan <sup>Note 3</sup>	18 090	727 (4%)	134	1	<u>Aberdeen – Mo Tat</u> \$16.5 (6 March 2012) (+19.6%)  <u>Mo Tat – Sok Kwu Wan</u> \$5.5 (6 March 2012) (+57.1%)	<u>Aberdeen – Mo Tat</u> \$16.5 (6 March 2012) (+19.6%)  <u>Mo Tat – Sok Kwu Wan</u> \$5.5 (6 March 2012) (+57.1%)

<b>(C) Kaito Services</b>	<b>Weekly designed capacity</b>	<b>Average weekly patronage (ratio to the designed capacity)</b>	<b>Weekly number of sailings</b>	<b>Number of vessels deployed</b>	<b>Weekday Adult Single Journey Fare (implementation date) (rate of fare adjustment, if applicable)</b>	<b>Adult Single Journey Fare on Sunday and Public Holiday (implementation date) (rate of fare adjustment, if applicable)</b>
Aberdeen/Stanley – Po Toi Island	3 160	683 (22%)	20	2	<u>Po Toi Residents</u> \$17  <u>Other Passengers</u> \$20	<u>Po Toi Residents</u> \$18  <u>Other Passengers</u> \$20
Peng Chau/Trappist Monastery – Discovery Bay	41 168	11 382 (28%)	248	3	\$5.5	\$5.5
Cheung Chau Public Pier – Sai Wan	1 400	985 (70%)	70	1	<u>Local Residents</u> \$2  <u>Other Passengers</u> \$3	<u>Local Residents</u> \$2  <u>Other Passengers</u> \$3
Aberdeen – Ap Lei Chau	49 896	38 535 (77%)	2 772	6	\$2 (5 December 2012) (+11.1%)	\$2 (5 December 2012) (+11.1%)

Notes:

1. The fares are also applicable on Saturdays.
2. Operated for only two days during the Tin Hau Festival annually.
3. The two kaito services are operated by a single vessel of the same operator.

**CONTROLLING OFFICER'S REPLY****THB(T)177****(Question Serial No. 1163)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 24):

Regarding the monitoring of the existing railway services and processing of fare adjustment, please provide the following information:

- (1) the respective number of incidents of railway service delays of more than eight minutes, 30 minutes and one hour on all MTR lines over the past three years (with breakdowns by the causes of the service delays) :

Cause of Delay	8 minutes	30 minutes	1 hour
Railway Equipment Failure (with the numbers of incidents caused by improper maintenance in bracket ( ) and equipment quality problems in quotation marks “ ”)			
Rail track	X(X) “X”		
Electricity supply			
Signalling			
Screen door			
Train			
Human Factor			
Passenger's behaviour			
Captain's behaviour			
Others			
Weather condition			

- (2) What is the existing notification mechanism between the Transport Department (TD) and the MTR Corporation Limited (MTRCL) on service delays? Has the TD formulated any improvement mechanism to monitor the performance of the MTRCL in the past three years, and what is the mechanism? If not, in what way does the TD currently regulate the performance of the MTRCL?
- (3) Profitability of the MTRCL is considered under the MTR fare adjustment mechanism. Has the existing profitability of the MTRCL taken into account the expenses on the fine

for service delays for use in the 10% second trip discount scheme? If yes, will the TD exclude this item from the expenses to avoid service delays leading to MTR fare increase?

Asked by: Hon. TANG Ka-piu

Reply:

- (1) The numbers of incidents of railway service delays of eight minutes or above over the past three years (from 2011 to 2013), with breakdowns by the main causes, are set out in Annex.
- (2) There is a well-established alerting and notification mechanism between the TD and the MTRCL in the event of railway service disruption incidents.

The MTRCL is required to notify the TD within eight minutes on any service disruption incident which has lasted for eight minutes or is expected to last for eight minutes or more. Train service disruption incidents refer to those incidents that lead to stoppage or delay of service at a railway station or a stop (in respect of Light Rail), or on a section of a railway line.

When a serious incident occurs and is expected to lead to a prolonged suspension of rail service for 20 minutes or more, the MTRCL will, in the first instance, issue a “Red Alert” message to inform government departments including the TD, other public transport operators and media organisations of the incident. Upon being alerted, other public transport operators will provide appropriate supportive services as best as they can under the co-ordination of the TD. Prior to the issuance of a Red Alert message, the MTRCL may issue an “Amber Alert”, which is an early warning in respect of an incident which may lead to a serious disruption of service. Other public transport operators, after receiving this Alert message, will alert their emergency unit to get prepared for possible emergency actions which may be demanded at short notice and keep close contact with the MTRCL.

Taking into consideration the seriousness and the extent of the railway incidents, the Emergency Transport Co-ordination Centre of the TD, which monitors and handles traffic and public transport incidents 24 hours a day, will liaise with other public transport service operators, the Hong Kong Police Force (HKPF), the Fire Services Department and other relevant government departments and institutions to co-ordinate and implement emergency plans as appropriate, and to disseminate information to the public in a timely manner.

Apart from the notification system, the MTRCL has drawn up contingency plans, which include MTR shuttle bus deployment plans, for all MTR lines and Light Rail that are specific to the needs of individual railway stations / stops together with the TD and the HKPF.

Over the years, the TD has required the MTRCL to regularly review operations of the notification system and the contingency plans in consultation with the TD and the HKPF. The TD also arranges review meetings with the MTRCL and other relevant

government departments after occurrence of major incidents so as to seek further improvements in the notification and emergency arrangements by drawing on the actual operational experiences gained.

Apart from handling railway disruption incidents, the MTRCL is required to comply with the service standards stipulated by the Government. The TD monitors the service performance of the railway network through various means, including examination of the operating returns and incident reports prepared by the MTRCL, and investigation of complaints received from the public.

- (3) The Government and the MTRCL jointly conducted the five-yearly review on the Fare Adjustment Mechanism (FAM), and the review outcome was announced in April 2013. The new FAM took effect from June 2013.

Under the new FAM, a “profit sharing” mechanism has been introduced to enable the MTRCL to share its yearly profit with passengers starting from 2013. For this purpose, the MTRCL’s profit from Hong Kong transport operations, station commercial business, property rental and management businesses, property developments, as well as profit from Mainland and overseas ventures is covered. A pre-determined tiered table is used to decide the amount to be shared with passengers under different profit levels. At the same time, a “service performance” arrangement has also been introduced under which a fine ranging from \$1 million to \$15 million is imposed on the MTRCL for service disruptions of 31 minutes or above (except those disruptions caused by factors outside the MTRCL’s control such as passengers’ behaviours and bad weather).

The sum collected from both “profit sharing” mechanism and “service performance” arrangement will benefit passengers through the “10% Same Day Second Trip Discount” scheme. This would have no effect on MTR’s fare increase rate as the latter governed by the direct-drive FAM formula which takes no account of the “10% Same Day Second Trip Discount” scheme.

**Numbers of incidents of railway service delays of eight minutes or above  
(from 2011 to 2013)**

<b>Year</b>	<b>Causes</b>	<b>8 to 30 minutes</b>	<b>31 to 60 minutes</b>	<b>Over 60 minutes</b>
2011	Equipment failure <sup>Note 1</sup>	163	5	1
	Human factor	20	1	0
	Passenger's behaviour and external factors	102	5	2
	Others	1	0	0
	<b>Total</b>	<b>286</b>	<b>11</b>	<b>3</b>
2012	Equipment failure	122	4	3
	Human factor	16	0	1
	Passenger's behaviour and external factors	102	4	2
	<b>Total</b>	<b>240</b>	<b>8</b>	<b>6</b>
2013	Equipment failure	119	2	2
	Human factor	19	0	1 <sup>Note 2</sup>
	Passenger's behaviour and external factors	100	8	3
	<b>Total</b>	<b>238</b>	<b>10</b>	<b>6</b>

Notes:

- (1) A detailed breakdown on the causes of the delays by different equipment / parts of the railway system is not readily available.
- (2) A Light Rail derailment incident on 17 May 2013 which is pending court's decision.



**CONTROLLING OFFICER'S REPLY**

**THB(T)178**

**(Question Serial No. 2554)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
(3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 58):

Regarding the work of the Transport Department (TD) in regulating and monitoring the operation of public transport services, please provide the following information concerning the changes in franchised bus routes:

- (1) the numbers of applications for journey time adjustment approved in the past three years, with a breakdown by routes with increased and reduced journey time;
- (2) the routes approved for frequency adjustment in the past three years, with a breakdown by routes with increased and reduced frequency;
- (3) the routes approved for addition and reduction of the number of bus stops in the past three years and their respective changes in bus stop provision;
- (4) the numbers of the above adjustment applications rejected in the past three years; and
- (5) details of the 36 bus-bus interchange (BBI) concession schemes to be introduced in the coming year.

Asked by: Hon. TANG Ka-piu

Reply:

- (1) In 2011, 2012 and 2013, the TD approved a total of 248 applications involving 199 franchised bus routes for journey time adjustment, taking into account factors such as changes in traffic situation and route modification. The breakdown of the numbers of applications by increased and reduced bus journey time in 2011, 2012 and 2013 is as follows:

Year	Number of Applications*	
	Increased Bus Journey Time	Reduced Bus Journey Time
2011	35	9
2012	108	9
2013	80	7
<b>Total</b>	<b>223</b>	<b>25</b>

\* There were cases where more than one application on the same route were approved for journey time adjustment during the period.

- (2) In 2011, 2012 and 2013, the TD approved a total of 673 applications for frequency adjustment involving 388 franchised bus routes, taking into account factors such as changes in passenger demand, changes in journey time, and route modification. The breakdown of the numbers of applications by increased and reduced service frequency in 2011, 2012 and 2013 is as follows:

Year	Number of Applications*	
	Increased Frequency	Reduced Frequency
2011	61	128
2012	37	248
2013	45	154
<b>Total</b>	<b>143</b>	<b>530</b>

\* There were cases where more than one application on the same route were approved for frequency adjustment during the period.

- (3) In 2011, 2012 and 2013, the TD approved a total of 153 applications for adjustment of bus stops involving 123 franchised bus routes, taking into account factors such as route modification and public request. The breakdown of the numbers of applications by addition and cancellation of bus stops in 2011, 2012 and 2013 is as follows:

Year	Number of Applications*			Number of Bus Stops	
	Addition of Bus Stops	Cancellation of Bus Stops	Involving both Addition and Cancellation of Bus Stops	Added	Cancelled
2011	16	1	11	34	18
2012	27	2	6	50	8
2013	68	4	18	217	146
<b>Total</b>	<b>111</b>	<b>7</b>	<b>35</b>	<b>301</b>	<b>172</b>

\* There were cases where more than one application on the same route were approved for adjustment of bus stops during the period.

- (4) In 2011, 2012 and 2013, the TD rejected a total of 31 applications for adjustment under items (1) and (2) above involving 19 franchised bus routes due to significant impact on the service level. No application under item (3) above was rejected during the same period. The breakdown of the numbers of applications rejected for items (1) and (2) in 2011, 2012 and 2013 is as follows:

Year	Number of Applications Rejected*	
	Journey Time Adjustment	Frequency Adjustment
2011	0	0
2012	3	1
2013	12	15
<b>Total</b>	<b>15</b>	<b>16</b>

\* There were cases where more than one application on the same route were rejected for the same adjustment item during the period.

- (5) A total of 36 BBI schemes are proposed for implementation in 2014. Most of them are devised in connection with route rationalisation proposals in the context of the bus route development programmes for 2014-15, which are under consultation with relevant District Councils. A breakdown by regions in respect of these BBI schemes is as follows:

	Number of BBI Schemes	Number of Bus Routes Involved	Amount of Fare Discount
Hong Kong Island	6	17	\$3.0 - \$4.3
Kowloon	11	35	\$3.5 - \$8.1
New Territories	19	50	\$1.5 - \$17.7

**CONTROLLING OFFICER'S REPLY**

**THB(T)179**

**(Question Serial No. 2555)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 59):

The Transport Department (TD) has been maintaining close liaison with public transport operators when handling emergency incidents. Please provide the following information:

Is there any notification mechanism between the TD and franchised bus companies on bus accidents (including accidents inside bus compartments or involving vehicle-vehicle collision)?

- (a) If yes, please provide the numbers of reported franchised bus accidents of the following nature in the past five years:
- (i) passenger slipping on bus;
  - (ii) passenger injured by collision;
  - (iii) passenger hit by heavy object;
  - (iv) passenger hit by the door;
  - (v) accident involving collision with pedestrian;
  - (vi) accident due to illness of bus captain; and
  - (vii) other reasons.

If there are no such figures, what are the criteria for reporting accidents?

- (b) If there is no such accident notification system, will the TD, making reference to the alert system agreed with the MTR Corporation Limited, set up a similar alert system requiring the report of incidents involving safety and service disruption over a certain period of time? If no, please provide the reasons.

Asked by: Hon. TANG Ka-piu

Reply:

The TD has put in place an alert system which is applicable to all public transport operators (including franchised bus companies), whereby the operators have to alert the TD's 24-hour manned Emergency Transport Co-ordination Centre on incidents or accidents which can lead to disruption of public transport services or serious traffic congestion. For serious incidents involving franchised buses, the TD would require the company concerned to submit an incident report.

Also, the Hong Kong Police Force (HKPF) maintains records on all traffic accidents reported, including those involving franchised buses. The accident records kept by the HKPF are shared with the TD for the purpose of analysis of accident trend, identification of accident black spots, review of legislation relating to road safety, and formulation of road safety strategy as well as publicity / education programmes. The TD monitors the accident trends of franchised bus companies and will follow up with them for any improvement measure or action as necessary.

Since franchised buses carry standing passengers and passengers can move around in the bus compartments, some accidents are of a non-collision type. They typically involve passengers losing balance inside the bus compartment due to various reasons, such as not holding the handrail tightly or falling when boarding or alighting. We do not have statistical records on traffic accidents with all the breakdown items as requested. Some relevant accident statistics involving franchised buses with casualties in the past five years are set out at Annex.

Regarding franchised bus accidents that were caused by sudden illness of bus captains, there were a total of five such accidents in the past five years.

**Table 1: Numbers of traffic accidents involving franchised buses colliding with pedestrian resulting in pedestrian casualties:**

Year	Number of traffic accidents involving franchised bus colliding with pedestrian resulting in pedestrian casualties
2009	123
2010	143
2011	146
2012	128
2013	136

**Table 2: Numbers of traffic accidents involving franchised buses with bus passenger casualties:**

Year	Number of traffic accidents involving franchised bus with bus passenger casualties		
	Total	Bus passenger losing balance	Bus passenger pinched by bus doors
2009	1 364	640	8
2010	1 457	642	4
2011	1 527	690	2
2012	1 590	708	5
2013	1 727	784	8

Note (1): There are many other factors leading to passengers sustaining injuries in accidents other than through losing balance and being pinched by bus doors, such as hit by objects carried on board by other passengers. There is no separate breakdown for these other factors. It should be noted that in one accident, there could be different causes for the injuries sustained by different passengers.

Note (2): Since there could be injury to pedestrians and bus passengers in one particular traffic accident, the same accident may have been counted in both Tables 1 and 2.

**Table 3: Total numbers of traffic accidents involving franchised buses and casualties:**

Year	Number of traffic accidents involving franchised bus with casualties
2009	1 857
2010	1 930
2011	2 088
2012	2 168
2013	2 292

**CONTROLLING OFFICER'S REPLY**

**THB(T)180**

**(Question Serial No. 2551)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 51):

The Transport Department (TD) will continue to rationalise and improve bus services to improve service quality and efficiency, and to help relieve bus congestion and reduce roadside emission in 2014-15. Would the Administration please advise this Committee on:

- (1) the progress made in 2013-14 and the expenditure involved in performing the task; and
- (2) the details of the plan for 2014-15 and the projected expenditure.

Asked by: Hon. TIEN Pei-chun, James

Reply:

As an ongoing task, the TD considers and assesses bus route improvement and rationalisation proposals in the context of the route development programmes (RDPs) submitted by franchised bus companies on an annual basis. The District Councils (DCs) will be consulted of the proposals before implementation.

The TD handled 196 bus service adjustment proposals under the RDPs for 2013-14, of which 130 are improvement proposals and 66 are rationalisation proposals. After considering the views received during consultation with the DCs concerned, 119 improvement and 53 rationalisation proposals have been / will be implemented by mid-2014.

As for the RDPs for 2014-15, there are about 200 proposed bus service adjustment proposals, including 150 service rationalisation and 50 improvement proposals. The consultation for the RDPs is underway and our target is to complete the consultation around mid-2014. The actual implementation dates of the proposals will be subject to the outcome of the consultation.

The processing of the bus service adjustment proposals is mainly handled by the Bus and Railway Branch of the TD. The work involved is undertaken by existing staff of the TD as part of their normal duties.

**CONTROLLING OFFICER'S REPLY**

**THB(T)181**

**(Question Serial No. 2552)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 52):

During 2014-15, the Transport Department (TD) will continue to facilitate the smooth operation of cross-boundary traffic and transport services and facilities at land boundary control points. In this connection, will the Administration inform this Committee of the following:

- (1) What were the progress and the result of work in 2013-14? What was the expenditure involved?
- (2) What will be the specific work plan and the estimated expenditure in 2014-15? In connection with the growth in the number of tourists from the Mainland, what measures will be taken?

Asked by: Hon. TIEN Pei-chun, James

Reply:

- (1) The TD has been closely monitoring the cross-boundary land traffic demand, and improving the related transport services and facilities at land boundary control points. In 2013-14, the TD:
  - (a) monitored and reviewed the service and operation of the Lok Ma Chau-Huanggang Cross-boundary Shuttle Buses (Yellow Buses), as well as other cross-boundary coaches and hire cars using various land boundary control points;
  - (b) monitored and reviewed the service and operation of public transport services to / from the Shenzhen Bay Port and the Lok Ma Chau Spur Line public transport interchanges;
  - (c) arranged additional cross-boundary coach services to cope with the increasing transport demand of cross-boundary students;



- (d) maintained close communication with the Mainland authorities on the quota arrangements for cross-boundary vehicles taking into account changes in travel demand and the capacities of the boundary control points; and reflected the views of the cross-boundary transport trade to them to ensure smooth operation of cross-boundary transport services;
- (e) planned for the transport facilities and services to tie in with the commissioning of new land boundary control points i.e. the Hong Kong Boundary Crossing Facilities of the Hong Kong-Zhuhai-Macao Bridge and the Liantang / Heung Yuen Wai Boundary Control Point;
- (f) provided additional coach loading bays at the Man Kam To Control Point upon its re-commissioning in August 2013 to cope with the increase in transport demand; and
- (g) provided safe and convenient transport facilities for cross-boundary students, including additional coach loading bays for the provision of on-board clearance service at the Lok Ma Chau Control Point and the Man Kam To Control Point; and additional coach loading bays at the Lok Ma Chau Spur Line Control Point for local school coaches.

The total expenditure of the work mentioned in items (f) and (g) above in 2013-14 was about \$6.8 million. The other tasks were carried out using existing resources.

- (2) In 2014-15, the TD will continue the aforesaid tasks as appropriate to facilitate the smooth operation of cross-boundary traffic and transport services and facilities at land boundary control points. In view of the transport demand arising from increasing cross-boundary passenger traffic (including Mainland travellers), we will closely monitor the situation and collaborate with the Mainland authorities for allocation of additional quotas for cross-boundary vehicles, and arrange for strengthening of cross-boundary coach services and relevant public transport services at land boundary control points as necessary. To improve the waiting environment, the TD will provide an additional pedestrian shelter at the Lok Ma Chau Spur Line Public Transport Interchange in 2014-15 with an estimated expenditure of \$4.5 million. The other tasks will be carried out using existing resources.

**CONTROLLING OFFICER'S REPLY**

**THB(T)182**

**(Question Serial No. 2736)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 32):

At present, there are a large number of visitors from the Mainland to Hong Kong under the Individual Visit Scheme every day. They usually choose MTR service as their mode of transport. However, the capacity of the railway services has already been saturated during peak hours, and the MTR Corporation Limited (MTRCL) has indicated that given the existing system constraint, it has difficulty to operate additional trips. Removal of seats on train compartments is also not a solution.

The Commerce and Economic Development Bureau projected that the annual number of visitors to Hong Kong would reach 70 million by 2017. How much resources has the Transport Department (TD) allocated this year for assessing the situation of the public transport network in the coming five years? What are the expenses and manpower resources involved?

Given that the MTRCL has already indicated its difficulty to enhance its carrying capacity, what measures will the TD adopt to deal with the transport problem?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The passenger loading of and waiting time for the public transport services in Hong Kong vary on different days (holidays versus working days), during different periods (peak versus non-peak hours) and in different districts (commercial versus residential areas). The capacity of Hong Kong's public transport network to receive a large number of visitors will thus vary accordingly. This shows that the receiving capacity of public transport modes has certain flexibility.

When planning and co-ordinating the development of public transport services, the Government will assess and respond to the overall passenger demand (including that of

local residents and of tourists). As regards the railway network, although the loading of certain railway lines is relatively high during peak hours, there is still room to accommodate more passengers on the whole (such as during non-peak hours). To alleviate crowdedness and shorten the waiting time during peak hours, the MTRCL has strengthened the train service by adding 1 300 train trips per week throughout the network in the past two years. The MTRCL has also announced plans to increase some 300 heavy train trips and some 140 Light Rail train trips per week in the coming few months. In addition, the MTRCL arranges short-haul trips running between a few busy stations, to increase carrying capacity if a gap between trains under the scheduled train services has opened up to allow safe running of trains. Platform assistants have also been deployed to encourage passengers to move inside trains and to maintain the order of boarding / alighting passengers. The MTRCL will continue to closely monitor the service level of every railway line and arrange for service adjustments as required to meet the overall passenger demand.

As for road-based public transport modes, franchised buses will continue to play an important role in our public transport system. The average passenger loading of franchised buses during peak hours in the morning and afternoon is 70% in general. Apart from serving areas without railways, franchised buses provide feeder services to railway stations as well as complementary services in areas already served by railways, including during peak hours. Further, there are inter-district bus services depending on actual needs to give passengers greater comfort and convenience. For example, the 78 cross-harbour franchised bus routes, of which 60 are regular services and 18 are peak-only services, are basically running alongside with the most crowded cross-harbour sections of our railway system. This facilitates passenger diversion. In addition, there are another 68 peak-only non-cross-harbour routes meeting the high passenger demand during the peak periods. During non-peak hours, there is, in general, sufficient room to meet the transport demand of users.

In the planning of future public transport services, the TD will, having regard to the overall passenger demand, continue to work with the public transport operators to introduce new services or adjust existing road-based public transport services where necessary and feasible. As for railways, the MTRCL has begun upgrading the signalling system for existing railway lines in phases. With the completion of the upgrade, carrying capacity will be increased by around 10%. The MTRCL is studying the feasibility of a fare concession scheme in encouraging some of the commuters to take their MTR rides outside peak hours. The MTRCL will make reference to similar practices adopted by overseas cities, so as to decide how best the scheme could be implemented in Hong Kong for achieving passenger diversion. The conclusion will be made known to the public once available. The five railway projects under construction, namely the West Island Line, the South Island Line (East), the Kwun Tong Line Extension, the Hong Kong Section of Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Shatin to Central Link (SCL), will be commissioned in phases between end-2014 and 2020. Upon their commissioning, it will help increase the overall carrying capacity of the MTR system and the diversion of the existing patronage. In particular, upon the full commissioning of the SCL in 2020 that will extend to Admiralty and form the "North South Corridor" with the East Rail Line (ERL), it is estimated that about 20% of the passengers from the section between Tai Wai and Kowloon Tong will switch to the SCL for onward trips to Kowloon East and Hong Kong Island, thus alleviating the loading of the ERL. Moreover, the SCL will provide an additional rail line across the harbour, thereby alleviating the passenger flow served by the existing MTR cross-harbour routes during peak hours.

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. The Transport and Housing Bureau will announce the way forward for the new railway proposals as soon as possible.

The TD will continue to closely monitor the service level and passenger demand on the existing public transport services in order to ensure that the public transport services are effective and adequate in coping with changing passenger demand. We will, in conjunction with public transport operators, take measures and make appropriate service adjustment and improvement as necessary. The tasks related to the monitoring and planning of public transport services are undertaken by the staff of the TD as part of their normal duties.

**CONTROLLING OFFICER'S REPLY**

**THB(T)183**

**(Question Serial No. 3191)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 29):

There has been a shortage of green minibus (GMB) drivers in recent years and many of the drivers have already reached their age of retirement. At present, the Transport Department (TD) has introduced a measure for mandatory completion of a pre-service course by applicants for public light bus (PLB) driving licence.

- (1) How many applicants have enrolled and completed the pre-service course last year?
- (2) What is the average age and driving experience of the applicants?
- (3) What are the contents of the pre-service course?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (1) and (2) The TD is undertaking the preparatory work to put into effect the mandatory requirements for new applicants for PLB driving licence to attend and complete a pre-service course in order to be eligible for the licence. The Government aims at implementing this new measure in 2014.
- (3) The pre-service course covers six major areas, namely (a) PLB operations; (b) occupational health; (c) PLB's body structure; (d) safe driving; (e) handling traffic accidents and emergencies; and (f) customer services and handling passenger complaints.

**CONTROLLING OFFICER'S REPLY**

**THB(T)184**

**(Question Serial No. 3192)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 30):

What is the total number of user downloads of the Hong Kong eRouting mobile application since its launch by the Transport Department? What are the development and monthly maintenance costs?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

Since the launch of the Hong Kong eRouting mobile application in January 2013, there have been about 63 000 user downloads of the application.

The development cost of the mobile application was \$1.93 million, and its monthly maintenance cost is about \$8,000.

**CONTROLLING OFFICER'S REPLY**

**THB(T)185**

**(Question Serial No. 3193)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 36):

The Transport Department (TD) will implement the New Parking Meter Trial Scheme (the Trial Scheme) in 2014-15. Will the Administration advise on the details, reasons for implementing the Trial Scheme and the expenditure involved?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The existing parking meters will soon approach the end of their planned serviceable life and will need to be replaced. The Government plans to introduce a new generation of parking meters with new features and functions. Before that, a Trial Scheme will be conducted to assess the technical feasibility and public acceptance of the new features to be incorporated in the new parking meters.

To prepare for the implementation of the Trial Scheme in 2014-15, the TD conducted an expression of interest exercise in late 2013 to invite potential suppliers to provide information on the system design, mode of operation, payment methods and estimated cost for production of the new prototype parking meters. Based on the information obtained, the TD will invite tender in mid-2014 to select suitable contractors for conducting the Trial Scheme in 2015.

The Trial Scheme will cover the production of prototype parking meters, interface arrangements with the Octopus card and other contactless smartcard readers, and a nine-month field trial to ascertain and evaluate the technical feasibility, functionality and reliability of the prototype parking meters under the local environment and weather, as well as public acceptance of the above-mentioned new features and functions. The Trial Scheme will be conducted at different locations in Hong Kong. We aim to complete the Trial Scheme in 2016. As tendering and selection procedures are yet to commence, the estimated cost of the Trial Scheme cannot be provided at this stage.

**CONTROLLING OFFICER'S REPLY**

**THB(T)186**

**(Question Serial No. 3277)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 34):

According to the information provided by the Transport Department, the original estimate of the expenditure under "Management of Transport Services" is \$343 million. However, the revised estimate becomes \$262 million, representing a sharp decrease of 23%. Please provide reasons for the decrease.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

Under Programme (4) - Management of Transport Services, the decrease in provision (\$80.5 million or 23.5%) for 2013-14 revised estimate (\$262.6 million) over 2013-14 original estimate (\$343.1 million) is due to:

- (a) a decrease in provision for the management contract of government-owned covered public transport interchanges (\$33.0 million);
- (b) a decrease in provision required for the management, operation and maintenance of the Tsing Sha Control Area (\$30.0 million);
- (c) a decrease in capital expenditure on replacement of specialised vehicles providing towing services for the Tsing Ma Control Area, the North Lantau Highway and the Penny's Bay (\$14.4 million); and
- (d) a net decrease in miscellaneous items (\$3.1 million).



**CONTROLLING OFFICER'S REPLY**

**THB(T)187**

**(Question Serial No. 2709)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 40):

In order to further reduce roadside emissions, would the Transport Department (TD) promote the use of electric buses apart from rationalising and improving bus service? If yes, what are the target, implementation details and timetable? Are there any provision and manpower reserved for implementing related work in 2014-15? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

In order to improve roadside air quality, the Government has taken measures to reduce emissions from franchised buses. In this regard, the Environmental Protection Department (EPD) has implemented various environmental initiatives relating to franchised buses, including the trial of electric buses. The TD supports the EPD in carrying out the trial of electric buses undertaken by the franchised bus companies.

The Legislative Council has approved \$180 million for the EPD to fully subsidise franchised bus companies to purchase 36 single-deck electric buses (including 28 battery-electric buses and eight supercapacitor buses and related charging facilities) for trial runs on a number of routes to assess the performance of the buses under different conditions. The franchised bus companies are tendering the procurement of the electric buses. It is expected that the trial will commence by end 2014, and would last for two years, with a mid-term review to be conducted about one year after its commencement.

For the 2014-15 financial year, the related expenditure (which comes under the EPD) for the procurement of the electric buses and related charging facilities is \$130 million. The manpower involved will be absorbed by the existing resources of the EPD and the TD.

**CONTROLLING OFFICER'S REPLY**

**THB(T)188**

**(Question Serial No. 2717)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 49):

Regarding the implementation of the public transport re-organisation plan (PT Plan) to tie in with commissioning of the West Island Line (WIL) by the Transport Department (TD), please advise this Committee on:

- (1) What are the details of the PT Plan, including bus and green minibus (GMB) routes to be cancelled, and changes in routeings, reduction or improvements in frequencies?
- (2) Will the public and relevant bodies and organisations be consulted on the re-organisation plan? If yes, what are the details? If no, what are the reasons?
- (3) What channels and publicity strategies will the department adopt to disseminate the details of the re-organisation plan to the public? What are the expenditure and manpower arrangements involved for such work?
- (4) Was there any assessment on the overall impact to the public transport operations on the Hong Kong Island during the initial implementation of service re-organisation? Will contingency measures be formulated to address the possible chaotic traffic situation? If yes, what are the details, including the funding and manpower involved?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

- (1) Generally speaking, the prevailing passenger travelling pattern will change upon the opening of new railways, thus affecting the utilisation of different transport modes. The TD has assessed the impact of the WIL on other public transport modes, and proposed a PT Plan so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. The TD commenced consultation with relevant District Councils (DCs) on the PT Plan in relation to the WIL in July 2013. Improvements have been made to the PT Plan taking into account

the views collected during public consultation. A summary of the bus and GMB re-organisation proposals in the latest proposed PT Plan to tie in with the opening of the WIL (as at March 2014) is set out below:

Proposals	Number of Franchised Bus Routes Involved	Number of GMB Routes Involved
New Routes	2	3
Route Amalgamation	25	0
Routeing Adjustment	3	0
Frequency Adjustment	10	18
New Section Fare	0	2
<b>Total</b>	<b>40</b>	<b>23</b>

- (2) The consultation exercise on the PT Plan for the WIL commenced in June 2013. After reporting to the Railway Sub-committee of the Panel on Transport of the Legislative Council on the main principles in formulating the PT Plan, the TD started consultation with the relevant DCs on the PT Plan in July 2013. Public consultation forums have also been organised in the Central and Western and Southern districts to solicit views from local residents. By now, the TD has completed several rounds of DC consultation, and has been adjusting and improving the PT Plan in conjunction with the franchised bus companies and GMB operators, taking into account views collected. The target is to complete the consultation and finalise the proposed PT Plan for the WIL by the second quarter of 2014, so as to allow time for arranging implementation and publicity of the PT Plan to tie in with the planned opening of the WIL in end-2014.
- (3) Once the proposed PT Plan for the WIL is settled, the TD will work closely with public transport operators in arranging extensive publicity to inform the affected passengers of the details of the new railway services, related traffic and transport facilities, as well as changes in bus and GMB services. The main publicity elements may include dissemination of information through the Announcement of Public Interests, leaflets, posters, enquiry hotlines, websites of the TD and public transport operators, etc. Nearer the time, the concerned public transport operators will publish details of the service changes by posting notices at major termini / stops and inside vehicles. On commencement of the service changes, the public transport operators will be advised to deploy staff at major bus and GMB termini / stops to provide information and guidance to passengers. The TD's expenditure on the publicity arrangements for implementation of the PT Plan for the WIL is estimated to be around \$1.0 million.
- (4) In order to ensure smooth implementation of the PT Plan, the TD is planning a phased implementation of the packages of bus and GMB re-organisation proposals after the opening of the WIL. Upon implementation of the proposals, the TD will closely monitor the passenger demand and operations of the bus and GMB services, and work with the public transport operators to ensure the adequacy and smooth operation of their services. Contingency plans will also be prepared to cater for any emergency situation to ensure prompt action and response.

Two time-limited posts (one Senior Transport Officer and one Transport Officer I) have been created in the TD to assist in handling the related tasks for consultation and implementation of PT Plans from 2013 to 2015. The total annual staff cost of the two posts, in terms of notional annual mid-point salary, is about \$1.468 million. The Regional Offices, the Priority Railway Division and the Transport Incident Management Section of the TD would also help oversee the implementation of related traffic arrangements and incident management during commissioning of new railway lines and the associated PT Plans as part of their normal duties.

**CONTROLLING OFFICER'S REPLY**

**THB(T)189**

**(Question Serial No. 3271)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 173):

- (1) What barrier-free facilities did the MTR Corporation Limited (MTRCL) install at stations in the two financial years of 2012-13 and 2013-14, and what was the amount of spending involved?
- (2) Please list out the MTR stations where people with disabilities can only access the ground level from the station concourse through the use of stair lifts. Will the MTRCL consider speeding up the installation of lifts in these stations for the convenience of the people with disabilities?
- (3) Will the Administration request the MTRCL to provide fare concessions to those who accompany the elderly and people with disabilities to use MTR services, such as the scheme funded by the Community Care Fund to provide allowance to carers of the elderly in low income families, so as to relieve the burden of the people concerned?

Asked by: Hon. WONG Kwok-hing

Reply:

- (1) All MTR stations are equipped with at least one designated barrier-free access. Launched by the MTRCL in March 2012, one of the objectives of the \$1 billion Listening • Responding Programme (the Programme) is to provide more barrier-free access at stations. Such initiatives under the Programme in 2012 and 2013 are set out below:
  - (a) installation of external lifts: In 2012, four new external lifts were open for use, one each at Cheung Sha Wan, Sham Shui Po, Jordan and Sheung Wan stations. In 2013, a new external lift was open for use at Shek Kip Mei Station;
  - (b) addition of wide gates: In 2013, 52 additional wide entry / exit gates were installed in 30 stations for easier access; and

- (c) provision of platform seats: In 2012, a total of 231 seats were added to the platforms and interchange passageways at 50 stations for the comfort and convenience of passengers.

The MTRCL is not able to provide a breakdown on how much was spent regarding the provision of barrier-free access in 2012-13 and 2013-14 under the Programme.

- (2) At present, 75 out of 83 MTR stations<sup>Note</sup> are located at street level or already have external lifts connecting street level and station concourses. Of the eight remaining stations:
  - (a) six of them (Prince Edward, Admiralty, Shau Kei Wan, Sai Wan Ho, Yau Ma Tei and Fortress Hill stations) will have external lifts installed by 2016;
  - (b) an external lift will be installed at Diamond Hill Station by 2018 as part of the Shatin to Central Link project; and
  - (c) feasibility to provide an external lift at Tin Hau Station is being explored.

The MTRCL also has plans to install additional external lifts at Tsim Sha Tsui, Lai Chi Kok and Lai King stations by 2015.

- (3) The Government has all along been encouraging public transport operators, including the MTRCL, to provide fare concession schemes as far as possible, taking into account their respective operating and financial conditions, market condition and passenger needs, etc., so as to alleviate the burden of travelling expenses on the public. Details of such schemes are, however, commercial decisions of individual operators, having regard to the financial prudence required of commercial enterprises.

---

<sup>Note</sup> The Racecourse Station of the East Rail Line is not included among the 83 stations, as it is not a daily commuter station and is in use only during special events.

**CONTROLLING OFFICER'S REPLY**

**THB(T)190**

**(Question Serial No. 3272)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 174):

- (1) How many buses of franchised bus companies are without low-floor design, and what is the percentage of such buses in the franchised bus fleets? Do the relevant bus companies have any timetable and target for replacing their whole bus fleets with low-floor buses? In what ways could the Administration request the franchised bus companies to expedite the bus replacement programmes?
- (2) How many buses of franchised bus companies are not yet equipped with bus stop announcement system, and what is the percentage of such buses in the franchised bus fleets? Do the relevant bus companies have any timetable to install such system for their whole bus fleets? In what ways could the Administration request the franchised bus companies to install the system for the convenience of the disabled and the elderly?

Asked by: Hon. WONG Kwok-hing

Reply:

- (1) At present, about 5 830 licensed franchised buses are operating in Hong Kong. About 4 270 or 73% of them are wheelchair-accessible with low floor. The Transport Department (TD) has required all franchised bus companies to make low-floor and wheelchair-accessible design a standard specification when acquiring new buses as the operating situation permits. According to the current bus replacement programmes, it is expected that all franchised buses (except those operated by the New Lantau Bus Company (1973) Limited (NLB) in South Lantau<sup>Note</sup>) will be wheelchair-accessible with low floor by 2017. The TD will closely monitor the progress of replacement to ensure adherence to the programme.
- (2) At present, all licensed franchised buses have been equipped with the bus stop announcement system. The TD has also required all franchised bus companies to equip all new buses with the system.

---

<sup>Note</sup> This is because low-floor buses are not suitable for operation on some roads with steep gradient and sharp bends in South Lantau. The NLB can therefore only procure wheelchair-accessible low-floor buses for use on bus routes not covering such roads.

**CONTROLLING OFFICER'S REPLY**

**THB(T)191**

**(Question Serial No. 1612)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 25):

A bus company stated that the increasing number of large-scale infrastructures in recent years has reduced road space in Hong Kong, resulting in more congested traffic. Will the Administration advise this Committee of the following:

- (1) What were the areas of road space for vehicular traffic of the 18 districts by District Councils (DCs) in the past three years? What were the changes in areas of road space on Hong Kong Island, and in Kowloon and the New Territories?
- (2) How many bus routes were required to be re-routed due to large-scale infrastructures in the past three years? Please provide relevant information including affected routes, date of re-routing and impact on journey time.
- (3) Has the Transport Department (TD) conducted any relevant studies to assess the impact of each infrastructure on the overall bus service? If yes, what are the studies concerned?

Asked by: Hon. WU Chi-wai

Reply:

- (1) There has not been any significant change in the total road areas in Hong Kong over the past three years. Table 1 shows the road areas in the 18 districts from 2011 to 2013.
- (2) In the past three years, 52 bus routes were re-routed to facilitate construction of large-scale infrastructures. Details are set out in Table 2. Among the 52 bus routes that required re-routeing, 48 were related to the construction of new railways and four were related to the construction of the Central-Wanchai Bypass. The average journey time of majority of the bus routes was not materially affected after re-routeing, because changes to journey distance and speed were minimal.



- (3) The impact of strategic infrastructure projects such as major road or railway projects on traffic and various transport modes would be studied as part of the implementation of individual projects by the project proponents. More specifically, the TD would scrutinise the temporary traffic management measures proposed by the project proponents during construction of the projects, in order to ensure that any adverse impact on public transport services could be minimised.

Table 1

## Summary of Road Areas from 2011 to 2013

Region	District	Road Areas Maintained by the Highways Department (square kilometre)		
		2011	2012	2013
Urban (Hong Kong)	Central and Western	1.3	1.3	1.3
	Wan Chai	0.6	0.6	0.6
	Eastern	1.1	1.1	1.1
	Southern	1.0	1.0	1.0
<b>TOTAL</b>		4.0	4.0	4.0
Urban (Kowloon)	Yau Tsim Mong	1.5	1.5	1.5
	Sham Shui Po	1.4	1.4	1.4
	Kowloon City	1.2	1.2	1.2
	Wong Tai Sin	0.7	0.7	0.7
	Kwun Tong	1.3	1.3	1.3
<b>TOTAL</b>		6.1	6.1	6.1
New Territories	Sai Kung	1.0	1.0	1.0
	Islands	0.9	0.9	0.9
	Kwai Tsing	2.2	2.2	2.2
	Tsuen Wan	1.6	1.6	1.6
	Tuen Mun	1.5	1.6	1.6
	Yuen Long	2.6	2.6	2.7
	Tai Po	1.3	1.3	1.3
	North	1.3	1.3	1.3
	Sha Tin	2.1	2.2	2.2
<b>TOTAL</b>		14.5	14.7	14.8

### Bus Routes Affected by the Construction of Large-Scale Infrastructures from 2011 to 2013

No.	Bus Route <sup>Note</sup>	Date of Diversion	Reason for Diversion	Impact on Journey Time
<b>2011 (Total Number of Routes Affected: 41)</b>				
1	KMB route no. 8 (Star Ferry – Kowloon MTR Station)	2 January 2011	To facilitate the construction of the Guangzhou – Shenzhen – Hong Kong Express Rail Link (Hong Kong section) (XRL)	No change in journey time
2	KMB route no. 11 (Diamond Hill MTR Station – Kowloon MTR Station)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
3	XHT route no. 110 (Shau Kei Wan – Kowloon MTR Station)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
4	KMB route no. 203E (Choi Hung Bus Terminus – Kowloon MTR Station)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
5	KMB route no. 215X (Lam Tin (Kwong Tin Estate) – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
6	KMB route no. 259B (Tuen Mun Pier Head – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
7	KMB route no. 261B (Sam Shing – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
8	KMB route no. 260P (Shan King – Mong Kok)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
9	KMB route no. 260X (Po Tin – Hung Hom Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
10	KMB route no. 268B (Long Ping Station – Hung Hom Ferry)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time

<b>No.</b>	<b>Bus Route</b> <sup>Note</sup>	<b>Date of Diversion</b>	<b>Reason for Diversion</b>	<b>Impact on Journey Time</b>
11	KMB route no. 269B (Tin Shui Wai Town Centre – Hung Hom Ferry)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
12	KMB route no. 270A (Sheung Shui – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
13	KMB route no. 281A (Kwong Yuen – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
14	KMB route no. 296D (Sheung Tak – Kowloon Station)	2 January 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
15	XHT route no. 914 (Hoi Lai Estate – Causeway Bay (Tin Hau))	2 January 2011	To facilitate the construction of the XRL	No change in journey time
16	XHT route no. 914X (Hoi Lai Estate – Causeway Bay (Tin Hau))	2 January 2011	To facilitate the construction of the XRL	No change in journey time
17	CTB route no. 973 (Tsim Sha Tsui East (Mody Road) – Stanley)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
18	CTB route no. 973P (Shum Wan) – Stanley)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
19	CTB Route no. A22 (Lam Tin Station – Airport (Ground Transportation Centre))	2 January 2011	To facilitate the construction of the XRL	No change in journey time
20	CTB route no. E21X (Tung Chung (Yat Tung Estate) – Hung Hom Station)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
21	CTB route no. E23 (Airport (Ground Transportation Centre) – Choi Hung Bus Terminus)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
22	CTB route no. N11 (Central (Macau Ferry) – Airport (Ground Transportation Centre))	2 January 2011	To facilitate the construction of the XRL	No change in journey time
23	CTB route no. N23 (Tsz Wan Shan (North) – Tung Chung Station Bus Terminus)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
24	CTB route no. R22 (Disneyland Resort PTI – Yau Tong)	2 January 2011	To facilitate the construction of the XRL	No change in journey time

<b>No.</b>	<b>Bus Route</b> <sup>Note</sup>	<b>Date of Diversion</b>	<b>Reason for Diversion</b>	<b>Impact on Journey Time</b>
25	CTB route no.X22 (Asiaworld-expo Bus Terminus – Lam Tin Station Bus Terminus)	2 January 2011	To facilitate the construction of the XRL	No change in journey time
26	KMB route no. 2E (Kowloon City Ferry Pier – Pak Tin)	13 January 2011	To facilitate the construction of the XRL	Journey time increased by around two minutes
27	CTB route no. 48 (Ocean Park/Shum Wan to Wah Fu (Circular))	10 June 2011	To facilitate the construction of the MTR South Island Line (East) (SIL(E))	No change in journey time
28	CTB route no. 629C (Ocean Park (In-Park, Tai Shue Wan) to Ocean Park (Main Entrance))	10 June 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
29	KMB route no. 32 (Shek Wai Kok – Olympic Station)	17 July 2011	To facilitate the construction of the XRL Ventilation Building	No change in journey time
30	CTB route no. 5X (Kennedy Town – Causeway Bay (Whitfield Road))	22 October 2011	To facilitate the construction of Central- Wan Chai Bypass (CWB)	No change in journey time
31	XHT route no. 621 (Laguna City – Central (Hong Kong Station Public Transport Interchange))	22 October 2011	To facilitate the construction of the CWB	No change in journey time
32	XHT route no. 681 (Ma On Shan Town Centre – Central (Hong Kong Station Public Transport Interchange))	22 October 2011	To facilitate the construction of the CWB	No change in journey time
33	CTB route no. 71 (Wong Chuk Hang Temporary Bus Terminus – Central (Wing Wo Street) (Circular))	23 October 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
34	CTB route no. 72A (Shum Wan Road Public Transport Interchange) – Causeway Bay (Moreton Terrace))	23 October 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
35	CTB route no. 75 (Central (Exchange Square) – Shum Wan Road Public Transport Interchange))	23 October 2011	To facilitate the construction of MTR SIL(E)	No change on journey time

No.	Bus Route <sup>Note</sup>	Date of Diversion	Reason for Diversion	Impact on Journey Time
36	CTB route no. 97A (Li Tung Estate / Ap Lei Chau – Wong Chuk Hang (Circular))	23 October 2011	To facilitate the construction of the MTR SIL(E)	No change on journey time
37	XHT route no. 107 (Kowloon Bay – Wah Kwai)	23 October 2011	To facilitate the construction of the MTR SIL(E)	No change on journey time
38	CTB route no. N72 (Wah Kwai –Quarry Bay (Hoi Chak Street))	23 October 2011	To facilitate the construction of the MTR SIL(E)	No change on journey time
39	CTB route no. 95C (Ap Lei Chau Estate to Chi Fu Fa Yuen (Circular))	16 November 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
40	XHT route no. 671 (Diamond Hill Station to Ap Lei Chau (Lee Lok Street))	16 November 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
41	CTB route no. A10 (Ap Lei Chau Estate to Airport (Ground Transportation Centre))	16 November 2011	To facilitate the construction of the MTR SIL(E)	No change in journey time
<b>2012 (Total Number of Routes Affected: 3)</b>				
42	CTB route no. 99 (South Horizons to Shau Kei Wan)	9 January 2012	To facilitate the construction of the MTR SIL(E)	No change in journey time
43	XHT route no. 171 (South Horizons to Lai Chi Kok)	9 January 2012	To facilitate the construction of the MTR SIL(E)	No change in journey time
44	CTB route no. N90 (South Horizons to Central (Macau Ferry))	10 January 2012	To facilitate the construction of the MTR SIL(E)	No change in journey time
<b>2013 (Total Number of Routes Affected: 8)</b>				
45	CTB route no. 90B (South Horizons to Admiralty Station (East))	2 February 2013	To facilitate the construction of the MTR SIL(E)	No change in journey time
46	NWFB route no. 590 (South Horizons to Central (Exchange Square))	2 February 2013	To facilitate the construction of the MTR SIL(E)	No change in journey time
47	NWFB route no. 590A (South Horizons to Admiralty Station (East) (Circular))	2 February 2013	To facilitate the construction of the MTR SIL(E)	No change in journey time
48	CTB route no. 592 (South Horizons to Causeway Bay (Moreton Terrace))	2 February 2013	To facilitate the construction of the MTR SIL(E)	No change in journey time

<b>No.</b>	<b>Bus Route</b> <sup>Note</sup>	<b>Date of Diversion</b>	<b>Reason for Diversion</b>	<b>Impact on Journey Time</b>
49	NWFB route no. 595 (South Horizons to Aberdeen (Circular))	2 February 2013	To facilitate the construction of the MTR SIL(E)	No change in journey time
50	XHT route no. 914 (Hoi Lai Estate – Causeway Bay (Tin Hau))	21 September 2013	To facilitate the construction of the XRL	No change in journey time
51	XHT route no. 914X (Hoi Lai Estate – Causeway Bay (Tin Hau))	21 September 2013	To facilitate the construction of the XRL	No change in journey time
52	XHT route no. 104 (Kennedy Town – Pak Tin)	2 November 2013	To facilitate the construction of the MTR CWB	No change in journey time

Note:

KMB - The Kowloon Motor Bus Company (1933) Limited

XRT - Cross-Harbour Tunnel

CTB - Citybus Limited

NWFB - New World First Bus Services Limited

**CONTROLLING OFFICER'S REPLY****THB(T)192****(Question Serial No. 1613)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 26):

- (1) In response to the various large scale infrastructure developments in the West Kowloon Reclamation Area, the Transport Department (TD) conducted the "West Kowloon Reclamation Development Traffic Study" in 2009 to improve the design of roads in the district. Over the past three years, has the TD conducted any other similar district traffic studies? If yes, please provide the titles, the commencement / completion dates and the expenditures involved of the studies, and the progress of implementation of recommendations.
- (2) Regarding the various large scale infrastructure developments in East Kowloon, the Lantau Island and other districts in Hong Kong, has the TD planned any similar traffic studies? If yes, please provide the details.

Asked by: Hon. WU Chi-waiReply:

- (1) The TD has conducted the following district traffic studies in the past three years:

<b>Title</b>	<b>Start date</b>	<b>End date</b>	<b>Consultancy fees (\$ million)</b>	<b>Progress of the proposed works recommended in the traffic study</b>
Traffic Study for Admiralty	May 2010	June 2012	2.71	(a) The traffic improvement works associated with the opening of the Central Government Offices and the Legislative Council Complex, together with the taxi stand and loading / unloading bays outside the Admiralty Centre, have been completed.



<b>Title</b>	<b>Start date</b>	<b>End date</b>	<b>Consultancy fees (\$ million)</b>	<b>Progress of the proposed works recommended in the traffic study</b>
				<p>(b) The proposed works at the public transport interchange in Admiralty are in progress and are scheduled for completion by 2015 to tie in with the opening of the South Island Line (East).</p> <p>(c) The addition of a pair of escalators and a lift outside Exit C1 of the Admiralty Mass Transit Railway station will be considered in association with the Queensway Plaza Redevelopment.</p>
Traffic and Transport Study in Sai Kung Town	March 2011	June 2012	0.57	The implementation of the proposed works including the relocation of public transport interchange in Sai Kung Town and other local traffic improvements are being followed up by the Civil Engineering and Development Department (CEDD).
Traffic Study for Causeway Bay West	December 2012	April 2014 (tentative)	0.8	The traffic study is in progress.

- (2) For large scale infrastructure developments such as those in East Kowloon and the Lantau Island, related traffic studies are included as part of the land use planning and/or engineering feasibility studies conducted by relevant departments, such as the Planning Department or the CEDD. The TD will provide the necessary traffic and transport inputs and support to these departments in the course of their studies.

**CONTROLLING OFFICER'S REPLY****THB(T)193****(Question Serial No. 1614)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 27):

Regarding bus route rationalisation proposals, please advise this Committee:

- (1) In the past three years, how many bus routes of the franchised bus companies were cancelled, truncated and amalgamated? How many passengers were affected? What were the details of the routes?
- (2) In the past three years, how many bus-bus-interchange (BBI) schemes were implemented by bus companies, and what were the respective average daily numbers of passengers using the BBI schemes?
- (3) Bus companies have planned to pursue bus route rationalisation proposals under the "Area Approach". In 2014 and 2015, which District Councils (DCs) will have route rationalisation proposals introduced under the "Area Approach"? When will the DCs concerned be consulted of such rationalisation proposals this year?

Asked by: Hon. WU Chi-wai

Reply:

- (1) From 2011 to 2013, the numbers of bus routes cancelled, cancelled upon amalgamation and truncated, and the respective numbers of average daily passengers affected are set out below:

Year	Number of bus routes			Number of average daily passengers affected
	Cancelled	Cancelled upon amalgamation	Truncated	
2011	CTB(F1):1	CTB(F2): 1 KMB: 2	-	26 000
2012	CTB(F1):1	-	KMB: 2 NWFB: 1	12 000

Year	Number of bus routes			Number of average daily passengers affected
	Cancelled	Cancelled upon amalgamation	Truncated	
2013	KMB: 4 NWFB/KMB:1	CTB(F1): 2 KMB: 6 NWFB: 2	KMB: 4	106 000

KMB: The Kowloon Motor Bus Company (1933) Limited  
CTB(F1): Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Routes)  
CTB(F2): Citybus Limited (Franchise for Airport and North Lantau Routes)  
NWFB: New World First Bus Services Limited

On the other hand, 12 new routes were introduced from 2011 to 2013.

- (2) From 2011 to 2013, the numbers of BBI schemes implemented and the numbers of average daily passengers using these BBI schemes are set out below:

Year (as at 31 December)	Number of BBI schemes	Number of average daily passengers making use of the BBI schemes
2011	245	117 000
2012	250	118 000
2013	305	129 000

- (3) As an ongoing task, the Transport Department (TD) considers and assesses bus route development programmes (RDPs) submitted by franchised bus companies on an annual basis. Under the 2014-15 RDP, service improvements and rationalisation proposals have been drawn up under the “Area Approach” for consultation for Yuen Long, Sha Tin, Tsing Yi and Tai Po districts. The consultation started in January 2014 and our target is to complete the implementation around mid-2014. Implementation details will be subject to the outcome of the consultation.

**CONTROLLING OFFICER'S REPLY**

**THB(T)194**

**(Question Serial No. 1615)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 28):

Regarding the fares of franchised bus services, at present the scale of fares determines the maximum fare of each bus route on the basis of journey distance. In respect of the existing bus routes operated by different franchised bus companies, how many bus routes are charging fares at the maximum levels of the scale of fares? How many are charging fares at 90% or above, 80 to 90%, 70 to 80% and below 70% of the maximum levels respectively?

Asked by: Hon. WU Chi-wai

Reply:

According to section 13 of the Public Bus Services Ordinance (Cap. 230), the maximum fare that can be charged on each franchised bus route is determined by the scale of fares approved by the Chief Executive in Council. The actual fare of individual bus routes, while within the scale of fares applicable, will be determined by the franchised bus company taking into account the respective operating environment of each route and other related factors.

At present, some franchised bus routes are charging maximum fares in accordance with the scales of fares. Others are charging fares that are below the scales of fares out of the initiative of the bus companies. The numbers of franchised bus routes with their actual full adult fares as compared with the maximum fares chargeable in percentage terms, and with breakdowns by franchised bus company, are set out in the table below:

Actual fares as compared with the maximum fares chargeable according to their respective scales of fares (in percentage terms)	Number of Franchised Bus Routes by Franchised Bus Company <sup>Note 1</sup>						
	KMB	CTB(F1)	CTB(F2)	NWFB	LW	NLB <sup>Note 2</sup>	
						Mondays to Saturdays (except Public Holidays)	Sundays and Public Holidays
<b>100%</b>	19	26	1	16	3	8	8
<b>90% - 99%</b>	43	12	2	10	7	2	8
<b>80% - 89%</b>	42	13	5	13	4	6	3
<b>70% - 79%</b>	70	18	4	13	1	5	3
<b>Below 70%</b>	195	21	7	38	4	1	1
<b>Total</b> <sup>Note 3</sup>	<b>369</b>	<b>90</b>	<b>19</b>	<b>90</b>	<b>19</b>	<b>22</b>	<b>23</b>

Notes:

- 1 KMB: The 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 North Lantau Network)  
NWFB: New World First Bus Services Limited  
LW: Long Win Bus Company Limited  
NLB: New Lantao Bus Company (1973) Limited
- 2 Fares of NLB bus routes serving south Lantau are charged in accordance with two different fare scales: one is applicable from Mondays to Saturdays (except Public Holidays), whilst the other is applicable on Sundays and Public Holidays.
- 3 The same bus route jointly operated by two franchised bus companies is counted under each of the respective franchised bus companies.

**CONTROLLING OFFICER'S REPLY**

**THB(T)195**

**(Question Serial No. 1616)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 29):

In view of the recent investigation by The Ombudsman which recommended the Transport Department (TD) to strengthen its regulation and monitoring of franchised bus services, please inform this Committee of the following:

- (1) In the past three years, how many monitoring surveys were conducted by the TD each year? What were the routes monitored, the manpower and the average and total expenditure involved? How many monitoring surveys were conducted due to self-initiated investigations and investigations upon receipt of complaints respectively?
- (2) For the upcoming year, how many monitoring surveys does the TD expect to conduct, and what are the manpower and expenditure involved?
- (3) In response to the various recommendations of The Ombudsman, what will be the follow-up actions of the TD?

Asked by: Hon. WU Chi-wai

Reply:

- (1) 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 engaging contractors to conduct regular surveys (for example, surveys on bus availability and passenger occupancy) to monitor the performance of the bus companies. Ad hoc surveys (for example, termini surveys, en-route bus stop surveys, journey time surveys and on-board surveys) and site inspections are also carried out in response to complaints and suggestions or problems identified from the regular returns of bus companies. The TD conducted 1 337, 1 732 and 2 375 surveys and site inspections to monitor franchised bus services involving about 550 franchised bus routes in 2011, 2012 and 2013 respectively. Details are as follows:

Survey types	Monitoring surveys			Site inspections		
	2011	2012	2013	2011	2012	2013
Number of surveys conducted* (a)	1 121	1 465	2 207	216	267	168
Total expenditure (b)	\$1.31 million	\$3.14 million	\$3.07 million	Absorbed by existing resources of the TD.		
Average expenditure per survey# (c)=(b)/(a)	\$1,169	\$2,143	\$1,391			

\* While some surveys were initiated by the TD on its own and some were specifically conducted in response to complaints and suggestions, there were surveys conducted on an area or district basis with multi-purposes. As such, there is no separate breakdown on self-initiated surveys and those conducted in response to complaints.

# This is an average sum. The cost of each survey depends on its complexity.

- (2) The TD plans to conduct 2 730 surveys and site inspections to monitor franchised bus services. Details are as follows:

	Monitoring surveys	Site inspections
Estimated number of surveys to be conducted	2 530	200
Estimated total expenditure	\$4.0 million	To be absorbed by existing resources of the TD.

- (3) Franchised bus services are closely related to the daily life of members of the public. The Government has all along placed emphasis on the reliability of franchised bus services. The TD has been closely monitoring the level of franchised bus services through proactively verifying the operational records of franchised bus companies and regularly conducting investigations, as well as through follow-up actions on complaints or suggestions from passengers. The TD is now formulating practicable enhancement measures in the light of the recommendations made by The Ombudsman.

**CONTROLLING OFFICER'S REPLY**

**THB(T)196**

**(Question Serial No. 2171)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 12):

Regarding the introduction of pre-service training course for applicants for public light bus (PLB) driving licence, and the installation of electronic data recording device (EDRD) on newly registered PLBs, what is the progress and work plan in 2014-15? Will the trade be consulted again before finalising the details?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The introduction of pre-service course and installation of the EDRD form part of the safety measures introduced in the Road Traffic (Amendment) Ordinance 2012 (the Amendment Ordinance), which was passed by the Legislative Council in 2012. The Transport Department (TD) is now undertaking the preparatory work to commence the mandatory requirements for new applicants for PLB driving licence to attend and complete a pre-service course in order to be eligible for the licence. The TD is also processing applications from EDRD manufacturers and suppliers for type-approval of the EDRD for installation on new PLBs. The Government aims at completing the required legislative procedures to commence these two requirements in 2014.

The Government had consulted the green minibus operators, and the trade associations of red minibus on these two requirements before the enactment of the Amendment Ordinance. Their views have been duly considered. The TD will continue to keep the relevant trades informed of the progress of the two requirements.



**CONTROLLING OFFICER'S REPLY**

**THB(T)197**

**(Question Serial No. 2172)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 13):

During the financial year 2014-15, the Transport Department (TD) will conduct process re-engineering of licensing services to improve efficiency and customer service. Please advise this Committee of details of the work and the estimated expenditure involved.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The TD reviews its workflow and work priorities from time to time in order to attain higher work efficiency and improve customer service. In 2011 and 2012, the TD introduced, in the e-service platform, a new service to remind MyGov users to renew their vehicle licences 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. In 2013, the TD upgraded the operating system of the workstations of the Licensing Offices (LOs) to enable the provision of more efficient and better licensing services. The TD has also recently obtained funding to enhance the existing Vehicles and Drivers Licensing Integrated Data System IV in order to meet the operational needs and enhance the performance of the system. At present, we are exploring the feasibility of delinking the requirement of learner's driving licence for application for driving test, such that an applicant can apply for a driving test even if he does not hold a valid learner's driving licence of that particular driving entitlement, so that applicants could decide when to apply for learner's driving licence based on the driving test time slot allocated to him.

The TD will also continue to promote submission of licensing applications through various non-counter means, including drop box, postal delivery and electronic submission on the Internet, so as to reduce the demand for counter services at the LOs. 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 (via internet or 24-hour phone booking), so as to reduce the waiting time at the LOs.

The TD will continue to explore and implement appropriate measures and re-engineering process for the issue and renewal of licences and permits.

The work involved is undertaken by the staff of the TD as an integral part of their normal duties, while funding of \$71.284 million was recently approved by the Finance Committee of the Legislative Council for implementing the Vehicle and Drivers Licensing Integrated Data System Infrastructure Enhancement Project from 2014-15 to 2017-18.

**CONTROLLING OFFICER'S REPLY****THB(T)198****(Question Serial No. 2173)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 14):

Regarding green minibus (GMB) services, please advise this Committee of the following:

- (1) How many cancellation applications for GMB routes were received by the Transport Department (TD) in 2013? Please provide the route details and the reasons on which the cancellation applications were made.
- (2) Four GMB routes were originally planned to be introduced in 2013, but only one GMB route was finally introduced. Please provide the route details (including serving district, fare and date of introduction) and the reasons for not introducing the rest.
- (3) Please provide details of the six GMB routes planned for introduction in 2014.
- (4) What factors and data will the TD take into account when considering the introduction of new public light bus service within the airport island on Lantau Island / in Tung Chung in order to offer more transport choices to Tung Chung residents?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

- (1) In 2013, the TD received applications for cancellation of 11 GMB routes due to poor financial performance arising from low and declining passenger demand. The TD has reviewed the operating conditions of these routes together with the operators and implemented measures including adjustment of fares, routeing, frequency and vehicle deployment, introduction of special or supplementary services as appropriate to improve the efficiency and viability of these routes. Of the 11 routes, approval was finally given to cancel three routes. Details are as follows:

<b>GMB Route</b>	<b>Origin – Destination</b>
HKI 10X	Scenic Villas – Central (Chater Road) (Circular)
HKI 11	Tin Wan Estate – Causeway Bay (Jaffe Road)
KIn 63M	Lam Tin (Kwong Tin Estate) – Yau Tong (Circular)

- (2) Details of the GMB route introduced in 2013 are as follows:

<b>GMB Route</b>	<b>Origin – Destination</b>	<b>Full Fare</b>	<b>Date of Introduction</b>
Kln 86	Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)	\$5.0	21 September 2013

Three other GMB routes were not introduced in 2013 as planned because no suitable operator could be selected from the GMB Operators Selection Exercise (GMBOSE) conducted in 2013. After further assessment of passenger demand and financial viability of these three routes, the TD will include two of them in the 2014 GMBOSE and re-invite interested parties to apply to operate them.

- (3) The TD plans to introduce a total of eight GMB routes in 2014. They include the two routes to be included in the 2014 GMBOSE as mentioned in (2) above. Details are as follows:

	<b>Origin – Destination</b>	<b>Maximum Full Fare (\$)</b>
1*	Hilltop Garden / King Lai Court – Diamond Hill Station	4.9
2*	Hilltop Garden – Wong Tai Sin Station	7.1
3	Ko Yee Estate, Yau Tong – Kai Yan Street, Kowloon Bay (Circular)	10.4
4	Kai Ching Estate, Kai Tak – Wong Tai Sin Station (Circular)	7.1
5	Shui Chuen O, Sha Tin – Shek Mun Station	7.1
6	Shui Chuen O, Sha Tin – Hin Keng (Che Kung Miu Road)	7.1
7	Allway Gardens, Tsuen Wan – Tsuen Wan (Chung On Street)	4.9
8	The Beaumont, Tseung Kwan O – Hang Hau (Circular)	7.1

\* Routes originally planned for introduction in 2013.

- (4) The TD takes into account the following factors in planning and introducing new GMB services:
- the existing and forecast transport demand and travel pattern;
  - the availability of existing and planned public transport services;
  - the provision of new transport infrastructure / facilities in the areas concerned;
  - the financial viability of the proposed GMB route; and
  - requests and suggestions from the public.

Tung Chung is currently well served by railway and franchised bus services. There are 46 franchised bus routes serving the district, with 27 external and 19 internal. Of the 46 routes, 14 provide overnight services. Such provision of public transport services basically meets passenger demand. While there is no plan to introduce GMB services for the district for the time being, the TD will continue to closely monitor the situation and stands ready to make all necessary feasible adjustments to such services (including introducing GMB services) as and when necessary.

**CONTROLLING OFFICER'S REPLY****THB(T)199****(Question Serial No. 2174)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 15):

Regarding the public transport re-organisation plans (PT Plans) to tie in with the opening of the West Island Line (WIL) and the South Island Line (East) (SIL(E)), please advise this Committee of the latest progress, expected implementation timetable and resources involved.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The prevailing passenger travelling pattern will change upon opening of new railway lines, thus affecting the utilisation of different transport modes. According to established practice, the Transport Department (TD) has assessed the impact of the WIL and the SIL(E) on other public transport modes, and proposed PT Plans so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. The TD has commenced consultation with relevant District Councils (DCs) on the PT plans in relation to the WIL and the SIL(E) since July 2013. Public consultation forums have also been organised in the Central and Western and Southern districts to solicit views from local residents. So far, the TD has completed several rounds of DC consultation, and has been adjusting and improving the PT Plans taking into account their views. We target to complete the consultation and finalise the proposed PT Plans for the WIL and the SIL(E) by the second quarter of 2014 and end-2014 respectively, so as to allow time for arranging implementation and publicity of the PT Plans to tie in with the opening of the WIL and the SIL(E) planned in end-2014 and 2015 respectively.

Two time-limited posts have been created in the TD to assist in handling the related tasks from 2013 to 2015. The annual staff costs of the two posts, in terms of notional annual mid-point salary, are as follows:

Rank	Number of Post	Annual Staff Cost
Senior Transport Officer	1	\$845,880
Transport Officer I	1	\$621,900

**CONTROLLING OFFICER'S REPLY**

**THB(T)200**

**(Question Serial No. 2177)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 18):

Regarding the progress of the implementation of bus service rationalisation proposals for 2013-14, how many proposals raised by the bus companies have not been implemented? In respect of the bus service rationalisation proposals for 2014-15, what are the details and target implementation timetable?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

As an ongoing task, the Transport Department (TD) considers and assesses bus route improvement and rationalisation proposals in the context of the route development programmes (RDPs) submitted by franchised bus companies on an annual basis. The District Councils (DCs) will be consulted of the proposals before implementation.

The TD handled 196 bus service adjustment proposals under the RDPs for 2013-14, of which 130 are improvement proposals and 66 are rationalisation proposals. After considering the views received during consultation with the DCs concerned, 119 improvement and 53 rationalisation proposals have been / will be implemented by mid-2014.

As for the RDPs for 2014-15, there are about 200 proposed bus service adjustment proposals, including 150 service rationalisation and 50 improvement proposals. The consultation for the RDPs is underway and our target is to complete the consultation in around mid-2014. The actual implementation dates of the proposals will be subject to the outcome of the consultation.

**CONTROLLING OFFICER'S REPLY****THB(T)201****(Question Serial No. 2182)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 23):

The financial provision for 2014-15 is \$327 million, which is \$37.1 million (12.8%) higher than the estimate for 2013-14 due to the creation of 55 posts in 2014-15. Please provide the details of these new posts, including their ranks, duties and salaries.

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The ranks, duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
<b>Time-limited posts to take forward specific initiatives</b>			
Driving Examiner II	19	6,455,820	To enhance the provision of driving test services for meeting the increase in demand.
Clerical Officer	7	2,496,480	
Motor Vehicle Examiner II	1	567,480	To implement the Mandatory Retirement Scheme for pre-Euro IV diesel commercial vehicles.
Executive Officer I	1	621,900	
Vehicle Tester	1	236,100	
<b>To replace non-civil service contract positions</b>			
Transport Officer I	1	621,900	To provide support and assistance in the implementation of business process re-engineering initiatives; management of contracts related to the e-licensing services under GovHK; and to coordinate and monitor system maintenance and support to the e-licensing services.

<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Transport Officer II	1	393,120	To cope with increasing workload in relation to the processing of non-franchised bus applications.
Executive Officer II	1	411,780	To manage the Repeater Early Test Appointment System and handle the subsequent maintenance and enhancement duties.
Executive Officer II	1	411,780	To carry out duties relating to driving tests, maintenance of Driving Test Centres and issue of Private Driving Instructors' licences.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Safety and Standards Division.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Inspection and Records Unit.
Executive Officer II	1	411,780	To provide administrative support to the E-Strategy Division.
Executive Officer II	1	411,780	To provide support and assistance in the ongoing maintenance and operation of the Vehicles and Drivers Licensing Integrated Data (VALID) IV System.
Executive Officer II	1	411,780	To provide logistics / administrative support in planning and overseeing the progress and implementation of different enhancements to the VALID IV System.
Senior Clerical Officer	1	472,140	To provide support in handling licensing-related matter in Licensing Office of the Licensing Unit.
Assistant Clerical Officer	1	222,420	To provide assistance in administering the enhancement of the VALID IV System.
Assistant Clerical Officer	1	222,420	To strengthen customer service to the general public for the Public Bus Team of the Public Vehicles Unit.
Assistant Clerical Officer	1	222,420	To provide clerical support to the E-Strategy Division.
Assistant Clerical Officer	1	222,420	To provide clerical support to the Mandatory Driving Improvement Scheme and other areas.



<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Assistant Clerical Officer	10	2,224,200	To strengthen counter services for processing driving and vehicle licence applications in four Licensing Offices and to assist in smooth implementation of various new activities and requirements arising from legislative amendments and new policy initiatives.
Clerical Assistant	1	173,520	To provide clerical and logistics support to the Personalised Vehicle Registration Marks Scheme.
Computer Operator I	1	339,780	To provide continual operational support for the VALID IV System.
<b>Total :</b>	<b>55</b>	<b>18,374,580</b>	

**CONTROLLING OFFICER'S REPLY****THB(T)202****(Question Serial No. 2183)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 24):

Please provide the numbers of Long Load, Excess Weight and Wide Load Permits issued by the Transport Department (TD) in the past three financial years (2011-12, 2012-13 and 2013-14); the performance pledge on the issue of permits; the number of applications which had failed to meet the performance pledge and the reasons; whether the TD will consider allocating additional resources to speed up the processing of the permits concerned. If yes, what are the details? If not, what are the reasons?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The numbers of Long Load Permits, Wide Load Permits and Excess Weight Permits issued in the past three financial years are appended below:

Financial Year	Number of Long Load Permits Issued	Number of Wide Load Permits Issued	Number of Excess Weight Permits Issued
2011-12	1 057	1 215	1 013
2012-13	1 115	1 247	949
2013-14 (up to 28 February 2014)	1 067	1 252	1 278
Total	3 239	3 714	3 240

There is no performance pledge for the issuance of the above permits. Under the established practice and procedures, each application will be considered on individual merits, and the TD will consult other relevant departments including the Hong Kong Police Force and / or the Highways Department on each application. The processing time for an application varies with the complexity of the case concerned, though in general, the processing time in respect of a normal case of application for Long Load / Wide Load

Permit is about three weeks while that for Excess Weight Permit is about two to two and a half months. Longer time would be required for complicated applications involving multi-routes or if an operating route is found unsuitable for passage of a long load / wide load or excess weight vehicle.

We will work closely with the relevant department(s) to speed up processing of the permit applications for better service delivery where practicable, and will consider deploying more existing staff to handle the applications as and when necessary.

**CONTROLLING OFFICER'S REPLY****THB(T)203****(Question Serial No. 2201)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 1):

What is the estimated expenditure of the Transport Department (TD) for conducting car journey time surveys in 2014-15? Please also advise on the car journey speeds on the following roads in the past four financial years (2010-11, 2011-12, 2012-13 and 2013-14) and state which of them have been implemented with mitigation measures due to the increasing congestion:

1. Connaught Road Central on Hong Kong Island (section between Des Voeux Road West and Murray Road)
2. Connaught Road Central on Hong Kong Island (section between Murray Road and Des Voeux Road West)
3. Gloucester Road on Hong Kong Island (section between Arsenal Street and Cross-Harbour Tunnel Approach Road)
4. Gloucester Road on Hong Kong Island (section between Canal Road and Arsenal Street)
5. Harcourt Road on Hong Kong Island (section between Arsenal Street and Murray Road)
6. Hennessy Road on Hong Kong Island (section between Yee Wo Street and Johnston Road)
7. Salisbury Road in Kowloon (section between the Cheong Wan Road Flyover and the Star Ferry Pier)
8. Tai Po Road (Kowloon Section) in Kowloon (section between Caldecott Road and Shek Kip Mei Street)
9. Waterloo Road in Kowloon (section between Lung Cheung Road and Ferry Street)
10. Lung Cheung Road in Kowloon (section between Po Kong Village Road and Nam Cheong Street)
11. Tai Po Road (New Territories Section) in the New Territories (section between Caldecott Road and Nan Wan Road)
12. Castle Peak Road in the New Territories (section between Tuen Mun Road and Sam Shing Street)
13. Tate's Cairn Highway in the New Territories (section between Chak Cheung Street and the Toll Plaza)
14. Tolo Highway in the New Territories (section between Island House Interchange and Chak Cheung Street)

15. New Territories Ring Road in the New Territories (section between Fanling Roundabout and Au Tau)
16. Sai Sha Road in the New Territories (section between Ma On Shan Road and Tai Mong Tsai Road)
17. Ma On Shan Bypass in the New Territories (section between Sai Sha Road Slip Road and Ma On Shan Road)
18. Sha Tin Wai Road in the New Territories (section between Sha Tin Road and Tai Chung Kiu Road)
19. New Clear Water Bay Road in the New Territories (section between Clear Water Bay Road (East) and Clear Water Bay Road (West))
20. Clear Water Bay Road in the New Territories (section between the Hiram's Highway and New Clear Water Bay Road)

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The estimated expenditure for conducting car journey time surveys in 2014-15 is about \$403,000.

The average speeds for the road sections under the question are tabulated below:

Road Sections	Average Speed at the morning peak hours (kilometres/hour)			
	2010-11	2011-12	2012-13	2013-14
Hong Kong Island				
Connaught Road Central* (from Des Voeux Road West to Murray Road)	11.9	10.6	10.8	14.5
Connaught Road Central (from Murray Road to Des Voeux Road West)	14.3	14.4	14.3	15.0
Gloucester Road (from Arsenal Street to Cross-Harbour Tunnel Approach Road)	18.5	21.6	16.7	28.3
Gloucester Road (from Canal Road to Arsenal Street)	29.6	43.6	36.5	31.9
Harcourt Road (from Arsenal Street to Murray Road)	40.2	44.9	39.5	45.7
Hennessy Road (from Yee Wo Street to Johnston Road)	14.4	13.9	14.7	15.3
Kowloon				
Salisbury Road (from Cheong Wan Road Flyover to the Star Ferry Pier)	24.3	29.2	30.3	32.8

Road Sections	Average Speed at the morning peak hours (kilometres/hour)			
	2010-11	2011-12	2012-13	2013-14
Tai Po Road (Kowloon Section) (from Caldecott Road to Shek Kip Mei Street)	33.2	38.4	32.1	33.7
Waterloo Road (from Lung Cheung Road to Ferry Street)	17.5	19.3	20.6	17.0
Lung Cheung Road (from Po Kong Village Road to Nam Cheong Street)	29.7	47.7	49.9	42.9
New Territories				
Tai Po Road (New Territories Section) (from Caldecott Road to Nan Wan Road)	46.8	48.2	47.8	53.3
Castle Peak Road <sup>^</sup> (from Tuen Mun Road to Sam Shing Street)	38.9	43.8	43.5	42.7
Tate's Cairn Highway (from Chak Cheung Street to the Toll Plaza)	27.3	15.2	14.8	14.8
Tolo Highway (from Island House Interchange to Chak Cheung Street)	75.0	74.5	87.1	77.1
New Territories Ring Road (from Fanling Roundabout to Au Tau)	57.2	56.2	63.0	52.5
Sai Sha Road (from Ma On Shan Road to Tai Mong Tsai Road)	42.4	51.2	50.5	49.7
Ma On Shan Bypass (from Sai Sha Road Slip Road to Ma On Shan Road)	63.4	72.6	73.0	68.5
Sha Tin Wai Road (from Sha Tin Road to Tai Chung Kiu Road)	23.7	25.2	21.7	21.3
New Clear Water Bay Road (from Clear Water Bay Road (East) to Clear Water Bay Road (West))	29.9	33.3	38.4	24.1
Clear Water Bay Road (from Hiram's Highway to New Clear Water Bay Road)	47.5	54.2	52.6	56.4

Remarks:

\* Part of this road section passes through Man Kat Street

<sup>^</sup> Part of this road section passes through Hoi On Road

It must be emphasised that the driving speed on relatively shorter sections of roads can be easily affected by unexpected circumstances, such as momentary slowing down caused by other merging vehicles, temporary blockage by stationary vehicles at roadside, or pedestrian activities. Hence, the speeds so derived for individual road sections must be interpreted with care, and should not be used as the sole indicator for the changes in the level of congestion of the roads concerned.

The Government adopts a multi-pronged approach to maintain traffic mobility in Hong Kong. We will continue to study the introduction of new technologies, including intelligent transport systems, to enhance the effectiveness of traffic management and efficient use of limited road space along major transport corridors. Upon completion of some major transport infrastructure projects in the coming years, traffic condition is expected to be improved. For instance, the Central-Wan Chai Bypass will improve the traffic condition in the Central and Wan Chai districts, and the four railway lines that are now under construction will also help ease congestion. We also implement traffic management measures, such as designation of no-stopping restrictions, adjustments of traffic signal timings and improvement of traffic lane arrangements to ensure efficient and safe use of road space.

**CONTROLLING OFFICER'S REPLY**

**THB(T)204**

**(Question Serial No. 2202)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 44):

The Transport Department (TD) will implement the New Parking Meter Trial Scheme (the Trial Scheme) in 2014-15. Will the Administration advise this Committee on the details, including the implementation timetable, areas and budget?

Asked by: Hon. YICK Chi-ming, Frankie

Reply:

The existing parking meters will soon approach the end of their planned serviceable life and will need to be replaced. The Government plans to introduce a new generation of parking meters with new features and functions. Before that, a Trial Scheme will be conducted to assess the technical feasibility and public acceptance of the new features to be incorporated in the new parking meters.

To prepare for the implementation of the Trial Scheme in 2014-15, the TD conducted an expression of interest exercise to invite potential suppliers to provide information on the system design, mode of operation, payment methods and estimated cost for production of the new prototype parking meters in late 2013. Based on the information obtained, the TD will invite tender in mid-2014 to select suitable contractors for conducting the Trial Scheme in 2015.

The Trial Scheme will cover the production of prototype parking meters, interface arrangements with the Octopus card and other contactless smartcard readers, and a nine-month field trial to ascertain and evaluate the technical feasibility, functionality and reliability of the prototype parking meters under the local environment and weather as well as public acceptance of the above-mentioned new features and functions. The Trial Scheme will be conducted at different locations in Hong Kong. We aim to complete the Trial Scheme in 2016. As tendering and selection procedures are yet to commence, the estimated cost of the Trial Scheme cannot be provided at this stage.



**CONTROLLING OFFICER'S REPLY**

**THB(T)205**

**(Question Serial No. 3201)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 26):

The supply of coach parking spaces in Hong Kong has been inadequate for years, causing inconvenience to the trade and congestion near tourist hotspots. Could the Administration please advise the Committee on the following:

- (1) Owing to the implementation of projects in the Kai Tak development area, the 1 600 parking spaces (including those for coaches) will cease operation in stages. What measures will the Administration adopt to address the parking problem of the affected coaches?
- (2) With the increasing number of tourists, will the Administration deploy additional resources to provide more coach parking spaces at tourist hotspots (e.g. Tsim Sha Tsui, Tsim Sha Tsui East, Wan Chai, etc.) to facilitate operation of the coaches without disrupting traffic flow in the area? If yes, please provide details. If no, what are the reasons?

Asked by: Hon. YIU Si-wing

Reply:

- (1) Four short-term tenancy (STT) car parks in the Kai Tak development area currently providing around 600 parking spaces for non-franchised buses will cease operation by end 2014 the earliest to make way for the Kai Tak multi-purpose sports complex project, although the detailed timetable is yet to be confirmed. The Administration has already planned to provide three replacement STT car parks nearby, and will monitor the usage of the STT car parks by coaches to see if additional parking spaces for coaches are required. In addition, the Administration will consider providing more on-street parking spaces in appropriate locations, provided that road safety and other road users are not affected. If necessary, we will also include conditions in land leases to require developers of private developments to provide non-franchised bus parking spaces for public use.

- (2) At tourist hotspots where parking demand is great, additional parking spaces will be provided in suitable locations as long as road safety and other road users are not affected. For example, 11 additional on-street parking spaces for non-franchised buses have been provided on Chatham Road South, Cameron Road and Granville Road in Tsim Sha Tsui in the past three years. The Administration will also implement appropriate traffic improvement measures under large scale development projects. For example, upon completion of the “Wan Chai development phase II” project, 24 on-street parking spaces for non-franchised buses will be provided near the Hong Kong Convention and Exhibition Centre to serve coaches visiting the Golden Bauhinia Square. The Administration will continue to monitor the demand for coach parking and pick up / drop off facilities, and implement improvement measures as appropriate.

**CONTROLLING OFFICER'S REPLY****THB(T)206****(Question Serial No. 1812)**Head: (706) Capital Works Reserve Fund - HighwaysSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director of Highways (K K LAU)Director of Bureau: Secretary for Transport and HousingQuestion (Member Question No. 2):

In the Budget Speech, it was stated that the Government has been investing in large-scale strategic road and railway projects, totalling over \$90 billion in the past five years, to upgrade network efficiency. Projects under construction include the Tuen Mun-Chek Lap Kok Link, the Central-Wan Chai Bypass and Island Eastern Corridor Link, as well as the widening of Tolo Highway and Fanling Highway. They are on track for completion successively before the end of 2018. There are also major projects under planning, such as the Central Kowloon Route, the Tseung Kwan O-Lam Tin Tunnel, and the Tseung Kwan O Cross Bay Link. Noting that construction costs have been on the rise in recent years, please list the respective progress and estimated expenditure of the above-mentioned projects in table form. Do they exceed the ceiling of the original estimated construction costs? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. LAM Tai-faiReply:

<b>Project</b>	<b>Progress</b>	<b>Original Approved Project Estimate (APE) by the Legislative Council (LegCo) (in money-of-the-day prices) (\$ million)</b>	<b>Whether the Latest Forecast Expenditure Exceeds the Original APE</b>
Tuen Mun-Chek Lap Kok Link	The advanced works commenced in late 2011. The remaining works commenced in mid-2013. The southern section is scheduled for substantial completion	46,708.0	The latest forecast expenditure is within the original APE.

<b>Project</b>	<b>Progress</b>	<b>Original Approved Project Estimate (APE) by the Legislative Council (LegCo) (in money-of-the-day prices) (\$ million)</b>	<b>Whether the Latest Forecast Expenditure Exceeds the Original APE</b>
	by 2016 and the northern section for completion by 2018.		
Central-Wan Chai Bypass and Island Eastern Corridor Link	Construction works commenced in December 2009. All 13 works contracts have been awarded, with five of them substantially completed. The construction is expected to complete in 2017.	28,104.6	The latest forecast expenditure exceeds the original APE of \$28,104.6 million. An increase in APE to \$36,038.9 million was approved by the Finance Committee (FC) of the LegCo in January 2014.
Widening of Tolo Highway between Island House Interchange and Tai Hang	Construction works commenced in August 2009 and are scheduled for completion in 2014.	4,486.9	The latest forecast expenditure is within the APE.
Widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling – Stage 2	Construction works commenced in July 2013 and are scheduled for completion in 2018.	4,320.0	The latest forecast expenditure is within the APE.
Central Kowloon Route	Detailed design is in progress.	Not yet available	Construction cost for the project will be assessed in the detailed design stage.
Tseung Kwan O-Lam Tin Tunnel	Detailed design is in progress.	Not yet available	Construction cost for the project will be assessed in the detailed design stage.
Tseung Kwan O Cross Bay Link	Subject to funding approval of the FC of the LegCo, the detailed design is scheduled to commence in August 2014.	Not yet available	Construction cost for the project will be assessed in the detailed design stage.

**CONTROLLING OFFICER'S REPLY**

**THB(T)207**

**(Question Serial No. 0350)**

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 19):

Subhead 6845TH "Hong Kong-Zhuhai-Macao Bridge (HZMB) Hong Kong boundary crossing facilities (HKBCF) – reclamation and superstructures"

According to the original proposals approved by the Finance Committee, 6845TH "HZMB HKBCF Reclamation and Superstructures", the Administration plans to complete HKBCF in tandem with other HZMB projects to dovetail with the commissioning of the HZMB by end 2016. The expenditure on the HKBCF was expected to be HK\$1,830.7 million for 2012-13, HK\$2,457 million for 2013-14, and HK\$5,056.9 million for 2014-15. However, the expenditure on the HKBCF so far seems to be lagging behind the Administration's plan, with the actual expenditure of HK\$1,322.8 million on the HKBCF as of 31 March 2013, the revised estimate of HK\$1,930.8 million for 2013-14, and the current estimate of HK\$3,394.5 million for 2014-15. In this connection, will the Administration inform this Committee:

- (a) the reasons for the underspending;
- (b) the progress of the construction of HKBCF; and
- (c) whether the completion date of HKBCF will be deferred due to the underspending.

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

The construction of the HKBCF is being implemented through one reclamation contract and six superstructure contracts. The reclamation contract commenced in November 2011 as planned and various portions of reclaimed land are being formed in phases for construction of the superstructure works, which will commence in tandem starting from April 2014. Hence the peak construction periods will be in the year 2014-15, 2015-16, 2016-17. All the works contracts are scheduled for completion by end 2016 to match with the commissioning of the HZMB. The difference in the estimated cash flow is due to the adjustment of implementation schedule for the works contracts.

**CONTROLLING OFFICER'S REPLY**

**THB(T)208**

**(Question Serial No. 1517)**

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 84):

At present, the main works for the project under Subhead 6159TB "Reconstruction of footbridge near Hsin Kuang Centre and extension of bus bays at Lung Cheung Road" have been completed. As at 31 March 2013, the actual expenses represented about half of the approved project estimate only. What will the remaining expenses be spent on? What will the estimated provision for 2014-15 be spent on?

Asked by: Hon. WU Chi-wai

Reply:

The works under Subhead 6159TB "Reconstruction of footbridge near Hsin Kuang Centre and extension of bus bays at Lung Cheung Road", including landscaping works, have been substantially completed in January 2014. The estimated overall expenditure is lower than the approved project estimate because of the lower tender price accepted for the works contract in 2009.

The estimated expenditure in 2014-15 is mainly for the remaining payment to finalise the account of the works contract. Upon finalisation of these accounts, no further expenditure will be incurred.

**CONTROLLING OFFICER'S REPLY**

**THB(T)209**

**(Question Serial No. 1518)**

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 85)

For Subhead 6855TH "Road improvement works in West Kowloon reclamation development, phase 1", what will be the uses of the estimated provision for 2014-15? According to the Government, what are the expected completion dates of the various improvement projects and what will be the effect of the projects upon completion? Please provide information on respective projects in terms of date of commencement / completion of works, estimated expenditure and effectiveness, etc.

Asked by: Hon. WU Chi-wai

Reply:

Subject to funding approval from the Legislative Council, the Government plans to start the construction works for Item 6855TH – Road Improvement Works for West Kowloon Reclamation Development (Phase 1) this year for completion in 2017. The scope of the project includes improving the junction between Canton Road and Austin Road, and providing road connections between Nga Cheung Road and West Kowloon Highway (WKH), and from Nga Cheung Road to Western Harbour Crossing (WHC). These road connections will provide alternative routes for vehicles using WKH and WHC to bypass the local road network in the West Kowloon Reclamation Development area, thus relieving the congestion at key road junctions in the area.

The estimated expenditure of the project in 2014-15 is about \$75.8 million, which will be used for carrying out the construction works, and for paying consultancy fee for the supervision of the works.

**CONTROLLING OFFICER'S REPLY**

**THB(T)210**

**(Question Serial No. 2863)**

Head: (707) Capital Works Reserve Fund: New Towns and Urban Area Development

Subhead (No. & title): (7826TH) Cross Bay Link, Tseung Kwan O—investigation and preliminary design  
(7827TH) Tseung Kwan O–Lam Tin Tunnel—investigation and preliminary design  
(7862TH) Tseung Kwan O–Lam Tin Tunnel—detailed design and site investigation  
(7865TH) Cross Bay Link, Tseung Kwan O—detailed design and site investigation

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 61):

Will the Administration construct the Cross Bay Link (CBL) and Tseung Kwan O–Lam Tin Tunnel (TKO-LTT) as soon as possible to cope with the future population increase in Tseung Kwan O and alleviate the external traffic congestion problem? If yes, what are the details and expenditures? If no, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The Civil Engineering and Development Department is working actively on the preparatory work and statutory procedures for the construction of the TKO-LTT and the CBL.

For the TKO-LTT, the investigation and preliminary design (Item 7827TH) has been substantially completed. The project was gazetted under the Roads (Works, Use and Compensation) Ordinance on 10 May 2013, and the objections received are being dealt with according to statutory procedures. The environmental impact assessment (EIA) report was approved by the Director of Environmental Protection (DEP) under the EIA Ordinance with conditions on 11 July 2013. The consultancy work for the detailed design (Item 7862TH) commenced in September 2013. The estimated expenditure of 7862TH in 2014-15 is \$39.804 million.



For the CBL, the investigation and preliminary design (Item 7826TH) has been substantially completed. The project was gazetted under the Roads (Works, Use and Compensation) Ordinance on 10 May 2013, and the objections received are being dealt with according to statutory procedures. The EIA report was approved by the DEP under the EIA Ordinance with conditions on 11 July 2013. We consulted the Legislative Council (LegCo) Panel on Transport on 28 February 2014 and Members supported the project. Subject to the funding approval of the Finance Committee of the LegCo, we plan to commence the detailed design and associated site investigation works (Item 7865TH) in August 2014. The estimated expenditure of 7865TH in 2014-15 is \$3.6 million.

Subject to the progress of all the preparatory works and the statutory procedures, the target is to commission the TKO-LTT in 2020 at the earliest, and to commission the CBL at around the same time.

**CONTROLLING OFFICER'S REPLY**

**THB(T)211**

**(Question Serial No. 1520)**

Head: (708) Capital Works Reserve Fund: Capital Subventions and Major Systems and Equipment

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 87):

The project 8171ZN “Replacement of mechanical ventilation fans and associated equipment at Diamond Hill Station Public Transport Interchange” which was scheduled for discussion at the meeting of the Legislative Council (LegCo) Panel on Transport held on 10 December 2013 is still not yet put up for discussion. Will the Administration advise this Committee on:

- (1) When will the Government submit the project to the Panel on Transport for discussion and to the LegCo for funding approval?
- (2) What is the use of the estimated budget of about \$100 million? When will the project start and complete?

Asked by: Hon. WU Chi-wai

Reply:

The Transport Department is working with the Electrical and Mechanical Services Department on the details of the project including its scope and implementation timetable, and would suitably engage the LegCo once ready.

**CONTROLLING OFFICER'S REPLY****THB(T)212****(Question Serial No. 6053)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 402)

It is stated in the Estimates that the Civil Aviation Department (CAD) will recruit and train more air traffic control (ATC) staff. Please advise this Committee of the number of ATC staff recruited and trained in each of the past three years as well as the number of ATC staff to be recruited and trained in the coming year.

Asked by: Hon. CHEUNG Kwok-che

Reply:

There was no recruitment of Student Air Traffic Control Officers (SATCOs) in 2011-12 and 2012-13. In 2013-14, 32 SATCOs have been recruited for in-take in 2014-15 to fill existing vacancies. There is no plan for recruitment of SATCOs in 2014-15.

The number of Air Traffic Control Officers (ATCOs) at various ranks who attended specialised training courses provided by the CAD in the past three years and the coming year are as follows:

Year	2011-12	2012-13	2013-14	2014-15
Number of ATCOs at various ranks trained	150	74	69	92

**CONTROLLING OFFICER'S REPLY****THB(T)213****(Question Serial No. 6054)**

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 403):

Please advise on the number of persons with disabilities (PWDs) employed in the Civil Aviation Department (CAD), with a breakdown by types of disabilities. What is the percentage of the PWDs to the total number of the CAD employees?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The CAD employs nine persons with disabilities, representing about 1% of the establishment. A breakdown of the types of disabilities is appended below –

<b>Types of Disabilities</b>	<b>No. of Staff</b>
Visual Impairment	4
Hearing Impairment	2
Physical Disabilities	3
Total	9

**CONTROLLING OFFICER'S REPLY**

**THB(T)214**

**(Question Serial No. 6055)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 404):

Why is there a net decrease of ten air traffic management posts in the Civil Aviation Department (CAD) in 2014-15?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The net decrease of ten posts under Programme (3) Air Traffic Management in 2014-15 was mainly due to the deletion of time-limited posts on a project basis, and the deletion of posts providing office support, e.g. clerical and office assistant posts, as a result of efficiency gains from the co-location of offices of all the Divisions of the CAD at the new CAD Headquarters.

**CONTROLLING OFFICER'S REPLY****THB(T)215****(Question Serial No. 6056)**Head: (28) Civil Aviation DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director-General of Civil Aviation (Norman LO)Director of Bureau: Secretary for Transport and HousingQuestion (Member Question No. 405):

Please provide the respective number of injury on duty (IOD) and fatal IOD cases involving various ranks of Civil Aviation Department (CAD) employees in the past five years, as well as the ratio of these injury cases to the total staff in respective ranks. Please indicate the work of the CAD in preventing work injury and promoting occupational safety and health (OSH) each year.

Asked by: Hon. CHEUNG Kwok-cheReply:

A breakdown of the IOD cases in the CAD in the past five years is set out below –

Year	Rank	Number of Staff IOD (a)	Number of Staff in the Rank (b)	Percentage (a)/(b) x 100
2009	Air Traffic Flight Services Officer II	1	22	4.5%
	Workman <sup>Note</sup>	1	3	33.3%
2010	Office Assistant	1	14	7.1%
2011	Air Traffic Flight Services Officer II	1	26	3.8%
	Motor Driver	1	10	10.0%
2012	Air Traffic Control Officer II	1	126	0.8%
	Technical Officer (Architectural)	1	1	100.0%
2013	Senior Operations Officer (Airworthiness)	1	11	9.1%
	Air Traffic Control Officer II	1	127	0.8%
	Workman <sup>Note</sup>	1	3	33.3%
Total		10		

*Note: Employed on non-civil service contract terms.*

There are no fatal IOD cases in the past five years.

The CAD has all along attached importance to the OSH of its staff. A series of measures to promote the OSH have been implemented, including promulgation of the OSH policies, safety guidelines, preventive measures and the OSH-related training courses. The CAD undertakes periodic risk assessments, inspections and reviews of safety and health at the workplace. All IOD cases will be investigated and followed up with improvement and preventive measures as appropriate. With a view to providing a safe working environment for staff, the OSH is also a regular discussion item at the Departmental Consultative Committee meetings held quarterly.

**CONTROLLING OFFICER'S REPLY**

**THB(T)216**

**(Question Serial No. 5673)**

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

Question (Member Question No. 19)

Last year, there was a total of 373 000 take-offs and landings of flights in Hong Kong. Please advise:

- (1) How many of them were non-civil aviation flights?
- (2) How many of them were private flights? What charges did these flights have to pay and what were the conditions to be met for landing and taking off at the Hong Kong International Airport (HKIA)?
- (3) What are the respective utilisation rates of the two runways at present?
- (4) How does the Administration ensure that priority is given to civil aviation and emergency services in using the two runways in Hong Kong?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (1) In 2013, there were a total of 19 non-civil aviation flights.
- (2) In 2013, there were 8 213 private flights. The charges, including landing and parking fees and fees for service providers for ground handling services, and conditions for operations applicable to private flights are similar to other types of civil aircraft operations. Furthermore, private flights are required to comply with legal requirements on aircraft noise and aviation insurance. Prior application to the Civil Aviation Department is also required for runway slots and parking stands.
- (3) The runway utilisation rate in 2013 was 89%.
- (4) As a rule, priority is accorded to scheduled air flights and emergency services for the use of runway. Other flights, including non-scheduled air flights, private flights, etc., will only be allocated runway slots after the aforementioned services are catered for.



**CONTROLLING OFFICER'S REPLY**

**THB(T)217**

**(Question Serial No. 5674)**

Head: (28) Civil Aviation Department

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 24):

Regarding the changes in the size of the establishment of the Civil Aviation Department (CAD), there will be a decrease in the establishment in both 2014 and 2015. What are the reasons?

What are the duties of the posts to be deleted?

Also, why is there an increase in the expenses on personal emoluments, allowances and job-related allowances of the CAD even with some 20 posts deleted in 2014-15?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The net decrease in number of posts in 2014 and 2015 was mainly due to deletion of time-limited posts on a project basis, and deletion of posts providing office support, e.g. secretarial and clerical posts, as a result of the efficiency gains from the co-location of offices of all the Divisions of the CAD at the new CAD Headquarters.

The net increase in Personal Emoluments in 2014-15 was mainly due to the increased provisions for salary increments and the full year effect of salaries and allowances for vacancies filled in 2013-14.

**CONTROLLING OFFICER'S REPLY**

**THB(T)218**

**(Question Serial No. 5234)**

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

Question (Member Question No. 10):

What is the 2014-15 estimate for the Civil Aviation Department (CAD)'s duty visits or exchanges in the Mainland? Please provide information about the themes of duty visits or exchanges in the Mainland planned for 2014-15. How will the Administration prevent activities irrelevant to official duties from taking place during duty visits outside Hong Kong? And how will the Administration prevent applications for revising visit destinations from becoming a mere formality?

Asked by: Hon. WONG Yuk-man

Reply:

Officers of the CAD will conduct duty visits on the basis of operational needs, including in furtherance of the regional cooperation with the Mainland and participation in meetings / conferences concerned, etc. The exact plan in 2014-15 is not yet confirmed.

All expenses of duty visits funded by the Government are subject to control under relevant regulations and guidelines to ensure effective monitoring and proper use of public funds. There is control on different aspects, such as duty visits should only be conducted when there are strong operational reasons; prior approval for duty visits should be obtained, and non-official activities should be avoided. An officer should provide all the necessary information in respect of the proposed visit when submitting an application. If there are any subsequent changes to the visit arrangements, the officer concerned should inform the approving officer as soon as possible; and the approving officer should then assess whether it is necessary to re-consider the application.

**CONTROLLING OFFICER'S REPLY****THB(T)219****(Question Serial No. 5046)**

Head: (28) Civil Aviation Department

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

Programme: (3) Air Traffic Management

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 101)

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?
- (2) What are the wastage rates of Student Air Traffic Control Officers (SATCOs) in each of the past three years (2011-12, 2012-13, 2013-14)? (Please list the information by the number of officers recruited and year.)
- (3) What are the remuneration packages for Air Traffic Control Officer 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 above?

Asked by: Hon. WU Chi-wai

Reply:

- (1) 32 Student Air Traffic Control Officers (SATCOs) have been recruited for in-take in 2014-15 to fill existing vacancies. The expenditure involved in terms of notional annual mid-point salary is \$12.89 million.
- (2) The recruitment and resignation of SATCOs for the past three years are as follows:

Year	2011-12	2012-13	2013-14
SATCOs recruited	0	0	32
SATCOs left service	2	5	3

- (3) The CAD has not recruited any ATCO II from overseas in the past three years (2011-12, 2012-13, 2013-14). The salary scale for ATCO II is the same for local and overseas agreement staff. The salaries of ATCO II range from \$57,275 to \$92,770. At present, there are 12 ATCO IIs on overseas agreement terms and 140 local officers at ATCO II and above ranks. The ratio of overseas to local officers ranked at ATCO II or above is 1:12.

**CONTROLLING OFFICER'S REPLY**

**THB(T)220**

**(Question Serial No. 5553)**

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

Question (Member Question No. 48):

In Programme (2) (Page 526) of Controlling Officer's Report under Transport and Housing Bureau (Transport Branch), it is stated under "Aim" that the Administration will "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas." Please advise:

- (a) Whether the item "comprehensively enhance the design of the branching off sections of Tai Po Road (Sha Tin Section) Tsuen Wan direction, Tsing Sha Highway and Tai Po Road to alleviate the congestion of these sections during peak hours" will be included?
- (b) If yes, what are the details?
- (c) If no, is it included in other subhead?
- (d) If item (c) is no, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

To alleviate the peak hour traffic congestion at Tai Po Road (Sha Tin Section), the Civil Engineering and Development Department is currently carrying out improvement works under the Capital Works Reserve Fund Head 707 Subhead 7458CL - Sha Tin New Town, stage 2 - construction of Road T3. The works mainly comprise the construction of a new traffic lane connecting Tai Po Road (Sha Tin Section) with Tsing Sha Highway southbound. The works commenced in January 2014 for completion in mid-2015.

**CONTROLLING OFFICER'S REPLY**

**THB(T)221**

**(Question Serial No. 5047)**

Head: (33) Civil Engineering and Development Department  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Port and Marine Facilities  
Controlling Officer: Director of Civil Engineering and Development (C K HON)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 102):

Matters Requiring Special Attention in 2014-15 mentions about the preparation for the commencement of construction works of additional floors at Central Piers Nos. 4, 5 and 6. Please inform this Committee of the time that funding application will be made to the Legislative Council (LegCo) for the project, and the expected project completion date if the funding is approved.

Asked by: Hon. WU Chi-wai

Reply:

We consulted the Public Works Subcommittee (PWSC) of the LegCo on the project in June 2013. PWSC members gave some views and suggestions. We are following them up and plan to submit the funding application on the project to the Finance Committee (FC) of the LegCo later this year. Subject to funding approval of the FC of the LegCo, the construction works will commence for completion in phases by 2018-19.

**CONTROLLING OFFICER'S REPLY**

**THB(T)222**

**(Question Serial No. 5114)**

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 183):

What were the expenditures paid for the design and other advance works in relation to Trunk Road T2, the Tseung Kwan O-Lam Tin Tunnel (TKO-LTT) and for launching the Cross Bay Link (CBL)?

What is the progress of works expected by the Government? When are the funding application procedures for the projects expected to commence? What are the commencement / completion dates of the projects?

Asked by: Hon. WU Chi-wai

Reply:

The Civil Engineering and Development Department is working actively on the preparatory work and statutory procedures for the Trunk Road T2, the TKO-LTT and the CBL projects.

For the Trunk Road T2, the preliminary design under Item 7841TH is nearing substantial completion. Stage 2 site investigation works commenced in end February 2014. We plan to commence the detailed design in the second quarter of 2014. The environmental impact assessment (EIA) report was approved by the Director of Environmental Protection (DEP) under the EIA Ordinance without condition on 19 September 2013. The cumulative expenditure for 7841TH so far is about \$29.057 million and the estimated expenditure in 2014-15 is \$32.450 million.

For the TKO-LTT, the investigation and preliminary design (Item 7827TH) has been substantially completed. The project was gazetted under the Roads (Works, Use and Compensation) Ordinance on 10 May 2013, and the objections received are being dealt with according to statutory procedures. The EIA report was approved by the DEP under the EIA Ordinance with conditions on 11 July 2013. The consultancy work for the detailed design (Item 7862TH) commenced in September 2013. For Items 7827TH and 7862TH, the cumulative expenditure so far is about \$153.421 million, and the estimated expenditure in 2014-15 is \$40.703 million.

For the CBL, the investigation and preliminary design (Item 7826TH) has been substantially completed. The project was gazetted under the Roads (Works, Use and Compensation) Ordinance on 10 May 2013, and the objections received are being dealt with according to statutory procedures. The EIA report was approved by the DEP under the EIA Ordinance with conditions on 11 July 2013. We consulted the Legislative Council (LegCo) Panel on Transport on 28 February 2014 and Members supported the project. Subject to the funding approval of the Finance Committee of the LegCo, we plan to commence the detailed design and associated site investigation works (Item 7865TH) in August 2014. For Items 7826TH and 7865TH, the cumulative expenditure so far is about \$32.237 million, and the estimated expenditure in 2014-15 is \$4.342 million.

Subject to the progress of all the preparatory works and the completion of the statutory procedures, the target is to commission the TKO-LTT in 2020 at the earliest, and to commission the CBL and the Trunk Road T2 at around the same time.



**CONTROLLING OFFICER'S REPLY****THB(T)223****(Question Serial No. 5141)**

Head: (33) Civil Engineering and Development Department

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

Programme: (2) Port and Marine Facilities

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 214)

Regarding dredging works, what were the details of dredging works carried out by the government in various cargo working areas/typhoon shelters in the past 3 years? What are the details of works expected to be carried out in 2014?

Asked by: Hon. WU Chi-wai

Reply:

Details of maintenance dredging at Public Cargo Working Areas / Typhoon Shelters in the past three years are as follows:

<b>Location</b>	<b>Completion Date</b>	<b>Expenditure (\$ million)</b>
New Yau Ma Tei Typhoon Shelter (Northeast corner)	April 2011	2.2
Tuen Mun Public Cargo Working Area	May 2011	0.3
Tuen Mun Typhoon Shelter	December 2013	14.8

Details of maintenance dredging at Public Cargo Working Areas / Typhoon Shelters in 2014 are as follows:

<b>Location</b>	<b>Completion Date</b>	<b>Expenditure (\$ million)</b>
New Yau Ma Tei Typhoon Shelter	February 2015	38.0

**CONTROLLING OFFICER'S REPLY****THB(T)224****(Question Serial No. 6064)**

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 418):

Please provide the number of inspections of railway facility / system in each railway line (including new railway lines under construction) by the Electrical and Mechanical Services Department (EMSD) in the past three years and coming year?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The numbers of inspections for each railway line conducted by the EMSD in the past three years are set out below:

Railway Line	Number of Inspections		
	2011	2012	2013
Island Line	27	21	26
Kwun Tong Line	31	22	29
Tsuen Wan Line	18	25	12
Tseung Kwan O Line	8	7	15
East Rail Line (EAL) <sup>Note</sup>	33	19	12
West Rail Line	7	10	8
Ma On Shan Line	6	4	5
Airport Express Line/Tung Chung Line/ Disneyland Resort Line (AEL/TCL/DRL) <sup>Note</sup>	23	8	9
Light Rail	19	9	20
Automated People Mover in the Airport	5	4	4
<b>Total:</b>	<b>177</b>	<b>129</b>	<b>140</b>

The number of inspections in 2014 is anticipated to increase by 25 to 165 due to the preparation for the opening of the new West Island Line in end 2014.

<sup>Note</sup> As the numbers of railway incidents requiring investigations or follow-up actions for the EAL and the AEL/TCL/DRL were under a downward trend over the specified three years, the numbers of inspections for these railway lines were subsequently reduced. For the EAL and the AEL/TCL/DRL, the relatively higher numbers of inspections in 2011 were attributed to a

number of incidents related to rolling stock, rail equipment, and passenger and staff behaviour on the EAL and the TCL in that year.

**CONTROLLING OFFICER'S REPLY****THB(T)225****(Question Serial No. 4185)**

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 204):

Please provide detailed information on the expenditure for inspection of railway facility / system by the Electrical and Mechanical Services Department (EMSD) in the past five years. Please specify the estimated expenditure for inspection of railway facility / system by the EMSD in the year 2014-15. Please explain the specific work and standard for the inspection of railway facility / system by the EMSD.

Asked by: Hon. KWOK Ka-ki

Reply:

In line with international practices, the EMSD adopts a “risk-based approach” in regulating railway safety, so that closer attention would be given to areas that might pose higher risk to safety of railway operation based on track record. Safety inspections are also arranged accordingly. Besides, the EMSD monitors, through inspections and assessments, the MTR Corporation Limited (MTRCL)’s robustness in its internal systems and management practices to ensure that the MTRCL adheres to the best international safety practices and standards. Whenever there are railway incidents requiring investigation, the EMSD carries out inspections to investigate the cause, identify appropriate improvement measures to prevent recurrence, and ensure that the MTRCL has duly implemented them. Furthermore, the EMSD regularly inspects the safety-critical areas of the railway lines to ensure railway safety. For new railways, the EMSD carries out safety tests and inspections to ensure safety requirements have been met prior to confirming that the new railways are safe for operation.

The numbers of professional/technical staff and the corresponding expenditure for regulating safety of the railways are set out below:

	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>
No. of staff	9	9	11	13	15
Expenditure (\$ million)	7.577	7.690	9.896	11.587	13.699

The number of staff involved and the corresponding expenditure for regulating safety of the railways in 2014-15 will remain the same as in 2013-14.

**CONTROLLING OFFICER'S REPLY****THB(T)226****(Question Serial No. 4186)**

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 205):

Please provide detailed information on the expenditure for investigation of railway incidents by the Electrical and Mechanical Services Department (EMSD) in the past five years. Please specify the estimated expenditure for investigation of railway incidents by the EMSD in the year 2014-15. Please advise the specific definition of "Incident which has Direct Impact on Safe Operation of Railway".

Asked by: Hon. KWOK Ka-ki

Reply:

The EMSD investigates railway incidents concerning safety, examines incident investigation reports submitted by the MTR Corporation Limited (MTRCL), follows up with the MTRCL to identify cause of the incidents, and monitors the MTRCL in implementing appropriate improvement measures to prevent recurrence.

The numbers of professional/technical staff and the corresponding expenditure for regulating safety of the railways are set out below:

	<b>2009-10</b>	<b>2010-11</b>	<b>2011-12</b>	<b>2012-13</b>	<b>2013-14</b>
No. of staff	9	9	11	13	15
Expenditure (\$ million)	7.577	7.690	9.896	11.587	13.699

The number of staff involved and the corresponding expenditure for regulating safety of the railways in 2014-15 will remain the same as in 2013-14. The duties of these staff cover all aspects of work requires of ensuring railway safety. Investigation into incidents is amongst such duties. There is no statistical breakdown on resources spent on investigation into incidents.

Under the Mass Transit Railway Regulations (Cap. 556A) (the Regulations), railway incidents are classified into "accidents" and "occurrences", as follows:

- (a) Accidents<sup>Note</sup> that occurred on the railway;
- (b) Apart from accidents, the Schedule to the Regulations sets out notifiable occurrences, which cover seven types of occurrences "directly affecting persons" and 12 types of occurrences "affecting railway premises, plant and equipment". In general, these are occurrences that cause or could cause injury, or that endanger or could endanger the safe operation of railway.

<sup>Note</sup> Under Regulation 2 of the Regulations, an accident is notifiable if it occurs on a part of the railway which has commenced operation for public use and -

- (a) as a result thereof any person dies or suffers serious injury; or
- (b) it involves a train (i) colliding with, or striking against, another train or any other object; or (ii) leaving the rails, and doing so either on a line used for the carriage of passengers or goods or in circumstances where the normal operation of such a line is affected.

**CONTROLLING OFFICER'S REPLY**

**THB(T)227**

**(Question Serial No. 5102)**

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

Question (Member Question No. 171):

In the programme, with respect to the work related to railway system / facility inspection and investigated incident, please advise this Committee on:

- (1) With respect to the 140 inspections on railway system / facility in the year 2013-14, is there any warning or improvement instruction issued to the MTR Corporation Limited (MTRCL)? If so, what are the number of instructions and the content?
- (2) With respect to the 60 investigated railway incidents in the year 2013-14, is there any warning or improvement instruction issued to the MTRCL? If so, what are the number of instructions and the content? Is there any request to the Transport and Housing Bureau to punish the MTRCL pursuant to the Mass Transit Railway Ordinance (Cap. 556) regarding the incidents? If so, what are the details?
- (3) In view of the recent repeated incidents in the past half year, is there any plan to carry out an independent investigation on MTRCL's system in 2014-15? If so, what are the details and the estimated expenditure?

Asked by: Hon. WU Chi-wai

Reply:

- (1) and (2) In 2013, the Railways Branch (RB) of the Electrical and Mechanical Services Department (EMSD) issued a total of 20 recommendations to the MTRCL requiring them to carry out improvements, mainly on station equipment, rail tracks, tunnels, trains and traction power systems. The MTRCL has accepted and followed up on all these recommendations. There has not been any incident requiring punishment of the MTRCL by the EMSD under the Mass Transit Railway Ordinance.

- (3) With regard to the insulator breakage incidents on 22 January 2014 on Light Rail, and 9 and 18 February 2014 on East Rail Line, the MTRCL has engaged an independent overhead line expert from overseas to carry out a comprehensive review on its overhead line system. The EMSD will monitor the progress of the MTRCL's external expert review, and enlist the assistance of an independent expert consultant to conduct a review on the findings of the MTRCL's expert review. In the light of the findings of the EMSD's independent expert, the Government will decide whether or not there is a need to extend the scope of the review to cover other parts of the MTR network, and if so, the purpose would be to identify possible systemic defects or problems in other parts of the MTR network. The expenditure of the EMSD's independent expert review is estimated to be about \$0.6 million.



**CONTROLLING OFFICER'S REPLY**

**THB(T)228**

**(Question Serial No. 4909)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 335):

- (1) What is the progress for the reconstruction and improvement of Tuen Mun Road (TMR)? Please provide details on the progress and anticipated dates of completion, etc. for the respective road sections.
- (2) What are the annual numbers of traffic accidents arising from road conditions being affected by the works (e.g. frequent traffic diversion, protruded screws on road surfaces, etc.) since the commencement of reconstruction and improvement of TMR? Please provide monthly breakdowns for the above and statistics on the hours of traffic congestion related to the works.
- (3) What was the number of water-filled barriers damaged due to traffic accidents? Please also provide the price for each barrier.
- (4) How many trees were removed as a result of the reconstruction and improvement of TMR? How many trees were transplanted and what was the expenditure involved?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

- (1) The construction work for the project "Reconstruction and Improvement of TMR" commenced in October 2008. The progress of works is generally satisfactory. It is anticipated that all three sections (Eastern, Tai Lam and Sam Shing Hui sections) will be completed in phases within 2014.
- (2) According to the investigations carried out by the Hong Kong Police Force, the major causes for traffic accidents along TMR are driving too close to the vehicle in front; losing control of the vehicle; careless lane changing; and driving inattentively. There is no evidence linking the traffic accidents on TMR to the implementation of the project.

- (3) In the past year from March 2013 to February 2014, about 2 800 water-filled barriers installed by contractors of the project were damaged due to traffic accidents. The water-filled barriers are provided by the contractors as part of their responsibilities for facilitating temporary traffic arrangements. They are owned by the contractors. The market price is about \$500 each.
- (4) About 5 200 trees were removed but about 224 000 new trees were / will be planted. The estimated cost of planting new trees is \$4.6 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)229**

**(Question Serial No. 4910)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 336):

- (1) What is the respective progress of the various works of the Central-Wan Chai Bypass and the Island Eastern Corridor Link project? Is the progress in line with the anticipated construction schedule of the Department prior to the commencement of the works?
- (2) There are a significant number of trees in the Victoria Park affected by the Island Eastern Corridor Link works, which are required to be transplanted. What is the current progress and expenditure of the relevant works? Please provide the quantities of trees to be transplanted, at plant nurseries and having been transplanted, and the survival rates.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

- (1) All the 13 works contracts under the Central-Wan Chai Bypass and Island Eastern Corridor Link project have been awarded, with five of them substantially completed. Up to February 2014, over 40% of the tunnel structure has been completed. The progress of works is generally satisfactory. It is expected that the project will be commissioned in 2017.
- (2) The progress of tree transplanting works in the Victoria Park is generally satisfactory. Up to March 2014, 232 trees have been transplanted to the holding nursery, and 24 trees have been transplanted within the Victoria Park. Another 33 trees will be transplanted in 2014. A survival rate of 100% has been achieved so far, with all the transplanted trees in good condition. The estimated cost for the tree transplanting works is \$21 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)230**

**(Question Serial No. 5299)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 55):

In Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that barrier-free access facilities for public footbridges, elevated walkways and subways will be provided under the Universal Accessibility (UA) Programme. In this connection, will the Government advise this Committee on:

- (a) the details of the UA Programme, including its commencement date and objectives, the items that have already been and will be implemented; and
- (b) the operating expenses, staff establishment and estimated salary expenditure for the aforesaid matter in the 2014-15 estimates.

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (a) The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. As at end February 2014, the investigation work of these items has been completed, with retrofitting works of two items completed, 62 under construction and 94 under design. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on UA which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed and the

Government is consulting DCs concerned on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the district. The Government will review the implementation schedule for the remaining items in the Expanded Programme when the implementation of the priority items is on track, taking into account the progress of works, the views of the DCs and the public, the capacity of the construction market, the resources of the departments concerned, etc.

- (b) The estimated expenditure for the implementation of the UA Programme in 2014-15 is \$639 million. The Government has been deploying existing staff to oversee the implementation of the UA Programme.

**CONTROLLING OFFICER'S REPLY**

**THB(T)231**

**(Question Serial No. 5300)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 56):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will commence the investigation and detailed design for a footbridge along Yuen Long Town Nullah between the West Rail Long Ping Station and Kau Yuk Road. In this connection, will the Administration inform us:

- (1) What are the operating expenses, staff establishment and estimated salary expenditure for the afore-mentioned matter in the 2014-15 estimates?
- (2) What are the estimated costs for the afore-mentioned project?
- (3) Earlier on, the Tai Ho Road footbridge in Tsuen Wan experienced cost overrun and a delay in opening, how can the Administration ensure that these will not recur in this project?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (1) The Highways Department (HyD) is planning to engage a consultant to carry out further investigation and detailed design for the proposed footbridge along Yuen Long Town Nullah between the West Rail Long Ping Station and Kau Yuk Road. The estimated expenditure in 2014-15 is \$4 million. The HyD deploys existing staff to oversee the implementation of the project.
- (2) The estimated cost for the project will be determined at the detailed design stage.
- (3) The Tai Ho Road footbridge in Tsuen Wan was completed and fully open for public use in April 2013. The delay in opening was due to the additional time required for carrying out remedial works to defects identified under the quality assurance procedures. No additional expenditure was incurred by the Government with respect to the remedial works. Indeed, there were many footbridges completed on time and within budget, for example, the footbridges constructed at the Tuen Mun town centre recently. The HyD will follow the established mechanism to closely monitor the implementation of future projects to ensure that they are completed on time and within budget.

**CONTROLLING OFFICER'S REPLY**

**THB(T)232**

**(Question Serial No. 5306)**

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

Question (Member Question No. 63):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will continue to contribute to improving road cleanliness. In this connection, will the Government advise this Committee on:

- (1) How to determine whether the road sections concerned require cleansing?
- (2) What are the procedures involved in road cleansing?
- (3) What are the operating expenses, staff establishment and estimated salary expenditure for the afore-mentioned matter in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (1) The Highways Department (HyD) is responsible for the cleansing of street furniture and highways structures maintained by the HyD under a regular cleansing programme. Besides, the HyD also carries out road sweeping and picking up large litters on high speed roads on a daily basis.
- (2) The HyD has employed eight contractors for the maintenance of public roads in Hong Kong, and the maintenance works include the above-mentioned cleansing work. The contractors are required to plan and carry out the cleansing works as stipulated in the contracts. On high speed roads, the daily road sweeping is carried out under a mobile operation, whereby a mechanical sweeper is deployed for road sweeping and is escorted by a shadow vehicle. Picking up large litter is carried out by road patrol teams escorted by shadow vehicles.
- (3) The estimated expenditure for the above cleanliness works in 2014-15 is \$62.42 million. The HyD deploys existing staff to supervise contractors' work. There is no separate breakdown on staff establishment and salary expenditure solely dedicated for overseeing road cleanliness.

**CONTROLLING OFFICER'S REPLY**

**THB(T)233**

**(Question Serial No. 5314)**

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

Question (Member Question No. 71):

Under Matters Requiring Special Attention in 2014–15 of this Programme, the Administration states that it will continue to comment on roadwork proposals and land allocations, and monitor and implement roadwork associated with developments. In this connection, will the Administration advise this Committee on:

- (1) What kinds of advice can the Administration give to the parties concerned?
- (2) What are the operating expenses, staff establishment and estimated salary expenditures for the aforesaid matters in the 2014-2015 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The Highways Department (HyD) provides technical advice to all project proponents concerned, including government departments or private developers, with respect to the design and construction standards of public roads and the associated interface arrangements arising from private developments or public projects affecting public roads. The HyD deploys existing staff in carrying out the aforesaid duties. There is no separate breakdown on operating expenses, staff establishment and expenditure on salary solely dedicated for the purpose.



**CONTROLLING OFFICER'S REPLY****THB(T)234****(Question Serial No. 5315)**

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 72):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will continue to use low-noise thermal heating method for minor repair of pavement. In this connection, will the Government advise this Committee on:

- (1) What are the locations of road sections where low-noise thermal heating method will be used for pavement repair works in 2014-15?
- (2) Over the past three years, how many complaints about noise generated by pavement repair works using low-noise thermal heating method were received each year?
- (3) What are the operating expenses, staff establishment and estimated salary expenditure for the afore-mentioned matter in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (1) In 2014-15, low-noise thermal heating method will continue to be used for localised pothole repair works, and for road resurfacing works where there are physical, traffic and/or environmental constraints which render conventional cold milling and resurfacing method not practicable. The location of works will depend on the findings from regular inspections.
- (2) Over the past three years, the Highways Department (HyD) has received nine complaint cases on noise generated by pavement repair works using low-noise thermal heating method, with breakdown for each year as follows:

Year	No. of complaint cases
2011	0
2012	2
2013	7

- (3) The low-noise thermal heating method is one of the ways adopted by the HyD's road maintenance contractors for carrying out road repairs. There is no direct operating expense for the HyD. The HyD deploys existing staff in supervising the term maintenance contracts. There is no separate breakdown on operating expenses, staff establishment and expenditure on salary solely dedicated for the purpose.

**CONTROLLING OFFICER'S REPLY**

**THB(T)235**

**(Question Serial No. 5319)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 77):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will co-ordinate actions with bodies and departments concerned to speed up land resumption and to resolve interface problems to facilitate implementation of the railway projects. In this connection, will the Government advise this Committee on:

- (1) Whether the Administration will consider introducing a mediation mechanism to resolve disputes arising from land resumption?
- (2) What are the details of the said "interface problems"?
- (3) What are the operating expenses, staff establishment and estimated salary expenditure for the aforesaid matter in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

Any disputes arising from land resumption for railway projects executed under the Railways Ordinance may be referred to the Lands Tribunal for determination. The Highways Department will continue to co-ordinate with relevant parties and departments to resolve interface problems, such as timely possession of works sites from other construction projects, in order to facilitate the smooth implementation of the railway projects. The relevant staff requirement and expenses are absorbed by in-house resources.

**CONTROLLING OFFICER'S REPLY****THB(T)236****(Question Serial No. 5320)**

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 78)

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will oversee the progress of 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) to ensure their timely completion. In this connection, will the Government inform this Committee:

- (1) What are the current progress and anticipated time of completion for the aforementioned projects?
- (2) Whether the expenditure of these projects have exceeded the original estimates? If so, what are the details?
- (3) What measures does the Administration have to ensure the timely completion of these projects?
- (4) What measures does the Administration have to keep the impacts of these projects on the community to a minimum?
- (5) What are the operating expenses, staff establishment and estimated salary expenditure for the afore-mentioned matter in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (1) Up to the end of 2013, the progress and anticipated completion date of the construction of the five railway projects are tabulated below:

<b>Project</b>	<b>Progress of construction works (% completed)</b>	<b>Anticipated completion date</b>
WIL	85	2014
XRL	65	2015
SIL(E)	60	2015
KTE	55	2015
SCL	12	Tai Wai to Hung Hom section: 2018 Hung Hom to Admiralty section: 2020

- (2) Based on the current situation, the original estimates for the five railway projects should not be exceeded.
- (3) and (4) The Highways Department (HyD) is responsible for overseeing the implementation of the five railway projects by the MTR Corporation Limited. The HyD has been closely monitoring the progress, financial situation, quality and other aspects of works with the assistance of consultants on some specialised tasks to ensure that the five railway projects are implemented smoothly with minimum nuisance to the public.
- (5) The HyD deploys in-house staff with the assistance of consultants on some specialised tasks to monitor the implementation of the railway projects. The total estimated consultancy fee to be spent in 2014-15 is \$41.4 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)237**

**(Question Serial No. 5321)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 79):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will liaise with the MTR Corporation Limited (MTRCL) for the commissioning of the West Island Line (WIL). In this connection, will the Government inform this Committee:

- (1) What is the liaison mechanism between the Administration and the MTRCL?
- (2) How can the Administration ensure the effectiveness of the liaison mechanism?
- (3) What are the operating expenses, staff establishment and estimated salary expenditure for the afore-mentioned matter in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The MTRCL is required to construct the WIL in accordance with the relevant laws, rules and regulations. The Transport and Housing Bureau (THB) has policy responsibility for overseeing the implementation and ensuring the smooth commissioning of the WIL. The Highways Department (HyD) is responsible for the day-to-day monitoring and coordination of project activities in conjunction with the MTRCL and other government departments to ensure that the project will be completed on time and within budget. A Steering Committee on Commissioning of the WIL chaired by the Permanent Secretary for Transport and Housing (Transport) has been set up to monitor and coordinate relevant matters, including safety and security aspects, service readiness of the railway project and public relations issues, to ensure smooth commissioning of the WIL in December 2014. The THB and the HyD deploy in-house resources in carrying out the afore-mentioned duties. There is no separate breakdown on operating expenses, staff establishment and expenditure on salary solely dedicated for the purpose.

**CONTROLLING OFFICER'S REPLY**

**THB(T)238**

**(Question Serial No. 5322)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 80):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will co-ordinate with the Mainland authorities on cross-boundary infrastructure developments. In this connection, will the Government inform this Committee:

- (1) Which Mainland departments or bodies will the Administration co-ordinate with?
- (2) What is the co-ordination mechanism between the Administration and the Mainland departments or bodies?
- (3) How can the Administration ensure effectiveness of the co-ordination mechanism?
- (4) How can the Administration ensure that, while co-ordinating with the Mainland departments and bodies, the interests of Hong Kong people are well protected?
- (5) What are the operating expenses, staff establishment and estimated salary expenditure for the afore-mentioned matter in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The cross-boundary infrastructure development in question is the Guangzhou-Shenzhen-Hong Kong Express Rail Link project. The Highways Department (HyD) will ensure that the scope and expenditure for the project are as approved by the Finance Committee of the Legislative Council. The HyD has established various liaison groups with the relevant Mainland authorities for the implementation of the project. The relevant expenses are absorbed by in-house resources.

**CONTROLLING OFFICER'S REPLY**

**THB(T)239**

**(Question Serial No. 5323)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 81):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will continue to undertake route protection of the recommended railway projects and other longer term proposals. In this connection, will the Government inform this Committee:

- (1) Does the Administration have any means to ensure that the interests of New Territories West residents are fully protected in the future railway projects, and that the ratio of railway stations to population for the area is on par with those in Hong Kong and Kowloon? If yes, what are the details? If no, what are the reasons?
- (2) What are the operating expenses, staff establishment and estimated salary expenditure for the afore-mentioned matter in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (1) The Government has commissioned a consultant to conduct a study for the Review and Update of the Railway Development Strategy 2000 (the Study), with a view to updating the long-term railway development blueprint for Hong Kong to cater for the latest development needs of the society. The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. The Government will announce the way forward for the new railway proposals as soon as possible.
- (2) The estimated expenditure for the Study in 2014-15 is \$2.233 million. The Highways Department has deployed in-house resources to oversee the consultancy study and to facilitate the formulation of the new railway development blueprint. There is no separate breakdown on staff establishment and expenditure on salary solely dedicated for the study.



**CONTROLLING OFFICER'S REPLY**

**THB(T)240**

**(Question Serial No. 5324)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Technical Services  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 82):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will continue to enhance its quality management system with special emphases on environment and safety management. In this connection, will the Government advise this Committee on:

- (1) What are the inadequacies of the current quality management system?
- (2) What are the operating expenses, staff establishment and estimated salary expenditure for the aforesaid matter in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (1) The Highways Department (HyD) implements a Quality Management System (QMS) and an Environmental Management System (EMS) in accordance with the requirements of the ISO 9001:2008 and ISO 14001:2004 management standards respectively. The management systems cover the safety management aspect which is also an area of prime concern to the HyD. With a view to maintaining and enhancing the management systems, the HyD carries out internal audit and engages an independent certification body for external audit every year. The audit results indicated that the overall performance of HyD's management systems is satisfactory. Nevertheless, the HyD has been looking for continuous improvement to the management systems in accordance with the requirements of the management standards.
- (2) The HyD deploys two professional staff to run the QMS and the EMS. The estimated expenditure in 2014-15 for carrying out the external audits and certification is about \$130,000.

**CONTROLLING OFFICER'S REPLY**

**THB(T)241**

**(Question Serial No. 5327)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Technical Services  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 85):

Under Matters Requiring Special Attention in 2014-15 of this Programme, the Administration stated that it will continue to establish and maintain survey control networks for cross-boundary highway projects. In this connection, will the Government advise this Committee on:

- (1) What are the details of “cross-boundary highway projects”?
- (2) What are the details of “survey control networks”?
- (3) What is the relationship between “cross-boundary highway projects” and “survey control networks”?
- (4) What are the operating expenses, staff establishment and estimated salary expenditure for the aforesaid matter in the 2014-15 estimates?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The “cross-boundary highway projects” refer to the Hong Kong-Zhuhai-Macao Bridge and related projects, including the Main Bridge, the Hong Kong Link Road and the Hong Kong Boundary Crossing Facilities (BCF). The Main Bridge is connected to Zhuhai via the Zhuhai BCF and its Link Road, and Macao via the Macao BCF and its Link Road.

The “survey control networks” refer to the networks of survey control stations which have been established jointly by the Hong Kong, Zhuhai and Macao authorities in the Lingdingyang area. As the Main Bridge connects Hong Kong, Zhuhai and Macao, and as each regime has its own surveying system, the “survey control networks” are essential to synchronise the necessary positioning, horizontal and vertical control surveys of the above-mentioned projects to ensure that the construction works can be accurately implemented on site.

Since the networks involve the three Governments, namely Hong Kong, Zhuhai and Macao, each authority is responsible for the cost of setting up the part of the networks within its territory.

While the day-to-day surveying work for the construction works are carried out by the respective contractors, the Highways Department deploys existing staff to maintain the network within the Hong Kong territory as part of their normal duties. There is no separate breakdown on the operating expenses, staff establishment and expenditure on salary dedicated for this purpose.

**CONTROLLING OFFICER'S REPLY****THB(T)242****(Question Serial No. 6413)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 328):

Regarding the Central-Wan Chai Bypass project, please provide the statistics on works in Eastern, Wan Chai, and Central and Western districts regarding the quarterly work-related casualties, and the number of complaints related to noise pollution, light pollution, traffic congestion, air pollution and other matters received by each district since the works commenced.

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
2012 Q1	0	2	1	0	2	0	3
2012 Q2	0	1	2	0	0	0	1

Quarter (Q)	Number of Accidents		Number of Complaints				
	fatal	injuries involved	noise pollution	light pollution	traffic congestion	air pollution	others
2012 Q3	0	1	0	0	1	0	2
2012 Q4	0	3	0	0	2	0	3
2013 Q1	0	0	0	0	1	0	2
2013 Q2	0	1	0	0	1	0	4
2013 Q3	0	4	0	0	1	0	3
2013 Q4	0	0	0	0	4	1	5
2014 Q1*	0	1	2	0	1	0	3
Total	0	18	20	2	16	3	34

\*Up to 12 March 2014

### 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
2013 Q2	0	0	0	0	0	0	0
2013 Q3	0	1	0	0	0	0	0
2013 Q4	0	0	0	0	0	0	0
2014 Q1*	0	0	1	0	0	0	0
Total	0	2	1	0	0	0	0

\*Up to 12 March 2014

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	1	0	0	0	0	0
2011 Q2	0	0	0	0	1	0	1
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	4	0	0	0	0	0
2013 Q2	0	5	0	0	0	0	4
2013 Q3	0	2	0	0	0	0	3
2013 Q4	0	3	0	0	1	1	0
2014 Q1*	0	0	0	0	0	0	3
Total	0	21	1	1	6	1	18

\*Up to 12 March 2014

**CONTROLLING OFFICER'S REPLY**

**THB(T)243**

**(Question Serial No. 6456)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 606):

In order to provide more options of major public transportation modes to the residents of Siu Sai Wan, will the Transport Department conduct any studies on adding a new MTR station in Siu Sai Wan? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. Two stages of Public Engagement exercise were conducted to explore the conceptual proposals of ten railway schemes (including the Siu Sai Wan Line).

The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. The Government will announce the way forward for the new railway proposals as soon as possible.

**CONTROLLING OFFICER'S REPLY****THB(T)244****(Question Serial No. 3318)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 61):

Regarding the Universal Accessibility (UA) Programme in 2014-15, what are the details and estimated expenditures for the provision of barrier-free access facilities for public footbridges, elevated walkways and subways? Up to the present, what is the total number of items involved in site studies? Of these items, how many are considered feasible?

Asked by: Hon. CHUNG Shu-kun, Christopher

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on UA which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed, and the Government is consulting DCs concerned on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the district.

The estimated expenditure for the implementation of the UA Programme in 2014-15 is \$639 million.



**CONTROLLING OFFICER'S REPLY**

**THB(T)245**

**(Question Serial No. 5629)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 35):

Does the Administration have any plans to retrofit barriers along the Hung Kiu - Parkland Villas section of Tuen Mun Road? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The retrofitting of noise barriers on Tuen Mun Road between Hung Kiu and Parkland Villas is to be implemented under two public works projects covering the Town Centre Section and the Fu Tei Section. The Highways Department has invited tenders for implementing the retrofitting works at the Town Centre Section. Separately, a gazette notice regarding the proposed retrofitting works at the Fu Tei Section was first published on 30 January 2014. The expenditure for related works in 2014-15 is estimated to be \$42.4 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)246**

**(Question Serial No. 4125)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 102):

What are the criteria that the Transport and Housing Bureau (THB) used for ranking the proposals for the provision of hillside escalator links? In 2014-15, how many public participation events will be held for this matter? What will be the estimated expenses and number of staff involved?

Asked by: Hon. KWOK Ka-ki

Reply:

The Government established a set of 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 assessment for the 20 proposals received at the time was completed in 2010 and the results were reported to the Legislative Council Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

The ranking system on the provision of hillside escalator links and elevator systems comprised initial screening and scoring stages. The initial screening stage was meant to 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 a set of criteria in three aspects, namely, circumstantial factors, beneficial factors and implementation factors.

The Government is taking forward the top 13 ranked proposals which are at varying stages of progress. The number of public engagement events to be held in 2014-15 will depend on the potential impact of individual proposals on their respective neighbourhoods, and these factors will only be known as the studies on the proposals progress. The Transport Branch of the THB will deploy internal staff to oversee the implementation of these public engagement events as they arise.

**CONTROLLING OFFICER'S REPLY****THB(T)247****(Question Serial No. 4145)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 155):

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 expenditure and works progress of the various projects of the HZMB are as follows:

<b>Project</b>	<b>Estimated Project Cost (\$ million)</b>	<b>Works progress</b>
HZMB Main Bridge (within mainland waters)	9,280 (cost shared by the Hong Kong Special Administrative Region)	Works commenced in 2009. Under construction.
HKBCF reclamation and superstructures	30,434	Reclamation commenced in late 2011 and in progress. Design of superstructures substantially completed and tendering in progress.
Hong Kong Link Road (HKLR)	25,047	Works commenced in mid-2012. Under construction.
Tuen Mun-Chek Lap Kok Link (TM-CLKL)	46,708 <sup>1</sup>	Advance works commenced in late 2011. Main construction works commenced in mid-2013. Under construction.

Note 1: This comprises the Approved Project Estimate of Public Works Programme (PWP) Item 6846TH TM-CLKL – detailed design, site investigation and advance works of \$1,910 million, and PWP item 6857TH TM-CLKL construction works of \$44,798 million.

The HZMB Main Bridge, the HKBCF and the HKLR are scheduled for completion in 2016. The Southern Connection of the TM-CLKL is scheduled for substantial completion in 2016, while the Northern Connection is scheduled for completion in 2018.

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

**CONTROLLING OFFICER'S REPLY****THB(T)248****(Question Serial No. 4147)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 157):

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:

The expenditure and works progress of the TM-CLKL are as follows:

<b>Project</b>	<b>Estimated Project Cost (\$ million)</b>	<b>Works progress</b>
TM-CLKL	46,708 <sup>1</sup>	Advance works commenced in late 2011. Main construction works commenced in mid-2013. Under construction.

Note 1: This comprises the Approved Project Estimate of Public Works Programme (PWP) Item 6846TH TM-CLKL – detailed design, site investigation and advance works of \$1,910 million, and PWP item 6857TH TM-CLKL construction works of \$44,798 million.

The Southern Connection of the TM-CLKL is scheduled for substantial completion in 2016 to tie in with the commissioning of the HZMB, while the Northern Connection is scheduled for completion in 2018. The supervision of the TM-CLKL is carried out by consultants engaged by the Highways Department (HyD). The HyD has been deploying existing staff to oversee the implementation of these projects.

**CONTROLLING OFFICER'S REPLY**

**THB(T)249**

**(Question Serial No. 4149)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 159):

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 2014-15, will the Highways Department (HyD) conduct joint public consultation with other departments for the construction of the TMWB? What are the respective expenditure and manpower involved, and the anticipated dates of completion?

Asked by: Hon. KWOK Ka-ki

Reply:

The consultancy for the I&PD of the TMWB commenced in August 2008, and was completed at the end of 2013 with an expenditure of about \$22.5 million.

We are examining if there would be any room for changes to the proposed alignment of the TMWB, so as to achieve the anticipated benefits of the project. The objective is to formulate a road scheme which would strike a balance in terms of technical feasibility, environmental concerns, traffic performance and economic benefits. At the same time, we are reviewing the implementation schedule of the project having regard to the latest planning and developments in northwestern New Territories. Separately, the HyD has carried out a number of traffic improvement works to cater for the traffic demand in Tuen Mun. Based on the preliminary traffic assessment, the existing road network in Tuen Mun will be able to cope with the local traffic demand in the next decade.

When the aforementioned review is completed, the Government will report findings to the relevant District Councils and stakeholders. The review is met by internal resources of the relevant departments.

**CONTROLLING OFFICER'S REPLY**

**THB(T)250**

**(Question Serial No. 4151)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 161):

What are the works progress, expenditure and manpower involved and the date of completion for the improvement to Pok Oi Interchange?

Asked by: Hon. KWOK Ka-ki

Reply:

The construction works of the "Improvement to Pok Oi Interchange" project commenced in November 2012, and is scheduled for completion in the third quarter of 2015. The estimated cost of the project is about \$264 million. The Highways Department deploys in-house staff to manage the project and supervise the construction works. A consultant is employed to provide contract administration services.

**CONTROLLING OFFICER'S REPLY**

**THB(T)251**

**(Question Serial No. 4153)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 164)

What are the works progress, expenditure and manpower involved and the date of completion for the construction of footbridge A along Tai Ho Road in Tsuen Wan?

Asked by: Hon. KWOK Ka-ki

Reply:

The footbridge A along Tai Ho Road was completed and fully open for public use on 29 April 2013. The design and supervision of works were carried out by consultants engaged by the Highways Department (HyD). The project is estimated to cost \$169 million. The HyD deploys existing staff to oversee the implementation of the project.



**CONTROLLING OFFICER'S REPLY**

**THB(T)252**

**(Question Serial No. 4154)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 165):

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 in 2014-15?

Asked by: Hon. KWOK Ka-ki

Reply:

The Kowloon-bound BBI and the Tuen Mun-bound BBI on Tuen Mun Road were open to the public on 26 December 2012 and 27 July 2013 respectively. The BBIs have been operating smoothly since their commissioning.

The BBIs currently serve 24 bus routes. About 20 000 passengers make use of the BBIs daily, with about 12 000 passengers using the Tuen Mun-bound BBI and about 8 000 passengers using the Kowloon bound-BBI.

The estimated expenditure for the remaining works of the BBIs in 2014-15 is \$17.7 million. The design and supervision of works are carried out by consultants who are managed by two professional staff of the Highways Department as part of their normal duties.

**CONTROLLING OFFICER'S REPLY**

**THB(T)253**

**(Question Serial No. 4156)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 167):

What is the works progress for the reconstruction and improvement of Tuen Mun Road, including retrofitting of noise barriers? In 2014-15, what are the expenditure and number of staff involved, and the anticipated date of completion for the aforesaid project?

Asked by: Hon. KWOK Ka-ki

Reply:

The works related to the reconstruction and improvement of Tuen Mun Road commenced in October 2008, including works for the retrofitting of noise barriers. The progress of works is generally satisfactory. It is anticipated that the works would be completed in phases within 2014. The forecast expenditure in 2014-15 is estimated to be \$738 million. The design and supervision of the project is carried out by consultants engaged by the Highways Department (HyD). The HyD deploys existing staff to oversee the implementation of the project.

**CONTROLLING OFFICER'S REPLY**

**THB(T)254**

**(Question Serial No. 4157)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 168):

Please provide details of the investigation for the widening of Castle Peak Road – Castle Peak Bay. Will the Highways Department (HyD) conduct joint public consultation with other departments for the aforesaid project in 2014-15? What are the expenditure and manpower involved, and the anticipated completion date of the project in 2014-15?

Asked by: Hon. KWOK Ka-ki

Reply:

From 2012 to 2013, the HyD carried out investigation study for the “Widening of Castle Peak Road – Castle Peak Bay” project. Public consultation was conducted during the study from February to December 2013. Various parties including the Tuen Mun District Council (TMDC) and residents of the estates along the road section were consulted. Notice regarding the road scheme was first gazetted on 10 January 2014. The HyD will continue to consult the TMDC and the public at the detailed design stage.

In 2014-15, the expenditure is estimated to be \$4 million for the payment of consultancy fees. The HyD deploys existing staff to oversee the implementation of the project. The implementation programme will be determined at the detailed design stage.

**CONTROLLING OFFICER'S REPLY**

**THB(T)255**

**(Question Serial No. 4159)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 170):

What are the works progress, expenditure and manpower involved, and date of completion for the improvement to Sham Tseng Interchange?

Asked by: Hon. KWOK Ka-ki

Reply:

Construction works for the "Improvement to Sham Tseng Interchange" project commenced in August 2009 and were substantially completed in February 2014. The approved project estimate for the project is \$99.6 million. The design and supervision of the works is carried out by consultants engaged by the Highways Department (HyD). The HyD has been deploying existing staff to oversee the implementation of the project.

**CONTROLLING OFFICER'S REPLY**

**THB(T)256**

**(Question Serial No. 4161)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 172):

What is the works progress for the traffic improvements to the Tuen Mun Road Town Centre Section? What are the expenditure and manpower involved in 2014-15, and the anticipated date of completion for this project?

Asked by: Hon. KWOK Ka-ki

Reply:

The construction works for the “Traffic Improvements to Tuen Mun Road Town Centre Section” project commenced in February 2010, and were substantially completed in February 2014. The expenditure in 2014-15 is estimated to be \$204.9 million, mainly for the settlement of project accounts and for the carrying out of outstanding works. The design and supervision of the works is carried out by consultants engaged by the Highways Department (HyD). The HyD deploys existing staff to monitor the implementation of the project.

**CONTROLLING OFFICER'S REPLY****THB(T)257****(Question Serial No. 4163)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 174):

What were the details of the works completed, the detailed expenditure of the works and the number of staff involved for the provision of barrier-free access facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme in the past five years? What are the details of the works to be commenced under the UA Programme, the detailed expenditure of the works and the number of staff involved in 2014-15?

Asked by: Hon. KWOK Ka-ki

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on UA which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed and the Government is consulting DCs concerned on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the district.

The total estimated expenditure for the five years from 2009-10 to 2013-14 was \$268 million. The estimated expenditure for implementation of the UA Programme in 2014-15 is \$639 million. The Highways Department has been deploying existing staff to oversee the delivery of the UA Programme.

**CONTROLLING OFFICER'S REPLY****THB(T)258****(Question Serial No. 4167)**

Head: (60) Highways Department

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

Programme: (3) Railway Development

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 179):

What are the construction progress and respective completion dates of 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) projects?

Asked by: Hon. KWOK Ka-ki

Reply:

Up to the end of 2013, the progress and anticipated completion date of the construction of the five railway projects are tabulated below:

<b>Project</b>	<b>Progress of construction works (% completed)</b>	<b>Anticipated completion date</b>
WIL	85	2014
XRL	65	2015
SIL(E)	60	2015
KTE	55	2015
SCL	12	Tai Wai to Hung Hom section: 2018 Hung Hom to Admiralty section: 2020



**CONTROLLING OFFICER'S REPLY****THB(T)259****(Question Serial No. 4261)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects, (3) Railway Development

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 57):

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

(1) The number of workers, imported workers and construction safety figures in the past three years:

XXXX(year)	Number of industrial accidents up to now	Breakdown of accidents by type	Number of deaths	Number of injured	Number of compensation claims and amount of claim against MTR	Number of professional/technical staff (non-local staff shown in bracket)	Number of workers (non-local staff shown in bracket)
Hong Kong-Zhuhai-Macao Bridge (HZMB)	xxxx	xx	x	x	xx	x(x)	x(x)
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)							

(2) How did the Department monitor the construction safety of the afore-mentioned projects in the past three years? What were the numbers of manpower deployed, site inspections, violations of safety codes found during inspection, and the details of promotion and publicity on construction safety?

Asked by: Hon. KWOK Wai-keung

Reply:

- (1) The information on industrial accidents for the projects concerned for the last three financial years are tabulated below:

2011-14 (until end Feb 2014)	Number of industrial accidents	Category of accidents				Number of deaths	Number of injured
		Injured by tools, plants and objects	Injured whilst carrying, lifting and working	Fell from height & slippage	Others		
Project under construction							
HZMB related projects *	21	9	5	6	1	1	34
XRL	297	146	70	79	2	2	295
WIL	131	35	38	45	13	1	130
SIL(E)	125	42	49	33	1	0	128
KTE	18	10	5	3	0	0	18
SCL	63	22	9	19	13	0	63

\* The HZMB related projects include the Hong Kong Boundary Crossing Facilities, the Hong Kong Link Road and the Tuen Mun-Chek Lap Kok Link.

The compensation arising from the accidents in railway projects is paid by the contractors of the MTR Corporation Limited (MTRCL) to the affected workers and families direct. The information is not readily available.

The number of staff and workers on site varies according to the programme and nature of works carried out at different times. At end February 2014, the number of staff and workers involved in the HZMB projects is about 3 400 (of whom about 260 are non-locals). For the railway projects, the construction staff are either employed by the MTRCL or its contractors, and detailed information is not readily available.

- (2) For the HZMB related projects, the supervision of the construction works is carried out by consultants engaged by the Highways Department (HyD). The consultants have set up a safety supervision team for each of the projects to look after the safety matters in accordance with the relevant laws, rules and guidelines issued by the Government.

For the railway projects, 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.

The HyD has been deploying existing staff to oversee the implementation of the above projects.

**CONTROLLING OFFICER'S REPLY****THB(T)260****(Question Serial No. 5550)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 45):

Regarding that the Department has “continued with the investigation and detailed design for provision of barrier-free access facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme”, please advise:

- (a) Whether “timely enhancement of the footbridges and barrier-free facilities with provision of lifts or ramps in Tai Po District” is included therein?
- (b) If yes, what are the details?
- (c) If no, is that included in another Subhead?
- (d) If the answer to (c) is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on UA which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed and the Government is consulting DCs concerned on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the district.

Of the selected priority items under the Expanded Programme and the technically feasible items under the Original Programme, 18 are located in Tai Po. Construction works for nine of these items have already commenced. Technical feasibility studies or detailed designs are being conducted for the remaining items.

**CONTROLLING OFFICER'S REPLY**

**THB(T)261**

**(Question Serial No. 5574)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 72):

Regarding that the Department has “continued with the investigation and detailed design for provision of barrier-free access facilities for public footbridges, elevated walkways and subways under the Universal Accessibility (UA) Programme”, please advise:

- (a) Whether “widening of the footbridge between Fanling Railway Station and Fung Ying Seen Koon” is included therein?
- (b) If yes, what are the details?
- (c) If no, is that included in another Subhead?
- (d) If the answer to (c) is no, what are the reasons?
- (e) If the answer to (c) is yes, what are the details?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The UA Programme aims to provide barrier-free access facilities for public footbridges, elevated walkways and subways. Proposals to widen existing footbridge are outside the ambit of the UA Programme.

The works for the widening of the existing footbridge linking the MTR Fanling Station and Pak Wo Road have been included in the scope of the project "Provision of Columbarium at Wo Hop Shek Cemetery - Phase I" (funded under the Capital Works Reserve Fund Head 703 – Buildings). The Civil Engineering and Development Department is preparing to carry out site investigation works for the preliminary design of the footbridge widening works.

**CONTROLLING OFFICER'S REPLY**

**THB(T)262**

**(Question Serial No. 5382)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 59):

What construction progresses have been made in the Hong Kong Boundary Crossing Facilities (HKBCF) and the Hong Kong Link Road (HKLR) of the Hong Kong-Zhuhai-Macao Bridge (HZMB)? How much of the provision has already been spent? What are the estimated expenditures for the remaining works?

Asked by: Hon. LEONG Kah-kit, Alan

Reply:

The construction of the HKBCF and the HKLR commenced in end 2011 and mid 2012 respectively. The works will continue in 2014-15 for completion in 2016 to tie in with the commencement of the HZMB main bridge as scheduled. The approved project estimate of the HKBCF and the HKLR are \$30,434 million and \$25,047 million respectively, and the expenditures up to end February 2014 are \$3,069.5 million and \$5,203.7 million respectively.

**CONTROLLING OFFICER'S REPLY**

**THB(T)263**

**(Question Serial No. 5383)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 60):

What are the progress targets for the Main Bridge in the Mainland waters, the Hong Kong Link Road (HKLR) and the Hong Kong Boundary Crossing Facilities (HKBCF) of the Hong Kong-Zhuhai-Macao Bridge (HZMB) in 2014-15? What are the estimated expenditures for the works?

Asked by: Hon. LEONG Kah-kit, Alan

Reply:

The construction works for the HZMB Main Bridge, the HKBCF and the HKLR will continue in 2014-15 for completion in 2016. The construction of the Main Bridge is jointly funded by the governments of Guangdong, the Hong Kong Special Administrative Region (HKSAR) and the Macao Special Administrative Region. The estimated expenditure to be shared by the HKSAR in 2014-15 is \$1,518 million. The estimated expenditures for the HKLR and the HKBCF in 2014-15 are \$5,163 million and \$3,395 million respectively.

**CONTROLLING OFFICER'S REPLY****THB(T)264****(Question Serial No. 3360)**

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No.69):

Does the Administration have any plan to discuss with disability rights organisations ways to improve the barrier-free access facilities in the Wan Chai District, and to implement feasible options such as installing lifts at footbridges? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on Universal Accessibility which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed and the Government is consulting DCs concerned on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the district.

Of the selected priority items under the Expanded Programme and the technically feasible items under the Original Programme, 20 are located in the Wan Chai District. Construction works for seven of these items have already commenced at a total estimated cost of \$205 million. Technical feasibility studies or detailed designs are being conducted for the



remaining items.

To ensure that the barrier-free access facilities meet the needs of service users, the Government has been liaising with stakeholders concerned, including organisations such as the Rehabilitation Alliance Hong Kong and The Hong Kong Society for the Blind.

**CONTROLLING OFFICER'S REPLY**

**THB(T)265**

**(Question Serial No. 3361)**

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

Question (Member Question No. 70):

Does the Administration have any plans to improve the streetscape in the Wan Chai District, such as the road surfaces and railings in the neighbourhood of Wun Sha Street, the Blue House, etc.? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

The Highways Department has been carrying out minor landscape improvement works, including reconstruction of existing footpaths with pavers, to enhance the streetscape in the Wan Chai District. The anticipated expenditure for the works in the district is about \$1 million in 2014-15.

**CONTROLLING OFFICER'S REPLY**

**THB(T)266**

**(Question Serial No. 3362)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 71):

Does the Administration have any plans to implement the MTR South Island Line (West) [SIL(W)] project, linking Wong Chuk Hang Station and Hong Kong University Station with intermediate stations at Aberdeen, Wah Fu, Cyberport and Queen Mary Hospital? Has any consideration been given to the suggestion by Residence Bel-Air residents of having the Cyberport Station constructed underground? If yes, what are the details and expenditures? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. Two stages of Public Engagement exercise were conducted to explore the conceptual proposals of ten railway schemes (including the SIL(W)).

The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. The Government will announce the way forward for the new railway proposals as soon as possible.

**CONTROLLING OFFICER'S REPLY****THB(T)267****(Question Serial No. 5622)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 63):

Does the Administration have any plans to expedite the “provision of hillside escalator link and elevator systems” by commencing the construction for the pedestrian link at the Chuk Yuen North Estate, speeding up the remaining ten items, and beginning a new round of assessment? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. TO Kun-sun, James

Reply:

The Government established a set of 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 assessment for the 20 proposals received at the time was completed in 2010, and the results were reported to the Legislative Council Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

Among the 18 ranked projects, a total estimated capital cost of \$703 million has been committed for two projects. Details are as follows:

<b>Proposal</b>	<b>Progress</b>	<b>Cost Estimate (\$ million)</b>
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.	608

<b>Proposal</b>	<b>Progress</b>	<b>Cost Estimate (\$ million)</b>
Yuet Wah Street Pedestrian Linkage	This project is being implemented by the Civil Engineering and Development Department under the Government's policy objective of urban regeneration and enhancing pedestrian connectivity to tie in with the Kwun Tong Town Centre Redevelopment. The construction works commenced in April 2013 for completion in October 2015.	95

The Highways Department (HyD) has completed the preliminary technical feasibility studies, with the deployment of internal resources, for eight out of the nine proposals ranked top ten. The HyD is now undertaking investigation and preliminary design works for these eight proposals that have been preliminarily found technically feasible. For four of these proposals, expenses amounting to \$2.84 million have been incurred for ground investigation and consultancies for further investigation/preliminary design. Details are as follows:

<b>Proposal</b>	<b>Preliminary Technical Feasibility Study</b>	<b>Expenditure incurred as at 3.3.2014 (\$ million)</b>
Braemar Hill Pedestrian Link	completed	0.60
Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	completed	1.07
Escalator Link and Pedestrian Walkway System at Pound Lane	completed	0.81
Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	completed	-
Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	completed	-
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	0.36

Since these proposals are still at the early stage of planning and design, the commencement and completion dates of the projects, as well as the cost estimates have yet to be determined.

It is revealed in the preliminary technical feasibility study for the proposal "Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road" (ranked 10th) that the project involves two dangerous private slopes. The HyD will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.

After reviewing its manpower resources, the HyD has also commenced the preliminary technical feasibility studies for the two proposals, namely “Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tung Tsui Street, Kwai Chung” (ranked 11<sup>th</sup>) and “Lift and Pedestrian Walkway at Luen On Street” (ranked 12<sup>th</sup>).

For the proposed “Pedestrian link near Chuk Yuen North Estate”, the HyD is planning to engage a consultant in mid-2014 to carry out the investigation and preliminary design.

**CONTROLLING OFFICER'S REPLY****THB(T)268****(Question Serial No. 5623)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 64)

Does the Administration have any plans to expedite the three priority items proposed under the Universal Accessibility (UA) Programme and allocate additional funding for the early implementation of other items in the Programme, including allocation for installing lifts connecting to the ground level at the subway on Lung Cheung Road near Choi Hung Estate? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. TO Kun-sun, James

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on UA which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed and the Government is consulting DCs concerned on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the district.

Regarding the retrofitting of lifts at the subway across Lung Cheung Road near the Choi Hung MTR Station, detailed design is in progress.

The estimated expenditure for the implementation of the UA Programme in 2014-15 is \$639 million.



**CONTROLLING OFFICER'S REPLY**

**THB(T)269**

**(Question Serial No. 5891)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 62):

Does the Administration have any plans to enhance the barrier-free access facilities in the Sham Shui Po district, such as provision of covers and lifts to footbridges, lifts to entrances/exits of subways and MTR stations, tactile guide path and dropped kerbs throughout the district? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. WONG Pik-wan, Helena

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on Universal Accessibility which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed and the Government is consulting DCs concerned on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the district.

Of the selected priority items under the Expanded Programme and the technically feasible items under the Original Programme, ten are located in the Sham Shui Po district. Construction works for four of these items have already commenced at a total estimated cost

of \$121 million. Technical feasibility studies or detailed designs are being conducted for the remaining items.

The Highways Department has also been carrying out construction works for tactile guide path and dropped kerbs upon request from the Transport Department. The estimated expenditure for retrofitting these barrier-free access facilities in the Sham Shui Po district in 2014-15 is about \$0.6 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)270**

**(Question Serial No. 5267)**

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

Question (Member Question No. 43):

What is the estimated expenditure for duty visits or exchanges to the Mainland by the Highways Department (HyD) in 2014-15? Please advise this Committee of the themes of the scheduled duty visits or exchanges to the Mainland in 2014-15? How can the authorities concerned prevent activities un-related to duty visits from occurring? Moreover, how can the authorities concerned prevent the requirement of application for changing destinations of visit from becoming merely a formality?

Asked by: Hon. WONG Yuk-man

Reply:

In 2014-15, officers of the HyD will undertake official duty visits outside Hong Kong, including the Mainland, on the basis of operational need. Such operational need includes observing and exploring experience on construction and maintenance of highways works; carrying out quality assurance inspections at the contractors' plants; and assessing specialist contractors' capability in meeting the technical requirements for inclusion in the approved list of specialist contractors. The exact plan is not yet confirmed.

All expenses of duty visits funded by the Government are subject to control under relevant regulations and guidelines to ensure effective monitoring and proper use of public funds. There is control on different aspects, such as duty visits should only be conducted when there are strong operational reasons; prior approval for duty visits should be obtained; and non-official activities should be avoided. An officer should provide all necessary information in respect of the proposed visit when submitting an application. If there are any subsequent changes to the visit arrangements, the officer concerned should inform the approving officer as soon as possible; and the approving officer should then assess whether it is necessary to re-consider the application.

**CONTROLLING OFFICER'S REPLY****THB(T)271****(Question Serial No. 4992)**

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 50):

Regarding the projects mentioned under this Programme, please provide, by using the following table, relevant details of the works including: (a) works completed in 2013-14, (b) works commenced in 2013-14 and the anticipated dates of completion, (c) works anticipated to be completed in 2014-15, and (d) works to be commenced in 2014-15 and the anticipated dates of completion.

	(a)	(b)	(c)	(d)
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				
Widening of Tolo Highway/ Fanling Highway - Stage 1				
Retrofitting of noise barriers on Tai Po Tai Wo Road near Po Nga Court				
Improvement to Pok Oi Interchange				
Centre Street Escalator Link				

Asked by: Hon. WU Chi-wai

Reply:

The information requested is set out in the table below –

	(a)	(b)	(c)	(d)
Reconstruction and improvement of Tuen Mun Road including works for retrofitting of noise barriers	Not Applicable	Not Applicable	Targeted for completion by phases within 2014.	Not Applicable
Traffic improvements to Tuen Mun Road Town Centre Section	Substantially completed in the first quarter of 2014.	Not Applicable	Not Applicable	Not Applicable
Improvement to Sham Tseng Interchange	Substantially completed in the first quarter of 2014.	Not Applicable	Not Applicable	Not Applicable
Widening of Tolo Highway/ Fanling Highway - Stage 1	Substantially completed in the first quarter of 2014.	Not Applicable	Not Applicable	Not Applicable
Retrofitting of noise barriers on Tai Po Tai Wo Road near Po Nga Court	Not Applicable	Not Applicable	Targeted for completion in 2014-15.	Not Applicable
Improvement to Pok Oi Interchange #	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Centre Street Escalator Link	Not Applicable	Not Applicable	Targeted for completion in 2014-15.	Not Applicable

# The Pok Oi project commenced in November 2012, with anticipated completion in the third quarter of 2015. Therefore, it does not fall within the specified categories above.

**CONTROLLING OFFICER'S REPLY**

**THB(T)272**

**(Question Serial No. 5009)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 67):

Regarding the Universal Accessibility (UA) Programme, please provide the following information of the 18 districts across the territory:

- (a) the number of works under construction stage with details including locations, commencement dates /anticipated completion dates and construction costs; and
- (b) the total number of new projects anticipated to commence construction works in 2014, 2015 and 2016, with details including locations and anticipated commencement/ completion dates.

Asked by: Hon. WU Chi-wai

Reply:

Our reply to (a) and (b) are as follows:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. As at end February 2014, retrofitting works of two items have been completed; 62 items are under construction and 94 items are under design. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on UA which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified

by each DC are largely completed and the Government is consulting DCs concerned on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the district; and commence construction works progressively from 2015 onwards for completion by 2017 and 2018.

The estimated expenditure for the implementation of the UA Programme in 2014-15 is \$639 million.

A list of projects under the UA Programme is as follows:

Original Programme:

<b>Highways Department Structure No.</b>	<b>Location</b>
<b>Central &amp; Western District</b>	
HS3	Across Cotton Tree Drive near Murray Building
HF37	Along Connaught Road Central near Exchange Square
HF91	Across Connaught Road Central between Vicwood Plaza and Rumsey Street Multi-storey Car Park Building
HF119	Across Connaught Road Central near Waterfront Police Station
HF152	Across Harcourt Road near Citic Tower
HF93	At Man Po Street near Pier Road
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market
HF137	Across Connaught Road Central near Pottinger Street
HF81	Across Pok Fu Lam Road near Hong Kong University
HF100	Across Lambeth Walk connected to Bank of America Tower
HF40	Across Cotton Tree Drive near Lippo Centre
<b>Eastern District</b>	
HS17	Across Island Eastern Corridor near Hong Kong Film Archive
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout
H162	King's Road Flyover across Kornhill Road
HF34	Across Chai Wan Road near Salesian School
HF90	Across King's Road and Tin Chiu Street
HF90A	Across King's Road and Tin Chiu Street
<b>Southern District</b>	
HS16	Across Aberdeen Praya Road near Old Main Street
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road
HS7	Across Shek Pai Wan Road near Wah Fu Estate
HF59	Along Island Road at Deep Water Bay

<b>Highways Department Structure No.</b>	<b>Location</b>
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel
H116	Wong Chuk Hang Road near Nam Fung Road
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau
<b>Wan Chai District</b>	
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF35	Across Harbour Road near Harbour Drive
HF57	Across Fleming Road near Harbour Road
HF65	Across Gloucester Road near Central Plaza
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station
HF160	Across Gloucester Road near Central Plaza
HF2	Across Gloucester Road near Luk Kwok Hotel
HF2A	Across Gloucester Road near Luk Kwok Hotel
HS10	Across Wong Nai Chung Road and Queen's Road East
HF144	Across Gloucester Road and Tonnochy Road
HF106	Across Harbour Road and Convention Avenue near Arts Centre
HF145	Across Gloucester Road and Fenwick Street
HF43	Across Gloucester Road and Wan Shing Street near Canal Road
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover
HF116	Across Gloucester Road near Stewart Road
<b>Kowloon City District</b>	
KF25	Across Waterloo Road near Suffolk Road
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South
KS9	Across Prince Edward Road West at Kowloon City Interchange
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road
KF29	Across Kowloon City Road and San Shan Road
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road
KS41	Across Chatham Road North near Winslow Street
<b>Kwun Tong District</b>	
KF71	At Lam Tin Bus Terminus near Sceneway Garden
KF44	Across Hip Wo Street near Cheung Wo Court



<b>Highways Department Structure No.</b>	<b>Location</b>
KF(WYS)	Across Wai Yip Street near Lam Hing Street and HKU School of Professional and Continuing Education
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate
KF39	Across Wai Yip Street near Sheung Yee Road
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road
KF83	Across Lin Tak Road near Hing Tin Street
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road
KF(LNTKE)	Across Kwun Tong Road near Exit B of Kowloon Bay MTR Station
<b>Sham Shui Po District</b>	
KS47	Across Tai Po Road near Pei Ho Street
KF10	Across Lai Chi Kok Road near Cheung Shun Street
KF43	Across Nam Cheong Street near Chak On Estate
KF32	Across Cheung Sha Wan Road near Fat Tseung Street
KS25	Across Cheung Sha Wan Road near Kweilin Street
KF13	Across Lung Cheung Road near Beacon Heights
<b>Wong Tai Sin District</b>	
KF57	Across Lung Cheung Road near Tin Ma Court
KS7	Across Lung Cheung Road near Choi Hung MTR Station
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road
KS35	Across Prince Edward Road East near San Po Kong Interchange
KF60	Across Ma Chai Hang Road near Lung Cheung Government Secondary School
KS11	Across Prince Edward Road East near San Po Kong Interchange
K36	At Po Kong Village Road over Lung Cheung Road
<b>Yau Tsim Mong District</b>	
KS40	Across Nathan Road near Bute Street
KS2	Across Chatham Road South near Gun Club Hill Barracks
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters
KS30	Across Hong Cheong Road near Chatham Road Interchange
KS31	Across Chatham Road South near Polytechnic University and Chatham Road Interchange
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path

<b>Highways Department Structure No.</b>	<b>Location</b>
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road
KS49	Across Jordan Road near Canton Road and Ferry Street
KF54	Across Luen Wan Street near Waterworks Depot
<b>Kwai Tsing District</b>	
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building
NS19	Across Ching Hong Road near Mayfair Gardens
NS89	Across Tsing Yi Road near Cheung Ching Estate
NS126	Across Kwai Fuk Road near Shing Fuk Street
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange
NF1	Across Kwai Chung Road near Kwai Fong Estate
NS1	Across Kwai Chung Road near Princess Margaret Hospital
NS1A	Across Kwai Chung Road near Princess Margaret Hospital
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road
NS10	Across Tsuen Wan Road near Lai King Estate
N546	Tsing Tsuen Bridge
<b>North District</b>	
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout
NF296	Across Lung Sum Avenue near San Fat Street
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF212	Across Wo Hing Road near Wah Ming Road
NF247	Across Pak Wo Road near Wai Ming Street
NF76	Across Jockey Club Road near Tin Ping Estate
NF104	Across Fanling Highway and San Wan Road
NS106	Across Fanling Highway near Tai Tau Leng
<b>Sai Kung District</b>	
NS98	Across Clear Water Bay Road near Tseng Lan Shue
<b>Sha Tin District</b>	
NS38	Across Tai Po Road near Fo Tan Road
NS28A	Across Fo Tan Road near Yuen Wo Road
NF40	Across Tai Po Road - Sha Tin near Wo Che Street

<b>Highways Department Structure No.</b>	<b>Location</b>
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu
NF74	Across Lion Rock Tunnel Road near Fung Shing Court
NF89	Across Sha Tin Wai Road near Sha Kok Street
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street
<b>Tai Po District</b>	
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre
NF266	Across Ting Kok Road near Tung Leung Lane
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang
NF81	Across East Rail Line Track near Kiu Tau
NF444	Across Nam Wan Road near Wan Tau Tong Estate
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden
NS77	Across Tai Po Tai Wo Road near Nam Wan Road
NF80	Across East Rail Line Track near Yuen Leng
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street
NS145	Across Fanling Highway near Tai Po Road - Tai Wo
<b>Tuen Mun District</b>	
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station
NS99	Across Tsing Wun Road near Yip Wong Road
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)
NF406	At Siu Hong Road Bus Terminal connecting North Public Transport Interchange of Siu Hong West Rail Station
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street
NF101	Across Wu Shan Road near Wu King Road

<b>Highways Department Structure No.</b>	<b>Location</b>
NF407	Connecting Tuen Mun Road and South Public Transport Interchange of Siu Hong West Rail Station
<b>Tsuen Wan District</b>	
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre
NF109	Across Castle Peak Road near Fou Wah Centre
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre
NF167	Across Tai Chung Road near Sha Tsui Road
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan
NF(SLKR)	Across Sai Lau Kok Road between Luk Yeung Galleria and Tsuen Wan Multi-storey Carpark Building
NF234	Across Yeung Uk Road and Texaco Road
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building
<b>Yuen Long District</b>	
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate
NF245	Across Fuk Hi Street near Wang Lok Street
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station

Expanded Programme:

<b>Highways Department Structure No.</b>	<b>Location</b>
<b>Central &amp; Western District</b>	
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park
HF46	Across Possession Street near Lower Lascar Row
HF135	Along Cochrane Street near Tun Wo Lane
<b>Eastern District</b>	
HF63	Across Chai Wan Road near Shan Tsui Court
HF163	Across Siu Sai Wan Road near Harmony Road
HF158	Walkway adjacent to Fortress Hill MTR Station
<b>Southern District</b>	
HF104	Across Aberdeen Praya Road near Nam Ning Street
HF105	Across Aberdeen Praya Road near Ocean Court
H186	Flyover connecting Tin Wan Praya Road and Tin Wan Hill Road
<b>Wan Chai District</b>	
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street

<b>Highways Department Structure No.</b>	<b>Location</b>
HF154	Across Gloucester Road and Percival Street near Sino Plaza
HS9	Across Canal Road East near Sports Road
<b>Kowloon City District</b>	
K14	Pui Ching Road Flyover across Princess Margaret Road
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street
KF106	Across Hung Hom South Road near Hung Hom Road
<b>Kwun Tong District</b>	
KS56	Across Kwun Tong Road near Ting On Street
KF90	Across Lei Yue Mun Road near Tsui Ping Road
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park
<b>Sham Shui Po District</b>	
KF69	Across Lai Chi Kok Road and Tonkin Street
KF79	Across Woh Chai Street and Shek Kip Mei Street
KF91	Across Yen Chow Street near Ki Lung Street
<b>Wong Tai Sin District</b>	
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II
KF58	Across Lung Cheung Road near Ma Chai Hang Road
KF76	Across Fung Tak Road and Lung Poon Street
<b>Yau Tsim Mong District</b>	
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway
KF89	Across Ferry Street at Junction of Dundas Street
KF94	Across Cherry Street, Ferry Street and Tong Mei Road
<b>Islands District</b>	
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei
NF328	Across Yu Tung Road and Chung Yan Road
NS230	Across Shun Tung Road near Lantau North Police Station
<b>Kwai Tsing District</b>	
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road
NF72A	Across Kwai Foo Road near Kwai Yi Road
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road
<b>North District</b>	
NF134 and NS143	Across Fanling Highway near Fanling MTR Station
NS51 and NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate
NF295	Across San Wan Road near Landmark North
<b>Sai Kung District</b>	
NF193	Across Po Lam Road North near Lam Shing Road

<b>Highways Department Structure No.</b>	<b>Location</b>
NF309	Across Po Ning Road near Po Shun Road
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre
<b>Sha Tin District</b>	
NF73	Connecting Pai Tau Street and Sha Tin MTR Station
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road
<b>Tai Po District</b>	
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate
<b>Tuen Mun District</b>	
NS42	Across Tuen Hing Road near Tuen Mun Road
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane
NF315	Across Lung Mun Road near Lung Mun Light Rail Station
<b>Tsuen Wan District</b>	
NF285 and NF288	Across Sai Lau Kok Road, opposite to Nam Fung Centre (northern end)
NF186	Across Tai Chung Road near Heung Che Street
NF251	Across Yeung Uk Road and Ma Tau Pa Road
<b>Yuen Long District</b>	
NF148 and NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station

**CONTROLLING OFFICER'S REPLY**

**THB(T)273**

**(Question Serial No. 5083)**

Head: (60) Highways Department  
Subhead (No. & title): (700) General non-recurrent  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 151):

Under this Subhead, the balance of Item 838 "Review and update of the Railway Development Strategy 2000" (the study) is \$5.23 million. In view of the recent revision by the Administration to the average space per person per car and the forecast number of visitors to Hong Kong, please advise this Committee whether the balance will be used on the following studies:

- (1) To review the existing loading of various lines on the basis of the maximum capacity taken at a standing density of 4 persons per square metre (ppsm) instead of 6 ppsm;
- (2) To modify the previous discussion direction, especially concerning the lines the loading of which has previously been calculated to have reached 70%, in order to arrive at more realistic proposals; and
- (3) To open up more new lines within Hong Kong to resolve the congestion problem.

Asked by: Hon. WU Chi-wai

Reply:

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. Two stages of Public Engagement exercise were conducted to explore the conceptual proposals of ten railway schemes (including those which can serve to divert the passenger flows of the existing lines). The budget of \$43 million is earmarked for the study.

The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. The Government will announce the way forward for the new railway proposals as soon as possible.

While the 4 ppsm standard applies to the planning for the new railway lines currently under construction and those to be recommended in the new railway development blueprint, the service level of the existing lines is subject to infrastructural constraints. For example, the

maximum train frequency and the number of cars per train of a line are constrained by its signalling system and the shortest platform respectively.



**CONTROLLING OFFICER'S REPLY**

**THB(T)274**

**(Question Serial No. 5094)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 162):

Please advise this Committee of the expenditure involved and the details of the investigation and preliminary design for the pedestrian footbridge system in Mong Kok? What are the anticipated dates of completion for the investigation and design?

Asked by: Hon. WU Chi-wai

Reply:

Following the completion of the preliminary technical feasibility study, the Highways Department engaged a consultant in October 2013 to carry out the investigation and preliminary design for the pedestrian footbridge system in Mong Kok, covering the programme and method of construction, traffic impact during construction, utility diversion requirements, etc. The consultancy is expected to take about two years to complete, at an estimated cost of \$4.8 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)275**

**(Question Serial No. 5095)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 163):

Please advise this Committee of the expenditure involved and the details of the investigation and detailed design for the footbridge along Yuen Long Town Nullah between the West Rail Long Ping Station and Kau Yuk Road? What are the anticipated date of completion for the investigation and design?

Asked by: Hon. WU Chi-wai

Reply:

The Highways Department is preparing to engage a consultant to carry out the investigation and detailed design for the proposed footbridge along Yuen Long Town Nullah between the West Rail Long Ping Station and Kau Yuk Road. The scope of the consultancy will include ground investigation, environmental impact assessment, drainage impact assessment and structural design of the proposed footbridge. It is planned to commence the consultancy in the second half of 2014 for completion in about two years. The expenditure for the related work in 2014-15 is estimated to be about \$4 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)276**

**(Question Serial No. 5097)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) Railway Development  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 165):

It is mentioned under the Matters Requiring Special Attention in 2014-15 that the Department will “co-ordinate actions with bodies and departments concerned to speed up land resumption and to resolve interface problems to facilitate implementation of the railway projects”. Please inform this Committee of the railway projects mentioned above that are related to land resumption, and the land size that each project involves.

Asked by: Hon. WU Chi-wai

Reply:

Since the land resumption of 1.1 hectares of underground strata for the Shatin to Central Link project has been completed in February 2014 earlier than scheduled, there will be no more land resumption for the railway projects under construction in 2014-15. The Highways Department will continue to co-ordinate with relevant parties and departments to resolve interface problems to facilitate the smooth implementation of the railway projects.

**CONTROLLING OFFICER'S REPLY**

**THB(T)277**

**(Question Serial No. 5123)**

Head: (60) Highways Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Capital Projects  
Controlling Officer: Director of Highways (K K LAU)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 194):

What is the progress of the detailed design for the Central Kowloon Route? What are the anticipated dates of commencement and completion of the construction works?

Asked by: Hon. WU Chi-wai

Reply:

The Highways Department (HyD) is carrying out the detailed design of the Central Kowloon Route project. The Director of Environmental Protection approved the Environmental Impact Assessment report for the project on 11 July 2013 and issued the Environmental Permit on 9 August 2013. The road works were gazetted under the Roads (Works, Use and Compensation) Ordinance (Cap. 370) on 1 November 2013, and the HyD is now handling the objections received. The Government plans to seek funding approval from the Legislative Council in 2015, so as to commence construction of the project in the same year for completion in about five years' time.

**CONTROLLING OFFICER'S REPLY**

**THB(T)278**

**(Question Serial No. 4863)**

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

Question (Member Question No. 80):

In respect of railway projects completed and under construction, how many residents have been affected and how many claims have been made in the past five years? What are the expenditure and manpower involved for the Lands Department (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 Guangzhou – Shenzhen – Hong Kong Express Rail Link (XRL), the South Island Line (East) (SIL(E)), the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL)? What are the estimated expenditure and manpower required for handling this task in 2014-15?

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. 2009-10 to 2013-14) is 497.

As from 2009-10, the total staff cost involved in the Lands D for handling land matters relating to the WIL, the XRL, the SIL(E), the KTE and the SCL is about \$206 million. An average of about 75 staff has been deployed to work on these five railway projects each year. For 2014-15, the estimated staff cost and number of staff in the Lands D for these duties are about \$52 million and 85 respectively.

**CONTROLLING OFFICER'S REPLY****THB(T)279****(Question Serial No. 5817)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 275):

What are the annual numbers of patrols and special operations conducted by the Marine Department (MD) for maintaining the safety of marine traffic in the past three years? What are the numbers of vessels in respect of which warnings were issued or prosecutions were taken by the Department, as a result of their violations of legislation on maritime safety in the past three years? Please provide a breakdown by the nature of the legislation violated. In 2014-15, will the Department further provide additional resources and manpower for stepping up enforcement actions and patrols to ensure safety at sea? If yes, what are the work plan, staffing and estimated expenditure involved? If no, what are the reasons?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The figures for patrol inspections conducted in the past three years (i.e. 2011, 2012, 2013) are as follows:

<b>Year</b>	<b>Number of Inspections</b>
2011	16 754
2012	16 565
2013	15 822

The figures for special operations conducted in the past three years (i.e. 2011, 2012, 2013) are as follows:

<b>Special Operation</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Safe carriage of passengers	7	7	17
Safe carriage of cargoes	6	6	4
Safe speed	7	6	20

<b>Special Operation</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Compliance with the International Regulations for Preventing Collisions at Sea	6	6	7
Total	26	25	48

The figures for warnings and prosecution against violations of legislation on maritime safety (breakdown by different offences) in the past three years (i.e. 2011, 2012, 2013) are provided at Annex.

In 2014-15, the MD will step up enforcement action and patrol through internal re-deployment of staff and resources, and there is no additional staffing and expenditure involved.

**Statistics on warning and prosecution against the violations of legislation on maritime safety from 2011 to 2013**

Offence		Number of warnings issued			Number of cases convicted		
		2011	2012	2013	2011	2012	2013
1.	Breach of Collision Regulations	4	2	1	31	25	23
2.	No qualified master / engineer on board	0	0	0	165	259	231
3.	Breach of licence / permit conditions	0	0	0	79	93	131
4.	Entered into airport approach area without permission	0	0	0	5	5	11
5.	Lying alongside seawall / landing steps prohibited by Notice	0	0	0	8	21	18
6.	Vessel was not licensed / did not have a valid licence	0	0	0	112	225	316
7.	Carrying passenger without permission / excessive passengers	0	0	0	47	57	50
8.	Failing to display valid certificate of survey / insurance	0	0	0	8	9	7
9.	Steaming in excessive speed	83	45	46	43	36	47
	<b>Total</b>	<b>87</b>	<b>47</b>	<b>47</b>	<b>498</b>	<b>730</b>	<b>834</b>



**CONTROLLING OFFICER'S REPLY**

**THB(T)280**

**(Question Serial No. 5818)**

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

Question (Member Question No. 276):

Following the release of the Report of the Commission of Inquiry (CoI) into the Collision of Vessels near Lamma Island, the CoI has made a series of recommendations on the procedures for vessel survey and licence approval. Please provide specific information on the details of work, staffing and a breakdown of the expenditure involved for the Marine Department (MD) in 2013-14. Will the MD allocate more resources to further enhance the work in 2014-15? If yes, what are the work plans, staffing, and the estimated expenditure involved? If no, what are the reasons?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The Local Vessels Safety Section (LVSS) of the MD is responsible for local vessel surveys. Its main duties include plan approval and survey of local vessels with focus on the safety aspects. In 2013-14, the LVSS has a total of 16 professional staff. The additional inspections by the LVSS in response to the CoI recommendations in 2013-14 are carried out by existing resources, and there is no additional manpower and expenditure involved.

To further enhance the work of the MD with regard to vessel survey and plan approval, four Ship Inspector and one Assistant Ship Inspector posts will be created in 2014-15. With the addition of these Ship Inspectors / Assistant Ship Inspector, the MD will be able to assign dedicated teams of inspectors for vessel survey and plan approval respectively. This would allow those ship inspectors assigned for vessel inspection to focus on survey duty only, without being distracted from other duties such as plan approval. The estimated staff cost in 2014-15 for these five posts is \$2.6 million in terms of notional annual mid-point salary value.

The MD has also enhanced communication between the LVSS and the Licensing and Port Formalities Section, which is responsible for the issue of local vessel licences. The MD will keep on reviewing the relevant guidelines, so that local vessel licences can be issued efficiently with appropriate safety requirements to be imposed as licence conditions. Related work is absorbed by the existing staff resources, and no additional resource is required.

**CONTROLLING OFFICER'S REPLY****THB(T)281****(Question Serial No. 5352)**

Head: (100) Marine Department

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

Programme: (2) Port Services

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 109):

Under the programme, the Administration indicated that the provision for 2014-15 is \$29.1 million (7.4%) higher than the revised estimate for 2013-14, one reason, among others, is the full year effect of 23 posts created in 2013-14. Will the Administration inform this Committee of the titles and duties of the posts, and the estimated salary expenditure involved for 2014-15?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

Information regarding the 23 posts under Programme (2) in 2014-15 is set out below:

<b>Rank</b>	<b>Number of Post</b>	<b>Main duties</b>
Administrative Officer Staff Grade B	1	To undertake a comprehensive review on the legislative and administrative measures governing passenger safety matters, draw up detailed improvement proposals and monitor their implementation; to engage and consult stakeholders on the proposed improvement measures; to initiate organisational change in the Marine Department (MD) through review and re-engineering business processes, steer the formulation of institutional and regulatory reform proposals; and to map out manpower and training strategy for the professional grades in the MD.

<b>Rank</b>	<b>Number of Post</b>	<b>Main duties</b>
Assistant Director of Marine (AD of M)	1	To assist in reviewing legislations, operational manuals and standards pursuant to the recommendations of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012 (CoI), drawing up and implementing improvement proposals, and supporting reviews and consultation on areas relating to operational procedures and passenger safety matters.
Senior Principal Executive Officer	1	To provide support in the areas of organisational reform, manpower strategy and training programme.
Senior Administrative Officer	1	To assist the AD of M in reviewing legislations, operational manuals and standards pursuant to the CoI's recommendations, drawing up and implementing improvement proposals, and planning and strategy formulation for introducing new improvement measures.
Senior Surveyor of Ships	1	
Senior Marine Officer	1	
Chief Management Services Officer	1	To conduct reviews on the MD's systems, business processes and performance measurement and monitoring mechanism, and review the implementation progress.
Senior Management Services Officer	2	
Management Services Officer II	2	
Chief Executive Officer	1	To conduct reviews on grade structure, manpower shortage and recruitment problems, draw up a manpower strategy, and assist in finding the best practices to enhance the training programme for the professional grades in the MD.
Senior Executive Officer	2	
Executive Officer I	1	
Executive Officer II	1	
Personal Secretary I	3	To provide necessary secretarial and general office support services.
Assistant Clerical Officer	3	
Workman II	1	
<b>Total</b>	<b>23</b>	

The annual staff cost for the 23 posts is around \$18.3 million in terms of notional annual mid-point salary value.

**CONTROLLING OFFICER'S REPLY**

**THB(T)282**

**(Question Serial No. 6421)**

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

Question (Member Question No. 398):

As announced in the Budget, the Administration will conduct a fundamental review to look into the demand and supply of sheltered space for local and small visiting vessels, including berthing spaces. Will the Administration inform this Committee of details of the review, the expected date of completion, the expenditure incurred and details of the consultation activities?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The Marine Department (MD) is commissioning a review on berthing and sheltered space for local vessels. The review will be carried out in three stages: Stage I - Stocktaking of Supply and Demand Situation; Stage II - Review of Policy and Management Issues, and Proposal for Options; and Stage III - Consultation and Recommendations for Administration's Consideration.

In view of the extensive scale of work involved, a consultant will be engaged for Stage I, and the expenditure for this part of the review will only be available when the tender is awarded in May 2014. For Stages II and III, the MD will redeploy internal resources to meet the additional workload arising from the review, which is scheduled for completion in the second quarter of 2015.

Consultation with stakeholders is tentatively scheduled around the end of 2014 and the first quarter of 2015.

**CONTROLLING OFFICER'S REPLY**

**THB(T)283**

**(Question Serial No. 6422)**

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

Question (Member Question No. 399):

As announced in the Budget, the Administration will enhance the safety of local passenger carrying vessels and take other appropriate follow-up actions in response to the recommendations of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012, and those of the Local Vessels Advisory Committee. Will the Administration inform this Committee of the number of inspections carried out for the said initiatives, and the details and number of other follow-up actions taken in the past year?

Asked by: Hon. CHEUNG Kwok-che

Reply:

For the local passenger carrying vessels, the Marine Department carried out 481 lifejacket inspections and 126 special inspections to check their construction and watertight bulkheads in 2013.

**CONTROLLING OFFICER'S REPLY****THB(T)284****(Question Serial No. 6423)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 400):

What are the numbers of various ranks of employees of the Marine Department (MD) who sustained injuries and died at work in the past five years, and the percentages of these numbers against the total number of staff in the respective ranks? What does the MD do for the prevention of injury on duty and the promotion of occupational safety and health each year?

Asked by: Hon. CHEUNG Kwok-che

Reply:

Information on the number of various ranks of employees of the MD sustaining injuries in the past five years from 2009 to 2013 is set out below. There was no case involving death at work in the past five years.

Rank	Injury on duty	
	Number of incidents	Annual average percentage (%)*
Artisan	17	4.4
Assistant Electrical Inspector	1	10.0
Assistant Ship Inspector	2	5.0
Chainman	2	10.0
Clerical Assistant	3	0.5
Launch Assistant	44	4.1
Launch Master	1	0.4

Rank	Injury on duty	
	Number of incidents	Annual average percentage (%)*
Marine Inspector I	1	0.2
Marine Inspector II	8	1.5
Marine Officer	1	0.5
Senior Artisan	3	1.6
Senior Launch Master	2	0.7
Senior Mechanical Inspector	1	2.9
Senior Ship Inspector	3	5.5
Ship Inspector	1	1.0
Supplies Supervisor II	1	1.8
Survey Officer (Engineering)	2	3.6
Surveyor of Ships	3	1.9
Workman II	4	2.4
Works Supervisor I	1	1.7
Works Supervisor II	2	5.0

\* The calculation is based on the establishment of the rank as at the position of 31 December 2013.

In order to prevent injury on duty and promote occupational safety and health, the following measures have been adopted by the MD:

- (a) investigation of accidents happened in the course of duty to ascertain their causes, and recommendations are made including proposed measures to minimise the recurrence of similar accidents in the future;
- (b) provision of necessary personal protective equipment and safety trainings to staff before they discharge duties;
- (c) issuance of safety manuals / guidelines and newsletters to staff to enhance their awareness of work safety, which would be reviewed when there are changes in working procedures or if new types of work are involved;
- (d) conducting safety visits and safety audits on particular spots by the designated officers periodically to ensure safety at workplace; and
- (e) nomination of staff members to attend relevant courses and seminars on occupational safety and health so as to reinforce their awareness of, and compliance with, occupational safety and health requirements.

**CONTROLLING OFFICER'S REPLY**

**THB(T)285**

**(Question Serial No. 6384)**

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

Question (Member Question No. 28):

Does the Administration have any plan to relocate the Public Cargo Working Area in Area 16, Tuen Mun so as to eliminate the nuisance caused by it to nearby residents? If yes, what are the relevant details and the expenditure involved? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The Tuen Mun Public Cargo Working Area (TMPCWA) is an important port facility to meet the need of cargo handling facility in this part of Hong Kong. Given its strategic location and practical needs, the Administration has no plan at this stage to relocate the TMPCWA. This notwithstanding, we will continue to monitor the impact of the operation of the PCWA on nearby residents closely with a view to minimising and/or removing the impacts as far as possible.



**CONTROLLING OFFICER'S REPLY****THB(T)286****(Question Serial No. 4855)**

Head: (100) Marine Department

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

Programme: (4) Services to Ships

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 61):

Please provide the figures for the gross tonnages registered on the Hong Kong Shipping Register in the past five years.

Asked by: Hon. KWOK Ka-ki

Reply:

The total gross tonnages of Hong Kong registered ships in the past five years are set out below:

Year	As at 31.3.2010	As at 31.3.2011	As at 31.3.2012	As at 31.3.2013	As at 12.3.2014
Total Gross Tonnages (million)	48.2	58.9	72.5	81.2	87.1

**CONTROLLING OFFICER'S REPLY**

**THB(T)287**

**(Question Serial No. 4856)**

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

Question (Member Question No. 62):

Please provide specific information on the expenditure on regulating shipping movements, including the provision of vessel traffic services and aids to navigation, in the Marine Department (MD) in the past five years; and advise on the manpower involved in and the estimated expenditure on regulating shipping movements, including the provision of vessel traffic services and aids to navigation, in the MD in 2014-15.

Asked by: Hon. KWOK Ka-ki

Reply:

Regulation of shipping movements mainly includes the provision of vessel traffic services and aids to navigation. Vessel traffic services include operations such as the monitoring of vessel movements on the traffic displays, and the provision of traffic information to vessels through the very high frequency radio. These services are provided by the Vessel Traffic Centre which has an establishment of 59 staff. As vessel traffic services only form part of their normal duties, there is no separate breakdown of manpower and expenditure involved.

With regard to aids to navigation, the services include the servicing and maintenance of navigational aids such as light houses, light buoys and beacons. These services are provided by the Aids to Navigation and Mooring Unit which has an establishment of 29 staff. As the services concerned only form part of their normal duties, there is no separate breakdown of manpower and expenditure involved.

**CONTROLLING OFFICER'S REPLY****THB(T)288****(Question Serial No. 4857)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 63):

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.

Asked by: Hon. KWOK Kai-ki

Reply:

The figures with regard to detention and disposal of crafts seized by enforcement agencies in the past five years are set out below:

Financial Year	Total number of detained crafts in DCA <sup>1</sup> brought forward from the previous financial year (a)	Number of detained crafts handed over by the HKPF <sup>2</sup> & the C&ED <sup>3</sup> (b)	Number of detained crafts released to the HKPF and the C&ED (c)	Number of detained crafts disposed of by way of destruction by the MD (d)	Total number of crafts detained in DCA carried forward to the following financial year (a)+(b)-(c)-(d)
2009-10	132	75	34	29	144
2010-11	144	100	48	25	171
2011-12	171	57	35	64	129
2012-13	129	63	31	51	110
2013-February 2014	110	30	9	15	116

Notes:

DCA: Detained Craft Anchorage

HKPF: Hong Kong Police Force

C&ED: Customs and Excise Department

**CONTROLLING OFFICER'S REPLY****THB(T)289****(Question Serial No. 4862)**

Head: (100) Marine Department

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

Programme: (5) Government Fleet

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 79):

Please provide specific information on the expenditure on vessels management and the manpower involved in vessels management in the Marine Department (MD) in the past five years.

Asked by: Hon. KWOK Ka-ki

Reply:

The MD co-ordinates with 14 government departments on the management (including the provision of crew) and the maintenance of vessels. The expenditure incurred for the management of the government fleet and the manpower involved in each of the past five years is as follows:

<b>Year</b>	<b>Actual Expenditure (\$ million)</b>	<b>Number of staff</b>
2009-10	391.4	531
2010-11	388.7	531
2011-12	399.2	497
2012-13	417.7	499
2013-14	432.2 (estimated)	498

**CONTROLLING OFFICER'S REPLY**

**THB(T)290**

**(Question Serial No. 4864)**

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

Question (Member Question No. 81):

Please list out the details of and the estimated expenditure for the implementation of the regulatory regime on local vessels and safety of shipboard works under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) (the Ordinance) in 2013-14.

Asked by: Hon. KWOK Ka-ki

Reply:

The construction and operation of local vessels are governed by the Ordinance and its subsidiary legislation, the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation (Cap. 548G), and the Code of Practices – Safety Standards for Class I, II, III and IV Vessels. The Marine Department (MD) regulates local vessels for compliance of safety and environmental protection requirements by carrying out plan approval, and undertaking initial and periodic surveys for the issuance of relevant certificates to these vessels.

The safety of works on local vessels is governed by the Ordinance, the Merchant Shipping (Local Vessels) (Works) Regulation (Cap. 548I), the Code of Practice – Shipboard Container Handling on Local Vessels and other related guidelines. The MD ensures that vessels under repair, being broken up, engaged in cargo handling and marine construction works in Hong Kong comply with 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 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 manpower and expenditure involved.

**CONTROLLING OFFICER'S REPLY****THB(T)291****(Question Serial No. 4866)**

Head: (100) Marine Department

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

Programme: (2) Port Services

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 85):

Please provide the number of incidents involved in the maintenance of emergency preparedness by the Marine Department (MD) in the past five years, and the staffing and estimated expenditure for the maintenance of emergency preparedness by the MD in 2014-15.

Asked by: Hon. KWOK Ka-ki

Reply:

The number of emergency incidents handled by the MD in the past five years is set out below:

Year	2009	2010	2011	2012	2013
Number of Incidents	89	96	109	126	125

Emergency incidents are handled by the Harbour Patrol Section (HPS) of the MD. The HPS has an establishment of 97 staff. The handling of emergency incidents only forms part of their normal duties. There is no separate breakdown of manpower and expenditure involved.

**CONTROLLING OFFICER'S REPLY****THB(T)292****(Question Serial No. 4869)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 88):

Please list out the details of the special operations conducted by the Marine Department (MD) in the past five years, and state the reason(s) for the huge increase projected by the MD in the number of special operations to be conducted in 2014-15.

Asked by: Hon. KWOK Ka-ki

Reply:

The numbers of special operations conducted in the past five years and planned to be conducted in 2014 are set out below:

	2009	2010	2011	2012	2013	2014 <sup>#</sup>
Safe carriage of passengers	6	7	7	7	17	18
Safe carriage of cargoes	7	6	6	6	4	6
Safe speed	6	7	7	6	20	18
Compliance with the International Regulations for Preventing Collisions at Sea	7	6	6	6	7	6
Safety seminar	2	2	2	3	2	2
Total	28	28	28	28	50	50

# The planned number of special operations conducted in 2014 is the same as the number in 2013, as the current effort in ensuring maritime safety will be maintained.

**CONTROLLING OFFICER'S REPLY**

**THB(T)293**

**(Question Serial No. 4889)**

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

Question (Member Question No. 189):

Please advise on the number of locally licensed vessels which, upon periodical inspections carried out by the Marine Department (MD) in the past five years, were found failing to carry adult lifejackets equivalent to 100% of the total number of persons on board; and the provision earmarked by the MD for carrying out periodical inspections of locally licensed vessels in 2014-15.

Asked by: Hon. KWOK Ka-ki

Reply:

Between November 2012 and April 2013, 185 vessels out of 721 locally licensed passenger carrying vessels inspected were found to have adult lifejackets less than the total number of persons on board. The MD demanded them to top up the shortfall of lifejackets by mid-April 2013. Inspections carried out by the MD since April 2013 did not reveal any lifejacket shortfall issue. The MD does not have readily available figures for the period prior to November 2012.

In 2014-15, periodic inspection of locally licensed vessels will be performed by the MD's staff comprising 20 officers in total from the ship surveyor and ship inspector grades (two ship surveyors, one chief ship inspector, five senior ship inspectors, ten ship inspectors and two assistant ship inspectors) as part of their normal duties, as well as by authorised surveyors who are required to follow the statutory requirements under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) in conducting ship surveys.



**CONTROLLING OFFICER'S REPLY**

**THB(T)294**

**(Question Serial No. 4890)**

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

Question (Member Question No. 191):

In the past five years, what is the average time (in hours) taken by the Marine Department (MD) to carry out periodical inspection on a locally licensed vessel and the expenditure involved? In 2014-15, what is the projected average time (in hours) for the MD to carry out periodical 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 inspection time spent on board a local vessel was around two to six hours. The average inspection time is estimated to be around three to seven hours in 2014-15 due to enhanced inspection procedures.

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.

**CONTROLLING OFFICER'S REPLY**

**THB(T)295**

**(Question Serial No. 4891)**

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

Question (Member Question No. 193):

Please provide the numbers of locally licensed vessels for which licences were not renewed due to the failure to comply with the Merchant Shipping (Local Vessels) Ordinance (the Ordinance) and the relevant subsidiary legislation in the past five years.

Asked by: Hon. KWOK Ka-ki

Reply:

There is no record in the past five years of locally licensed vessels the licences of which were not renewed due to the failure to comply with the Ordinance and its subsidiary legislation.

**CONTROLLING OFFICER'S REPLY****THB(T)296****(Question Serial No. 4892)**

Head: (100) Marine Department

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

Programme: (3) Local Services

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 195):

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.

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 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:

	2009	2010	2011	2012	2013
Number of vessels	3 394	3 125	2 872	2 123	2 236

**CONTROLLING OFFICER'S REPLY****THB(T)297****(Question Serial No. 4728)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 133):

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

	2013-14 (the latest position)
Number of contracts with EAs	( )
Contract sum paid to each EA	( )
Duration of service of each EA	( )
Number of agency workers	( )
Details of the positions held by agency workers	
Monthly salary range of agency workers	
• \$30,001 or above	( )
• \$16,001 to \$30,000	( )
• \$8,001 to \$16,000	( )
• \$6,501 to \$8,000	( )
• \$6,240 to \$6,500	( )
• under \$6,240	( )
Length of service of agency workers	
• over 15 years	( )
• 10 to 15 years	( )
• 5 to 10 years	( )
• 3 to 5 years	( )
• 1 to 3 years	( )
• under 1 year	( )
Percentage of agency workers against the total number of staff in the Department	( )
Percentage of payments to EAs against total staff costs of the Department	( )

	2013-14 (the latest position)
Number of workers who received severance payment / long service payment / contract gratuity	( )
Amount of severance payment / long service payment / contract gratuity paid	( )
Number of workers with severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to Mandatory Provident Fund (MPF)	( )
Amount of severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	( )
Number of workers with paid meal break	( )
Number of workers without paid meal break	( )
Number of workers working five days per week	( )
Number of workers working six days per week	( )

( ) Changes in percentage as compared with 2012-13

Asked by: Hon. WONG Kwok-hing

Reply:

The information requested is set out below:

	Type of Contract	2013-14 (as at 28.2.2014)
Number of contracts with EAs	Others	19 (+58.33%)
	T-contract <sup>Note 1</sup>	34 (+54.55%)
Contract sum paid to each EA (in \$ million)	Others	0.019 to 0.68 (N.A.)
	T-contract	0.019 to 2.419 (N.A.)
Duration of service for each EA	Others	3 months to 18 months <sup>Note 2</sup> (N.A.)
	T-contract	6 months to 17.5 months (N.A.)
Number of agency workers	Others	42 (+55.56%)
	T-contract	20 <sup>Note 3</sup> (+5.26%)
Details of the positions held by agency workers	As the manpower supplied by the EAs is used for meeting urgent and short-term service needs, agency workers are generally referred to as temporary workers and are not assigned with any specific post titles. Hence, the information requested is unavailable.	

	Type of Contract	2013-14 (as at 28.2.2014)
Monthly salary range of agency workers <ul style="list-style-type: none"> <li>• \$30,001 or above</li> <li>• \$16,001 to \$30,000</li> <li>• \$8,001 to \$16,000</li> <li>• \$6,501 to \$8,000</li> <li>• \$6,240 to \$6,500</li> <li>• under \$6,240</li> </ul>	Others	- 1 (-50%) <sup>Note 4</sup> 41 (+70.83%) <sup>Note 4</sup> - - -
	T-contract	T-contract is centrally administered by the Office of the Government Chief Information Officer (OGCIO). The contracts the OGCIO entered into with the EAs specify the service fee charged by the latter in providing agency workers but do not specify the wages of agency workers. Hence, the information requested is unavailable.
Length of service of agency workers <ul style="list-style-type: none"> <li>• over 15 years</li> <li>• 10 to 15 years</li> <li>• 5 to 10 years</li> <li>• 3 to 5 years</li> <li>• 1 to 3 years</li> <li>• under 1 year</li> </ul>	According to the contracts that the MD entered into with EAs, EAs may arrange any of their employees to work in the MD or arrange replacement agency workers during the contract period for different reasons. Hence, the MD does not keep information on the years of service of agency workers.	
Percentage of agency workers against the total number of staff in the Department (%)	Others	3.02 (+54.87%)
	T-contract	1.44 (+5.11%)
Percentage of payments to EAs against total staff costs of the Department (%)	Others	0.53 (+17.78%)
	T-contract	1.45 (+26.09%)
Number of workers who received severance payment / long service payment / contract gratuity	Agency workers did not have any employment relationship with the Government. As the contractual relationship of the agency workers is with their respective EAs instead of the Government, the information requested is unavailable.	
Amount of severance payment/long service payment / contract gratuity paid		
Number of workers with severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF		

	Type of Contract	2013-14 (as at 28.2.2014)
Amount of severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	Agency workers did not have any employment relationship with the Government. As the contractual relationship of the agency workers is with their respective EAs instead of the Government, the information requested is unavailable.	
Number of workers with paid meal breaks  Number of workers without paid meal breaks	The contracts that the MD entered into with EAs do not specify whether the agencies have to pay for the meal breaks of agency workers. As agency workers are employees of EAs, whether the meal breaks is paid or not is determined by the EAs and their employees when signing the contracts. Hence, the information requested is unavailable.	
Number of workers working five days per week	Others	38 (+58.33)
	T-contract	20 (+5.26)
Number of workers working six days per work week	Others	0 (N.A.)
	T-contract	0 (N.A.)
Number of workers working on shift pattern	Others	4 (+33.33%)
	T-contract	0 (N.A.)

( ) Changes in percentage as compared with 2012-13

Notes:

1. T-contract refers to term contract centrally administered by the OGCIO.
2. One of the contracts was engaged to meet service needs which entailed irregular work pattern.
3. 14 of the 20 T-contract workers were engaged under two contracts each whereas the remaining six T-contract workers were engaged under one contract each amounting to a total of 20 T-contract workers under 34 contracts.
4. The monthly salaries of the agency workers are not below the monthly wage rate of the Statutory Minimum Wage plus paid rest days.

**CONTROLLING OFFICER'S REPLY****THB(T)298****(Question Serial No. 4729)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 134):

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

	2013-14 (the latest position)
Number of outsourced service contracts	( )
Total payments to outsourced service providers	( )
Duration of service of each outsourced service provider	( )
Number of outsourced workers engaged through outsourced service providers	( )
Details of the positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology)	
Monthly salary range of outsourced workers	
• \$30,001 or above	( )
• \$16,001 to \$30,000	( )
• \$8,001 to \$16,000	( )
• \$6,501 to \$8,000	( )
• \$6,240 to \$6,500	( )
• under \$6,240	( )
Length of service of outsourced workers	
• over 15 years	( )
• 10 to 15 years	( )
• 5 to 10 years	( )
• 3 to 5 years	( )
• 1 to 3 years	( )
• under 1 year	( )
Percentage of outsourced workers against the total number of staff in the Department	( )



	2013-14 (the latest position)
Percentage of payments to outsourced service providers against the total staff costs of the Department	( )
Number of workers who received severance payment / long service payment / contract gratuity	( )
Amount of severance payment / long service payment / contract gratuity paid	( )
Number of workers with severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to Mandatory Provident Fund (MPF)	( )
Amount of severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	( )
Number of workers with paid meal break	( )
Number of workers without paid meal break	( )
Number of workers working five days per week	( )
Number of workers working six days per week	( )

( ) Change in percentage as compared with 2012-13

Asked by: Hon. WONG Kwok-hing

Reply:

The information requested is set out below:

	2013-14 (as at 28.2.2014)
Number of outsourced service contracts	3 339 (+3%)
Total payments to outsourced service providers (\$ million)	210.495 (+28.9%)
Duration of service of each outsourced service provider	1 day to 60 months
Number of outsourced workers engaged through outsourced service providers <sup>Note 1</sup>	229 (+22.5%)
Details 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 salary range of outsourced workers <sup>Note 2</sup>	
• \$30,001 or above	0 (-)
• \$16,001 to \$30,000	0 (-)
• \$8,001 to \$16,000	84 (+664%)
• \$6,501 to \$8,000	140 (-8.5%)
• \$6,240 to \$6,500	0 (-100%)
• under \$6,240	5 <sup>Note 3</sup> (-)

	2013-14 (as at 28.2.2014)
Length of service of outsourced workers <ul style="list-style-type: none"> <li>• over 15 years</li> <li>• 10 to 15 years</li> <li>• 5 to 10 years</li> <li>• 3 to 5 years</li> <li>• 1 to 3 years</li> <li>• under 1 year</li> </ul>	The Marine Department (MD) does not keep information on the length of employment of outsourced workers.
Percentage of outsourced workers against the total number of staff in the Department	There is no specification of the number of workers required under some of the outsourced service contracts. Hence, the information requested is unavailable.
Percentage of payments to outsourced service providers against the total staff costs of the Department	Since the payments to outsourced service providers in some cases cover the non-staff costs such as charges for hiring coaches / launches, buying materials, etc., it is not directly comparable to the total staff costs of the MD.
Number of workers who received severance payment / long service payment / contract gratuity	As workers are employees of outsourced service providers, the MD does not have the requested information.
Amount of severance payment / long service payment / contract gratuity paid	
Number of workers with severance payment/long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	
Amount of severance payment/long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	
Number of workers with paid meal break	
Number of workers without paid meal break	
Number of workers working five days per week Number of workers working six days per week	

( ) Change in percentage as compared with 2012-13

Notes:

1. We have not specified the number of workers required under some of the outsourcing service contracts. Hence, the number of workers employed under these outsourcing service contracts has not been included.
2. The contractors are required to provide us with the monthly wages of non-skilled workers to ensure their compliance with the minimum wage. Hence, only the monthly wages of non-skilled workers have been included.
3. The salaries of these outsourced workers are not below the statutory minimum wage.

**CONTROLLING OFFICER'S REPLY**

**THB(T)299**

**(Question Serial No. 4730)**

Head: (100) Marine Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Marine (Michael W. L. WONG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 135):

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

	2013-14 (latest position)
Number of NCSC staff	()
Details of the positions held by NCSC staff	
Payroll costs of NCSC staff	()
Monthly salary range of NCSC staff	
• \$30,001 or above	()
• \$16,001 to \$30,000	()
• \$8,001 to \$16,000	()
• \$6,501 to \$8,000	()
• \$6,240 to \$6,500	()
• Below \$6,240	()
Length of service of NCSC staff	
• over 15 years	()
• 10 to 15 years	()
• 5 to 10 years	()
• 3 to 5 years	()
• 1 to 3 years	()
• under 1 year	()
Number of NCSC staff successfully appointed as civil servants	()
Percentage of NCSC staff against the total number of staff in the Department	()
Percentage of staff costs for NCSC staff against the total staff costs of the Department	()
Number of NCSC staff who received severance payment / long service payment / contract gratuity	()

	2013-14 (latest position)
Amount of severance payment/long service payment / contract gratuity paid	( )
Number of NCSC staff with severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to Mandatory Provident Fund (MPF)	( )
Amount of severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	( )
Number of NCSC staff with paid meal break	( )
Number of NCSC staff without paid meal break	( )
Number of NCSC staff working five days per week	( )
Number of NCSC staff working six days per week	( )

( ) Change in percentage as compared with 2012-13

Asked by: Hon. WONG Kwok-hing

Reply:

The information requested is set out below :

	2013-14 (as at 28 February 2014)
Number of NCSC staff	11 (-8%)
Details of the positions held by NCSC staff	5 Contract Surveyors of Ships (Engineer and Ship) / (Ship) 2 Office Executives 1 Marine Accident Inspector 1 Contract Shipping Safety Officer 1 Nautical Officer (Training) 1 Engineering Officer (Training)
Payroll costs of NCSC staff	\$4.70 million (-11%)
Monthly salary range of NCSC staff <ul style="list-style-type: none"> <li>• \$30,001 or above</li> <li>• \$16,001 to \$30,000</li> <li>• \$8,001 to \$16,000</li> <li>• \$6,501 to \$8,000</li> <li>• \$6,240 to \$6,500</li> <li>• Below \$6,240</li> </ul>	8 (+60%) 3 (-40%) 0 (N/A) 0 (N/A) 0 (N/A) 0 (N/A)
Length of service of NCSC staff <ul style="list-style-type: none"> <li>• over 15 years</li> <li>• 10 to 15 years</li> <li>• 5 to 10 years</li> <li>• 3 to 5 years</li> <li>• 1 to 3 years</li> <li>• under 1 year</li> </ul>	0 (N/A) 0 (N/A) 0 (N/A) 2 (0%) 5 (+25%) 4 (-33%)

	2013-14 (as at 28 February 2014)
Number of NCSC staff successfully appointed as civil servants	0 (N/A)
Percentage of NCSC staff against the total number of staff in the Department	0.8 (-11%)
Percentage of staff costs for NCSC staff against the total staff costs of the Department	1.0 (-9%)
Number of NCSC staff who received severance payment / long service payment/contract gratuity	4 (-83%)
Amount of severance payment / long service payment / contract gratuity paid	\$0.147 million (-74%)
Number of NCSC staff with severance payment / long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	0 (N/A)
Amount of severance payment/long service payment offset by or contract gratuity calculated from the accrued benefits attributable to employer's contributions to MPF	0 (N/A)
Number of NCSC staff with paid meal break	11 (+10%)
Number of NCSC staff without paid meal break	0 (N/A)
Number of NCSC staff working 5 days per week	11 (-8%)
Number of NCSC staff working 6 days per week	0 (N/A)

( ) Change in percentage as compared with 2012-13 for the position as at 28 February 2013

**CONTROLLING OFFICER'S REPLY**

**THB(T)300**

**(Question Serial No. 5284)**

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

Question (Member Question No. 60):

What is the estimated expenditure for Mainland China duty visits or exchanges of the Marine Department (MD) in 2014-15? Please advise the themes of Mainland China duty visits or exchanges planned for 2014-15. How does the Administration avoid non-official duty related activities during duty visits? How does the Administration prevent the applications for change to the duty visit location from relegating to a mere formality?

Asked by: Hon. WONG Yuk-man

Reply:

Officers of the MD will tentatively conduct duty visits to the Mainland relating to marine industrial safety, pollution control, port and vessel traffic management, promotion of the Hong Kong Shipping Registry, hydrographic issues, local vessel inspection, acquisition of knowledge in marine technology and equipment and the Hong Kong-Zhuhai-Macau Bridge. The exact plan in 2014-15 is not yet confirmed.

All expenses of duty visits funded by the Government are subject to control under relevant regulations and guidelines to ensure effective monitoring and proper use of public funds. There is a control on different aspects, such as duty visits should only be conducted when there are strong operational reasons; prior approval for duty visits should be obtained, and non-official activities should be avoided. An officer should provide all necessary information in respect of the proposed visit when submitting an application. If there are any subsequent changes to the visit arrangements, the officer concerned should inform the approving officer as soon as possible; and the approving officer should then assess whether it is necessary to re-consider the application.

**CONTROLLING OFFICER'S REPLY**

**THB(T)301**

**(Question Serial No. 4347)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 58):

- (a) Regarding overseeing the construction of the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), what is the progress and will it start operation in 2015 as scheduled?
- (b) As regards the operational arrangements of the XRL, what is the current progress? What are the details of the specific arrangements in respect of ticket pricing and ticketing?

Asked by: Hon. CHAN Han-pan

Reply:

The MTR Corporation Limited has been entrusted with the construction, testing and commissioning of the Hong Kong section of the XRL. Started in January 2010, the construction of XRL is currently underway. The bulk excavation of the West Kowloon Terminus is about 80% complete, and the underground structural works of the Terminus are being carried out. Excavation of the main tunnel is about 75% complete. Also, ten out of the 14 buildings at the Shek Kong Stabling Sidings and Emergency Rescue Siding have been completed. Electrical and Mechanical works, including track-laying and installation of overhead lines, have also commenced. We aim to complete the works for the Hong Kong section of the XRL in 2015. Thereafter, testing and trial runs will be conducted to ensure safety and reliability of the railway service before the XRL is put into service.

We have established various liaison groups and held regular meetings with the relevant Mainland authorities to discuss the operational matters relating to the XRL, including the ticketing arrangement. The operational arrangements will be finalised in time for the opening of the XRL.

**CONTROLLING OFFICER'S REPLY**

**THB(T)302**

**(Question Serial No. 6691)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 17):

Upon its commissioning in 2016, the Hong Kong-Zhuhai-Macao Bridge (HZMB) will connect with the Lantau Island, bringing about enormous business opportunities and traffic flow for the area. As such, will the Government please advise on the provision and manpower earmarked for reviewing and re-planning the traffic network on the Lantau Island and conducting consultations, as well as the estimated construction cost?

Asked by: Hon. CHAN Han-pan

Reply:

Upon commissioning of the HZMB in 2016, the traffic to and from the HZMB can make use of the proposed Southern Connection of the Tuen Mun–Chek Lap Kok Link (TM-CLKL) for connection with the existing North Lantau Highway to go directly to the city areas. The additional traffic thus generated can be catered for by the new road connections to the TM-CLKL and the existing road network on Lantau. The Government has been deploying existing staff to oversee and review the traffic network as necessary, to ensure that it has adequate capacity to cope with the additional traffic brought about by the HZMB.



**CONTROLLING OFFICER'S REPLY****THB(T)303****(Question Serial No. 3762)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 179):

Regarding overseas duty visits, exchanges and other work by the Secretary for Transport and Housing and related officers in the past five years, please provide information on the number of such activities, number of officers, their post titles, number of days, details of overseas duty visits (including name of country/city, length of stay and number of officers), subjects of overseas exchanges, and the expenditure and manpower involved by year and by overseas duty visit/exchange.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The requested information relating to visits to overseas countries under Programme (1) is set out in the table below:

Year	Number of overseas activities	Overseas countries visited	Number of days	Expenditure (\$'000)	Details of Work
2009-10	2	Philippines	3	53.4	The activities included duty visits, exchanges and meetings for the development, promotion and experience sharing on issues related to
		Singapore	3		
2010-11	4	Singapore	2	442.6	
		Malaysia	2		
		United Kingdom and Belgium	4		
		Australia	3		
2011-12	2	South Korea	2	369.4	

Year	Number of overseas activities	Overseas countries visited	Number of days	Expenditure (\$'000)	Details of Work
		United States of America	10		the transport and housing portfolio, in particular air services and maritime development.
2012-13	0	N/A	0	0	
2013-14	3	Singapore	3	313.7	
		Germany, Belgium and Italy	7		
		Japan	3		

The related work is carried out by the existing staff of the Transport and Housing Bureau as part of their normal duties and there is no separate breakdown on the manpower involved. Administrative Assistant to Secretary for Transport and Housing and Press Secretary to Secretary for Transport and Housing would normally accompany the Secretary for Transport and Housing at overseas activities.

**CONTROLLING OFFICER'S REPLY**

**THB(T)304**

**(Question Serial No. 3766)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 185):

The Transport and Housing Bureau announced earlier on that the toll adjustment trial scheme, which involves toll increase at the Cross Harbour tunnel (CHT) and toll reduction at the East Harbour Crossing (EHC), would be put in abeyance. As regards improving the traffic distribution among the three road harbour crossings (RHCs), please advise on:

- (a) the measures to be taken by the Administration to improve the traffic distribution from now until the expiry of the franchises respectively of the EHC and the Western Harbour Crossing (WHC) and the commissioning of the Central-Wanchai Bypass (CWB), the expenditure and manpower to be involved, and the effectiveness expected to be achieved;
- (b) any assessment has been made of the expenditure and manpower to be involved if the Government buys back the EHC and the WHC;
- (c) the average daily traffic flow of the CHT, the WHC and the EHC, including their maximum and minimum traffic flow, over the past five years with the respective figures tabulated by vehicle type.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

- (a) From now on until the CWB comes into operation in 2017, the Government will focus on two aspects of work to address the community's concern over road traffic congestion. For cross-harbour traffic, the Transport Department (TD) will closely monitor the traffic situation at all the RHCs and their neighbouring areas and implement further traffic management measures when necessary, which include the continual development of intelligent transport systems to enhance the road network

efficiency, and more efficient distribution of traffic information. The Government will also study how to enhance the cross-harbour bus network efficiency, and encourage the operators to provide more bus-bus interchange concessions.

The Government will also continue to consider measures to address road traffic congestion in Hong Kong as a whole. The Government has invited the Transport Advisory Committee to conduct a study on the road traffic congestion problem in Hong Kong and recommend practicable measures to contain congestion. We will also explore the possibility of the application of electronic road pricing in the Central district after the commissioning of the CWB.

The above work will be undertaken by existing staff of the Transport Branch of the Transport and Housing Bureau and the TD as part of their normal duties. No additional expenses are involved at this stage.

- (b) The Government does not consider owning the EHC and the WHC to be a pre-requisite for effecting toll adjustment to rationalise the traffic distribution among the RHCs, because toll adjustment can also be achieved through reimbursement arrangements. It should be noted that the ownership of the EHC will be transferred to the Government in 2016. As for the WHC, even though the traffic throughput is under its design capacity, congestion at its connecting roads in Central renders it impossible to divert the RHCs traffic there. The commissioning of the CWB in 2017 will help ease the congestion of the connecting roads of the WHC, thus providing a basis for the Government to consider toll adjustment at the WHC as a possible option in any traffic rationalisation scheme.

As such, we do not consider it necessary to make any assessment on the expenditure and manpower required for buying back the franchises of the EHC or the WHC.

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

Tunnel	Private Car					Taxi					Light Bus <sup>Note 1</sup>				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
CHT	43600	43000	43600	43700	44200	32300	32300	32400	31100	30200	3100	2900	2800	2600	2400
EHC	34400	36600	37400	38200	39100	12400	13900	14900	15400	15800	1000	1000	900	800	700
WHC	24500	26600	27600	29400	30100	11300	13600	15500	16800	17200	2200	2100	2000	1900	1900

Tunnel	Goods Vehicle <sup>Note 2</sup>					Bus <sup>Note 3</sup>					Motor Cycle				
	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013	2009	2010	2011	2012	2013
CHT	27300	27400	26700	26000	25500	9900	10200	10300	10300	9900	5200	5000	4800	4600	4500
EHC	10300	11200	11300	11400	11600	2800	2800	2800	2800	2800	2100	2100	2100	2100	2100
WHC	5300	6200	6700	7200	7600	4500	4600	4600	4600	4600	500	500	600	600	600

Tunnel	Total <sup>Note 4</sup>				
	2009	2010	2011	2012	2013
CHT	121400	120900	120500	118200	116700
EHC	63000	67500	69500	70700	72100
WHC	48000	53600	57000	60500	62000

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

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

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

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

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

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

CHT

	Daily Traffic Flow <sup>Note 5</sup> (number of vehicles)
Highest	134 100
Lowest	74 600

EHC

	Daily Traffic Flow <sup>Note 5</sup> (number of vehicles)
Highest	89 500
Lowest	21 500

WHC

	Daily Traffic Flow <sup>Note 5</sup> (number of vehicles)
Highest	82 400
Lowest	19 600

Note 5 : Figures are rounded to the nearest hundred.

**CONTROLLING OFFICER'S REPLY**

**THB(T)305**

**(Question Serial No. 3767)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 188):

Regarding the various works being carried out under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project, please set out the following breakdown or information by year:

- (a) types of air pollutants found and works-generated air pollutants at the works sites;
- (b) measures taken to improve air quality and reduce the amount of works-generated air pollutants at the works sites, and the expenditure and manpower involved;
- (c) noise level in decibel;
- (d) noise mitigation measures taken, and the expenditure and manpower involved;
- (e) ecological impacts;
- (f) noise mitigation measures taken, and the expenditure and manpower involved;
- (g) figures on industrial accidents and casualties involved; and
- (h) measures taken to reduce industrial accidents.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The major air pollutant arising from construction works is dust. Mitigating measures employed include the watering of construction sites every day, using wheel washing facilities at site entrances, using low carbon fuel for construction plants, covering filling materials and ensuring works are carried out in compliance with the Air Pollution Control

## Ordinance.

The noise level at sensitive receivers is controlled within the statutory limit. Noise mitigating measures employed include the adoption of good site practices and construction methods to mitigate noise at source, using low noise plant and equipment, installing noise barriers at fixed machinery, avoiding noisy works during school examination periods, proper maintenance of plant and equipment, and reducing the number of noise emitting plant and equipment operating simultaneously.

Ecological impact assessment was carried out during the planning and design stage. With the implementation of mitigating measures, the projects are considered ecologically acceptable. Mitigating measures to minimise impact on ecology during construction include using non-dredging method for reclamation and seawall construction, prohibiting underwater percussive piling, limiting speed of construction marine vessels, setting up Chinese White Dolphin (CWD) exclusion zone, carrying out monitoring of CWD during construction and designation of marine park after completion of the projects.

The expenditure and staff for implementing the above mitigating measures for air, noise and ecology are absorbed in the project cost of the projects. The Highways Department (HyD) has been deploying existing staff to oversee the implementation of these projects.

The supervision of the HZMB related projects is carried out by consultants engaged by the HyD. The consultants have set up a safety supervision team for each of the projects to look after the safety matters in accordance with the relevant laws and guidelines issued by the Government. Details of the construction site accidents for the HZMB local related projects are as follows:

	2011-12	2012-13	2013-14 (until end February 2014)
Number of contracts underway	1	2	4
Number of construction site accidents	0	7	14
Number of injuries	0	20	14
Number of deaths	0	1	0

**CONTROLLING OFFICER'S REPLY**

**THB(T)306**

**(Question Serial No. 3768)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 189):

Regarding the efforts of the Transport and Housing Bureau (THB) and the Airport Authority Hong Kong (AA) in enhancing the capacity of the existing runways and other airport facilities, as well as taking forward the Hong Kong International Airport Master Plan 2030 (MP 2030), please advise on:

- (a) the details (such as venue, date and time, number of participants and government representatives) of the consultations (such as public consultation meetings and meetings with the industry or various organisations) conducted for the MP 2030 over the past three years and the expenditure and manpower involved, with all information set out by year and by consultation;
- (b) the future work plan of the Administration and the AA, as well as the estimated expenditure and manpower to be involved;
- (c) the latest estimated cost and works schedule of the third runway project;
- (d) the respective figures on annual runway capacity, flight movements and utilisation rate since the commissioning of the airport at Chek Lap Kok;
- (e) any plans to introduce the Social Return on Investment (SROI) assessment for the third runway project to assess the costs of all affected factors, including noise, carbon emission, air pollution and ecological impacts; if yes, the details, timetable, expenditure and manpower involved; if no, the reasons for that; and
- (f) any assessments on the extent and level to which the capacity of the existing runways and other airport facilities should be enhanced so as to remove the need to build the third runway.



Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

- (a) to (c) Subsequent to the public consultation conducted by the AA under the MP 2030 for the Hong Kong International Airport (HKIA) in 2011, the Government gave in-principle approval in March 2012 for the AA to adopt the Three-Runway System (3RS) as the future development option for the HKIA for planning purpose to take forward the MP 2030.

The AA, as the proponent of the 3RS project, is carrying out the necessary planning work, including the statutory Environmental Impact Assessment (EIA), associated design details and the financing arrangements. Throughout the planning process since the preparation of MP 2030, the AA has been actively engaging relevant stakeholders and the public in gauging their views on the 3RS project. Various engagement activities, including briefings, seminars and public forums, were conducted for various stakeholder groups including resident groups, professional bodies, business partners, green groups, students and the media as well as the general public. The number of engagement activities over the past three years is summarised below –

Year	Number of Activities <sup>Note</sup>
2011	296
2012	207
2013	319

Note: The AA does not keep separate records for the expenditure and manpower involved in the engagement activities.

According to MP 2030, the cost of the 3RS project is estimated to be around \$136 billion (in money-of-the-day prices). The cost estimate for the 3RS project will be examined as part of the planning work mentioned above which is expected to be completed within 2014. The AA will also examine the manpower requirements for the 3RS project in due course.

The AA targets to commence the construction works as soon as all the necessary approvals, including the EIA as well as other statutory approvals under relevant Ordinances and, where necessary, funding approval from the Legislative Council, have been obtained. Our target remains to commission the 3RS by around 2023.

- (d) The annual runway capacity, annual flight movements (including civil international passenger, cargo and non-revenue flights, excluding military and local flights) and runway utilisation rate in 1999-2000 after the commencement of operations of the dual runway at HKIA were 331 000 movements, 167 000 movements (both figures rounded up to nearest thousand) and 51% respectively. As a result of progressive enhancements made to airspace management, air traffic control and flight procedures and airport infrastructure, the annual runway capacity was raised to 414 000 movements in 2006-07, while flight movements was 283 000 with the runway utilisation rate being 68%. The annual runway capacity was further raised to 420 000 movements in 2012-13 and the flight movements grew to 355 000 movements, with the runway utilisation rate being

85%. Full-year figures for 2013-14 are being compiled at the moment.

- (e) The AA is conducting the statutory EIA for the 3RS project to ensure full compliance with the requirements as set out in the relevant Study Brief. In addition to the statutory EIA, the AA is also conducting the Carbon Study to assess carbon emission associated with the 3RS project. As regards SROI, since there is no internationally recognised approach for conducting such study particularly for mega infrastructure projects, the AA considers such assessment not applicable for the 3RS project.
- (f) The existing two-runway system at the HKIA is expected to reach its practical maximum capacity of 420 000 annual air traffic movements in the next few years. The Civil Aviation Department and the AA will continue to monitor the air traffic growth situation, and work closely with the airlines to explore all possible means to fully utilise the runway capacity of the existing two-runway system.

To cope with the medium-term demand, the AA is implementing Phase 1 of its midfield expansion project at the HKIA. A passenger concourse is under construction to provide 20 additional aircraft parking stands. Works on the project started in late 2011 and is expected to be completed by the end of 2015. At the same time, the AA has started the design of the Phase 2 midfield expansion project, and is exploring the feasibility of providing additional aircraft parking stands. Last year, 20 new aircraft parking stands on the western part of the midfield area were made available. An additional eight new aircraft parking stands will also be commissioned by the end of 2014. Upon completion of all these expansion projects (excluding the Phase 2 midfield expansion project which is under planning), the number of aircraft parking stands will increase by about 30%.

Regarding cargo facilities, with the full commissioning of a new air cargo terminal in October 2013, the overall cargo handling capacity of the HKIA has increased by 50% to 7.4 million tonnes per annum.

Notwithstanding the above expansion projects which could incrementally and temporarily provide more capacity to the HKIA, it is essential to take forward the implementation of the 3RS project as soon as possible in order to cater for long-term air traffic demand and maintain the HKIA as well as Hong Kong's competitiveness amidst increasing competition from neighbouring airports.

**CONTROLLING OFFICER'S REPLY**

**THB(T)307**

**(Question Serial No. 3769)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 190):

Concerning the study on the long-term arrangements for the peak tramway, please advise on:

- (a) the study details, working progress, expenditure and manpower involved and target; and
- (b) the annual patronage and breakdown of operating expenses of the peak tramway in the past five years.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The Peak Tramways Company Limited (PTC)'s current two-year operating right will expire by end-2015. The Government is studying the long-term arrangements for the peak tramway, including the legislative amendments required for their implementation. Issues being studied include how the operating right should be granted and extended, and the necessary arrangements in the event of non-renewal of the operating right. After we have worked out the long-term arrangements and consulted the relevant Panels of the Legislative Council (LegCo), we will introduce legislative amendments into the LegCo with a view to completing the legislative exercise before the expiry of the two-year interim operating right (i.e. until end-2015). The work related to the long-term arrangements for the peak tramway will be absorbed by the existing resources of the Transport Branch of the Transport and Housing Bureau and the relevant departments.

In the past five years, the annual patronage of the peak tramway is as follows –

<b>Year</b>	<b>Annual passenger journeys (million)</b>
<b>2009</b>	4.84
<b>2010</b>	5.36
<b>2011</b>	5.76
<b>2012</b>	5.89
<b>2013</b>	6.25

The parent company of the PTC is a listed corporation, and disclosure of the group's financial information is subject to the Rules Governing the Listing of Securities of the Stock Exchange of Hong Kong Limited. The Government is not in a position to disclose the operating expenses of the peak tramway on PTC's behalf.

**CONTROLLING OFFICER'S REPLY**

**THB(T)308**

**(Question Serial No. 3771)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 191):

Regarding the environmental impact assessment (EIA) for the Hong Kong International Airport Master Plan 2030 (MP 2030), please advise on:

- (a) the current progress, the expenditure and manpower involved and the anticipated time of completion;
- (b) the details (such as venue, date and time, number of participants and government representatives) of the consultations (such as public consultation meetings and meetings with the industry or various organisations) conducted for the Master Plan 2030 over the past three years and the expenditure and manpower involved, with all information set out by year and by consultation;
- (c) assessments on mitigation measures that would be more comprehensive than those specified in the EIA Ordinance to be taken by the Airport Authority Hong Kong (AA) for the third runway project, given that the Administration may include conditions in relation to mitigation measures in an environmental permit under the Ordinance.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

- (a) Subsequent to the public consultation conducted by the AA under the MP 2030 for the Hong Kong International Airport (HKIA) in 2011, the Government gave in-principle approval in March 2012 for the AA to adopt the Three-Runway System (3RS) as the future development option for the HKIA for planning purpose to take forward the MP 2030.

The AA, as the proponent of the 3RS project, is carrying out the necessary planning work, including the statutory EIA, associated design details and the financing arrangements. The EIA and other planning work for the proposed 3RS project are expected to be completed within 2014. The AA estimates that the cost for the above planning work is around \$800 million.

According to the MP 2030, the cost of the 3RS project is estimated to be around \$136 billion (in money-of-the-day prices). The cost estimate for the 3RS project will be examined as part of the planning work mentioned above, and the AA will also examine the manpower requirements for the 3RS project in due course.

The AA targets to commence the construction works as soon as all the necessary approvals, including the EIA as well as other statutory approvals under relevant Ordinances and, where necessary, funding approval from the Legislative Council, have been obtained. Our target remains to commission the 3RS in around 2023.

- (b) Throughout the planning process since the preparation of the MP 2030, the AA has been actively engaging relevant stakeholders and the public in gauging their views on the 3RS project. Various engagement activities, including briefings, seminars and public forums, were conducted for various stakeholder groups including resident groups, professional bodies, business partners, green groups, students and the media as well as the general public. The number of engagement activities over the past three years is summarised below –

<b>Year</b>	<b>Number of Activities</b> <sup>Note</sup>
2011	296
2012	207
2013	319

Note: The AA does not keep separate records on the expenditure and manpower involved in the engagement activities.

- (c) The AA is conducting the statutory EIA for the 3RS project to ensure full compliance with the requirements as set out in the relevant Study Brief. As part of the EIA, the AA will assess, minimise and mitigate various environmental impacts of the project. Upon completion, the EIA report will be submitted to the Environmental Protection Department (EPD) for consideration. The EPD may issue an Environmental Permit for the project with or without conditions in accordance with the EIA Ordinance.

**CONTROLLING OFFICER'S REPLY**

**THB(T)309**

**(Question Serial No. 3772)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 192):

Regarding the financial provision for air and sea communications and logistics development made by the Transport and Housing Bureau (THB), the estimate for 2014-15 is higher than the actual expenditure in 2012-13 and the revised estimate for 2013-14. Please advise on the details of and reasons for that. As regards the setting up of the Maritime and Aviation Training Fund (MATF) as mentioned in it, what are the details, timetable, expenditure and manpower involved and the effectiveness expected to be achieved?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

There is an increase of \$49.9 million and \$31.1 million respectively in the estimates provision of \$108.4 million for Programme (3) in 2014-15 as compared with (i) the actual expenditure of \$58.5 million in 2012-13 and (ii) the revised estimates of \$77.3 million in 2013-14. The increases are due to projected increases in -

- (a) operating expenses of \$32.2 million and \$13.7 million respectively when compared to (i) and (ii), mainly for a number of projects in 2014-15, including the consultancy on the financial arrangement of the proposed Three Runway System (3RS) of the Hong Kong International Airport, the consultancies on monitoring and verification of the design works carried out by the Airport Authority Hong Kong for the 3RS, the sponsorship programme to promote the adoption of e-logistics by small and medium enterprises, promotion programmes by the Hong Kong Maritime Industry Council, the Hong Kong Port Development Council and the Hong Kong Logistics Development Council, and the traffic impact assessment for long-term logistics development in Tuen Mun West; and

- (b) cash flow requirement of \$17.7 million and \$17.4 million respectively when compared to (i) and (ii) for non-recurrent items, including the provision of \$17.06 million for the Maritime and Aviation Training Fund (MATF) in 2014-15.

The \$100-million MATF commenced operation in April 2014. Over a period of five years from 2014-15 to 2018-19, the MATF will be used to sustain the five existing training schemes and scholarships (e.g. the Sea-going Training Incentive Scheme, two postgraduate scholarship schemes to nurture maritime professionals), as well as to launch enhancement and new initiatives for the maritime and the aviation sectors, including a sector-wide internship network for tertiary students and a professional training refund scheme for in-service practitioners. The total number of beneficiaries is estimated to be more than 5 600. For 2014-15, \$17.06 million is earmarked for implementing the initiatives under the MATF. Manpower required for taking forward such initiatives will be met by the existing provision of the Transport Branch of the Transport and Housing Bureau.



**CONTROLLING OFFICER'S REPLY**

**THB(T)310**

**(Question Serial No. 3773)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 193):

As regards monitoring the operation of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme), please advise on:

- (a) the details of the monitoring work and the expenditure and manpower involved;
- (b) the number of participants under the Scheme; and
- (c) the respective numbers of traffic accidents and casualties involving the participants.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

- (a) We have been closely monitoring the implementation of the first phase of the Scheme, and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, with a view to enhancing work efficiency and service quality. The above work is undertaken by the staff of the Transport Branch of the Transport and Housing Bureau as part of their normal duties under Programme (2) and there is no separate breakdown of expenditure.
- (b) The first phase of the Scheme was rolled out on 30 March 2012. As at 3 March 2014, 3 172 applicants have submitted applications with 2 888 applications approved.
- (c) We do not have any statistical information on traffic accidents and casualties involving participating Hong Kong drivers as they are not required to report such information to the Transport Department.

**CONTROLLING OFFICER'S REPLY**

**THB(T)311**

**(Question Serial No. 4922)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 187):

Regarding the various railway projects being carried out, please set out the following breakdown or information by year and by project over the past five years:

- (a) types of air pollutants found and works-generated air pollutants at the works sites;
- (b) measures taken to improve air quality and reduce the amount of works-generated air pollutants at the works sites, and the expenditure and manpower involved;
- (c) noise level in decibel;
- (d) noise mitigation measures taken, and the expenditure and manpower involved;
- (e) figures on industrial accidents and casualties involved; and
- (f) measures taken to reduce industrial accidents.

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The major air pollutant arising from the general construction sites of the railway projects is dust. Mitigating measures employed include the watering of construction sites every day, using wheel washing facilities at site entrances, using low carbon fuel for construction plants, covering filling materials and ensuring works are carried out in compliance with the Air Pollution Control Ordinance.

The noise level at sensitive receivers is controlled within the statutory limit. Noise mitigating measures employed include the adoption of good site practices and construction

methods to mitigate noise at source, using low noise plant and equipment, installing noise barriers at fixed machinery, avoiding noisy works during school examination periods, proper maintenance of plant and equipment, and reducing the number of noise emitting plant and equipment operating simultaneously.

At some construction sites, blasting method is adopted for excavation of railway stations and tunnels in rock. Nearby residents are notified of the blasting works at least one week in advance, as well as on the day of and just before blasting. Only transient minor vibrations and occasional noise may be noticed. Blast cages and blast screens are installed to cover the blasting zone to further minimise the generation of noise and dust.

The expenditure and staff for implementing the above mitigating measures for air and noise are absorbed in the project costs of the railway works.

The Highways Department is responsible for overseeing the construction of the railway projects. The MTR Corporation Limited (MTRCL) is required to oversee the construction works carried out by its contractors in accordance with relevant laws, rules and guidelines issued by the Government. The MTRCL has also set up a safety supervision team for each of the railway projects to closely monitor the implementation of site safety measures.

The information on industrial accidents on sites and casualties involved for the five railway projects under construction for the last five financial years are tabulated below:

<b>Railway line under construction</b>	<b>2009-14 (until end Feb 2014)</b>		
	<b>Number of industrial accidents</b>	<b>Number of deaths</b>	<b>Number of injuries</b>
Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link	319	3	319
West Island Line	150	1	149
South Island Line (East)	125	0	128
Kwun Tong Line Extension	18	0	18
Shatin to Central Link	63	0	63

**CONTROLLING OFFICER'S REPLY**

**THB(T)312**

**(Question Serial No. 5328)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 97):

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

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

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (a) In 2014-15, the provision for operating expenses of Programme (1) is \$12.3 million.
- (b) 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 2014-15 are \$3.38 million, \$2.37 million and \$1.18 million respectively.
- (c) and (d) Related expenses will be charged under Departmental Expenses and there is no separate breakdown on this item in the 2014-15 Estimates.

**CONTROLLING OFFICER'S REPLY**

**THB(T)313**

**(Question Serial No. 5329)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 98):

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

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

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (a) The AA, as the proponent of the 3RS project, is carrying out the necessary planning work, including the statutory EIA, associated design details and the financing arrangements. The AA will review the cost of the project as part of the planning work, and examine the related manpower requirements for implementing the 3RS project in due course.

The Government fully recognises the importance and the complexity of the 3RS project, and has set up a dedicated Airport Expansion Project Coordination Office (AEPCO) in the Transport Branch of the Transport and Housing Bureau since 2012 to closely steer, monitor and assist the AA in carrying out the above planning work. The office comprises three directorate officers and eight non-directorate officers in the disciplines of Administrative Officer, Engineer, Executive Officer as well as clerical and secretarial staff. The annual staff cost for these posts, in terms of notional annual mid-point salary, is \$10,208,940.

- (b) to (d) The statutory EIA will assess, minimise and mitigate the impact of relevant environmental concerns arising from the 3RS project, including those on Chinese White Dolphins, aircraft noise and air quality. The AA is currently conducting the statutory EIA to ensure full compliance with the requirements as set out in the relevant Study Brief. The EIA process is expected to be completed within 2014.
- (e) Throughout the planning process of the 3RS project, the AA has been actively engaging relevant stakeholders and the general public in gauging their views on the project. Various engagement activities, including briefings, seminars and public forums, were conducted for various stakeholder groups, including resident groups, professional bodies, business partners, green groups, students and the media as well as the general public. In 2013, the AA has organised/participated in 319 activities for engaging the various stakeholder groups for the 3RS project.

**CONTROLLING OFFICER'S REPLY**

**THB(T)314**

**(Question Serial No. 5330)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 99):

The Administration has mentioned under this Programme that it put forward three toll adjustment options aiming to improve the traffic distribution among the three road harbour crossings (RHCs) for public consultation, and analysed the views and comments received during the public consultation with a view to selecting an appropriate option for a 12-month trial scheme to test its effectiveness. Will the Government please advise this Committee on:

- (a) the estimated operational expenses, staffing provision and emoluments involved for the above work in 2014-15;
- (b) whether the Administration will consider buying back the Eastern Harbour Crossing (EHC) and the Western Harbour Crossing (WHC) to gain full control of their tolls, with a view to solving the congestion problem of the Cross Harbour Tunnel (CHT); if yes, the details; if no, the reasons for that?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (a) The Government has already announced its decision to put in abeyance at this stage the implementation of the toll adjustment trial scheme, having regard to the latest traffic situations at the CHT and the EHC, the diverse views of the public over the proposed toll adjustment options, and concerns of the relevant districts over possible traffic congestion caused by the diverted traffic. As such, no resources have been allocated for this area of work in 2014-15.
- (b) The Government does not consider owning the EHC and the WHC to be a pre-requisite for effecting toll adjustment to rationalise the traffic distribution among RHCs, because toll adjustment can also be achieved through reimbursement arrangements. It should

be noted that the ownership of the EHC will be transferred to the Government in 2016. As for the WHC, even though the traffic throughput is under its design capacity, congestion at its connecting roads in Central renders it impossible to divert the RHCs traffic there. The commissioning of the Central-Wan Chai Bypass in 2017 will help ease the congestion of the connecting roads of the WHC, thus providing a basis for the Government to consider toll adjustment at the WHC as a possible option in any traffic rationalisation scheme.



**CONTROLLING OFFICER'S REPLY**

**THB(T)315**

**(Question Serial No. 5331)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 100):

Under this Programme, it is said that the Administration continued to jointly administer with the relevant Guangdong authorities the regulatory regime for cross-boundary vehicles, including the provision of 145 special quotas with additional northbound trips for cross-boundary school bus services in the 2013/14 school year. In this connection, will the Government advise this Committee on the following:

- (a) Is there any assessment to see if the addition of 145 special quotas for cross-boundary school bus services has added to the traffic congestion in the North District?
- (b) What mode of transport is referring to for the additional northbound trips?
- (c) What is the number of Mainland vehicles entering Hong Kong in 2013-14? What is the estimated number of Mainland vehicles entering Hong King in 2014-15?
- (d) What are the operational expenses and staffing provision to be involved, as well as the estimated salary expenditure for the above work in 2014-15?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

- (a) In the 2013/14 school year, a maximum number of 145 special quotas for cross-boundary school bus was agreed with the Guangdong authority, of which 140 were issued. Each special quota only permits one northbound trip and one southbound trip by a cross-boundary school bus on a school day. Among the 140 special quotas issued in the 2013/14 school year, only 21 quotas involving 42 trips (both northbound and southbound), were issued to cross-boundary school buses crossing boundary control points in the North District. Hence, the Transport Department does not consider that

the cross-boundary school bus service has caused any significant adverse impact on the traffic in the North District.

- (b) The additional northbound trips were made by cross-boundary school buses with special quotas to cater for cross-boundary students who participated in extra-curricular activities after school.
- (c) At present, cross-boundary vehicles travelling between Hong Kong and Guangdong are regulated under a quota system jointly administered by the governments of Hong Kong Special Administrative Region and the Guangdong Province. In 2013, the total number of trips made by cross-boundary vehicles to and from Hong Kong was 15.5 million. The Government does not maintain any breakdown of trips made by Hong Kong and Mainland cross-boundary vehicles. As at 3 March 2014, there were about 3 200 Mainland cross-boundary vehicles with valid closed road permits, whereas there were 41 300 Hong Kong cross-boundary vehicles with valid closed road permits. Given that cross-boundary vehicles are subject to the quota system, we expect that their number in 2014-15 will remain at a similar level.
- (d) The work arising from the joint administration of the regulatory regime for cross-boundary vehicles with the relevant Guangdong authorities is undertaken by the staff of the Transport Branch of the Transport and Housing Bureau as part of their normal duties under Programme (2), and there is no separate breakdown of expenditure.

**CONTROLLING OFFICER'S REPLY**

**THB(T)316**

**(Question Serial No. 5332)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 101):

It is mentioned under the Matters Requiring Special Attention in 2014-15 of the Programme that the Administration will continue to review the fare adjustment arrangement for franchised bus service. In this connection, will the Government advise this Committee of the operational expenses and staffing provision to be involved, as well as the estimated salary expenditure for the work in 2014-15?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

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

**CONTROLLING OFFICER'S REPLY**

**THB(T)317**

**(Question Serial No. 5333)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 102):

Under this Programme, it was said that the work in 2013-14 included reviewing the fare adjustment mechanism (FAM) of the MTR Corporation Limited (MTRCL). In this connection, will the Government advise this Committee on the following:

- (a) Whether it will continue to review the FAM of the MTRCL; if yes, the operational expenses and staffing establishment to be involved, as well as the estimated salary expenditure in 2014-15; if no, the reasons for that?
- (b) Whether it will consider including the frequency of MTR incidents as a factor of consideration in the review; if yes, the details; if no, the reasons for that?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The FAM of the MTRCL is reviewed every five years. The last one was due in 2013 and completed accordingly in the same year, in April. The new FAM took effect from June 2013. Details of the FAM review were set out in the Legislative Council Brief issued to Members on 17 April 2013 [File reference: THB(T)CR33/1017/99].

The next review of the FAM is due in 2018. The scope and focus of the review will be considered nearer the time. No expenditure for the review is budgeted in 2014-15 because none is needed.

**CONTROLLING OFFICER'S REPLY****THB(T)318****(Question Serial No. 5363)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 120):

Please provide details of the government fleet under your purview:

	Number	Operational expenses for 2013	Estimated operational expenses for 2014-15
VIP Car			
Large Saloon Car (Grade A)			
Large Saloon Car (Grade B)			

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The requested information is provided below:

	Number	Operational expenses for 2013-14 (\$ million)	Estimated operational expenses for 2014-15 (\$ million)
VIP Car	0	-	-
Large Saloon Car (Grade A)	2	0.13	See Note
Large Saloon Car (Grade B)	0	-	-

Note: Related expenses will be charged under Departmental Expenses and there is no separate breakdown on this item in the 2014-15 Estimates.

**CONTROLLING OFFICER'S REPLY**

**THB(T)319**

**(Question Serial No. 5896)**

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

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

Programme: (1) Director of Bureau's Office

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 54):

Regarding the expenditure related to the policy research support provided to the Secretary by the Director of Bureau (DoB)'s Office in respect of housing policy, will the Government inform this Committee of the following:

- (a) During 2013-14, what was the expenditure incurred by the related work? Was any established post involved? If yes, how many established posts were responsible for providing housing policy support to the Secretary? How many research projects were commissioned and what were their respective topics, findings and expenditure incurred?
- (b) During 2014-15, what is the estimated expenditure in relation to the policy research support to be provided to the Secretary by the DoB's Office in respect of housing policy? What is the estimated expenditure for the related established posts? What are the topics of the research projects to be conducted and the respective expenditure to be incurred?

Asked by: Hon. CHEUNG Chiu-hung, Fernando

Reply:

Research support to the Secretary for Transport and Housing (STH) in respect of housing issues is provided on day to day basis by in-house staff of the Housing Branch (HB)/Housing Department (HD) as appropriate. The HB/HD occasionally also commissions special studies on housing topics, such as the "Survey of Subdivided Units in Hong Kong" by Policy 21 Limited, and "Focus Group Study on Long Term Housing Strategy" by the Polytechnic University in 2013-14. These two studies cost \$1.2 million and \$1.4 million respectively. The cost of in-house research support has been absorbed by existing staff resources.

In view of the paramount importance of housing in the policy agenda of the current-term Government, on top of the above-said policy research input from the HB/HD, a Housing Researcher (HR) was engaged on non-civil-service-contract terms in 2013-14 to provide additional support on data analysis and research relating to housing issues, covering trends of the residential property market, and collection and analysis of data pertaining to specific topics of the property market, focusing on price and transaction volume movements in various districts, and market reactions and commentaries on government policy measures. The annual expenditure related to this post was \$0.5 million in 2013-14.

In 2014-15, the STH will continue to be provided with in-house research support by existing staff in the HB/HD. The HR under the DoB's Office will continue to provide additional research support on housing-related issues, with an estimated expenditure similar to that incurred in 2013-14.

**CONTROLLING OFFICER'S REPLY****THB(T)320****(Question Serial No. 6036)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 69):

In respect of the advisory and statutory bodies under the purview of the Transport and Housing Bureau, please provide the name, responsibilities and number of members with a breakdown by gender and age (below 30, 30 and above) of each of these bodies. Please also provide their total expenditure for the past 5 years.

Asked by: Hon. CHEUNG Kwok-che

Reply:

At present, there are 23 advisory and statutory bodies (ASBs) under the purview of the Transport Branch of the Transport and Housing Bureau [THB(TB)] and departments concerned. The responsibilities of these ASBs are set out in the relevant webpages as follows:

Name of ASB	Webpage
Air Transport Licensing Authority	<a href="http://www.thb.gov.hk/eng/boards/transport/air/index.htm">http://www.thb.gov.hk/eng/boards/transport/air/index.htm</a>
Aviation Development Advisory Committee	
Committee on Slot Complaints	
Board of the Kowloon-Canton Railway Corporation (KCRC)	<a href="http://www.thb.gov.hk/eng/boards/transport/land/index.htm">http://www.thb.gov.hk/eng/boards/transport/land/index.htm</a>
Railway Objections Hearing Panel	



Name of ASB	Webpage	
Transport Advisory Committee	<a href="http://www.thb.gov.hk/eng/boards/transport/land/index.htm">http://www.thb.gov.hk/eng/boards/transport/land/index.htm</a>	
Transport Tribunal		
Hong Kong Maritime Industry Council	<a href="http://www.thb.gov.hk/eng/boards/transport/maritime/index.htm">http://www.thb.gov.hk/eng/boards/transport/maritime/index.htm</a>	
Hong Kong Port Development Council		
Vehicle Maintenance Technical Advisory Committee	<a href="http://www.emsd.gov.hk/emsd/eng/sgi/vmrs.shtml">http://www.emsd.gov.hk/emsd/eng/sgi/vmrs.shtml</a>	
Consultative Committee, Ship Personnel Management	<a href="http://www.mardep.gov.hk/en/aboutus/committees.html">http://www.mardep.gov.hk/en/aboutus/committees.html</a>	
High Speed Craft Consultative Committee		
Local Vessels Advisory Committee		
Mercantile Marine Assistance Fund Committee		
Pilotage Advisory Committee		
Port Area Security Advisory Committee		
Port Operations Committee		
Port Welfare Committee		
Seafarers' Advisory Board		
Shipping Consultative Committee		
Airport Authority Hong Kong		<a href="http://www.hongkongairport.com/eng/business/airport-authority/introduction.html">http://www.hongkongairport.com/eng/business/airport-authority/introduction.html</a>
Hong Kong Logistics Development Council		<a href="http://www.logisticshk.gov.hk/about/log01.html">http://www.logisticshk.gov.hk/about/log01.html</a>
Road Safety Council		<a href="http://www.roadsafety.gov.hk/en/about_us/rsc.html">http://www.roadsafety.gov.hk/en/about_us/rsc.html</a>

As at 28 February 2014, there are 155 government appointed non-official members on the ASBs under the THB(TB). 72.3% of them are male and 27.7% are female. All of them are aged 30 or above.

Most of the secretariat posts of majority of the aforesaid ASBs are civil service posts, and the posts are part of the establishment of the THB(TB) or departments concerned. The service of these civil servants to the ASB concerned is part and parcel of their duties for the relevant subject areas, and hence will be difficult to be quantified separately.

**CONTROLLING OFFICER'S REPLY**

**THB(T)321**

**(Question Serial No. 5651)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 64):

Regarding the construction and operational arrangements of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL), will the Administration please advise this Committee of the latest progress of the construction of the Hong Kong section of the XRL; the updated expenditure incurred by the works and whether there will be any cost overrun; whether the Hong Kong section of the XRL will be completed on schedule according to the current progress; and the future operational arrangements of the XRL and the future mode of border control proposed by the Administration?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

The MTR Corporation Limited has been entrusted with the construction, testing and commissioning of the Hong Kong section of the XRL. Started in January 2010, the construction of the XRL is currently underway. The bulk excavation of the West Kowloon Terminus is about 80% complete, and the underground structural works of the Terminus are being carried out. Excavation of the main tunnel is about 75% complete. Also, ten out of the 14 buildings at the Shek Kong Stabling Sidings and Emergency Rescue Siding have been completed. Electrical and Mechanical works, including track-laying and installation of overhead lines, have also commenced. We aim to complete the works for the Hong Kong section of the XRL in 2015. Thereafter, testing and trial runs will be conducted to ensure safety and reliability of the railway service before the XRL is put into service.

A total of 40 major contracts (i.e. each with an awarded sum greater than \$50 million), together with other minor contracts, have been awarded as scheduled. The cumulative project expenditure up to 2013-14 financial year is about \$46.4 billion, and the forecast expenditure in 2014-15 financial year is about \$8.7 billion. Based on the current situation, the approved project estimate would not be exceeded.

We have established various liaison groups and held regular meetings with the relevant Mainland authorities for the discussion of the operation of the XRL. We have also been in discussion with the Mainland authorities on the customs, immigration and quarantine (CIQ) arrangements for the XRL. The related work is still underway. Once specific agreement has been reached with the Mainland authorities on the CIQ arrangements for the commissioning of the XRL, we will report to the Legislative Council in a timely manner.

**CONTROLLING OFFICER'S REPLY****THB(T)322****(Question Serial No. 5652)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 65):

Regarding the various railway projects including the West Island Line (WIL), the South Island Line (East) [SIL(E)], the Kwun Tong Line Extension (KTE) and the Shatin to Central Link (SCL), will the Administration please advise this Committee on the latest progress of the railway projects and the latest expected completion and commissioning dates?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

Up to the end of 2013, the progress and anticipated completion date of the construction of the four railway projects are tabulated below:

Project	Progress of Construction Works (% completed)	Anticipated Completion Date
WIL	85	2014
SIL(E)	60	2015
KTE	55	2015
SCL	12	Tai Wai to Hung Hom section: 2018 Hung Hom to Admiralty section: 2020

**CONTROLLING OFFICER'S REPLY**

**THB(T)323**

**(Question Serial No. 5653)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 66):

Regarding “continue to oversee the works of the Hong Kong Boundary Crossing Facilities (HKBCF), Hong Kong Link Road (HKLR) and Tuen Mun-Chek Lap Kok Link (TM-CLKL) under the Hong Kong-Zhuhai-Macao Bridge (HZMB) project” and “in conjunction with the governments of Guangdong and the Macao Special Administrative Region (SAR), continue to oversee the works for the HZMB Main Bridge and explore and formulate related cross-boundary transport arrangements” as mentioned under the Matters Requiring Special Attention in 2014-15, will the Administration advise this Committee on the latest progress of the works for the HZMB Main Bridge, the latest expected completion and commissioning dates of the projects, 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, the HKBCF and the HKLR commenced in end 2009, end 2011 and mid-2012 respectively for completion in 2016. The Southern Connection of the TM-CLKL is scheduled for substantial completion in 2016, while the Northern Connection is scheduled for completion in 2018.

The governments of Guangdong Province, the Hong Kong SAR and the Macao SAR have set up the HZMB Co-ordination Group on Cross-boundary Matters to study and make recommendations on cross-boundary transport arrangements for the HZMB, including the types of vehicles permitted to use the HZMB, and the relevant regulatory regime, etc. Discussion among the three governments is on-going.

**CONTROLLING OFFICER'S REPLY**

**THB(T)324**

**(Question Serial No. 6390)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 83):

It is mentioned in the Budget Speech that “I forecast an annual surplus in the Operating Account in the four years from 2015-16. With a number of major infrastructure projects entering their construction peaks, a deficit will arise in the Capital Account, but a surplus is expected in the Consolidated Account in all years except 2015-16. Fiscal reserves are estimated at approximately \$799.2 billion by end March 2019, representing about 29.1 per cent of GDP and equivalent to 19 months of government expenditure.”

Will the Administration please advise this Committee whether the third runway project is included in the aforesaid major infrastructure projects, and of the proposed financing plan for the construction of the third runway?

Asked by: Hon. FUNG Kin-kee, Frederick

Reply:

The Three-Runway System (3RS) project is not included in the list of major infrastructure projects in the quoted paragraph of the Budget Speech. The Airport Authority (AA), as the proponent of the project, is carrying out the necessary planning work, which include a review of the cost estimate and the viable financial arrangement for the project. The review is expected to be completed within 2014. Upon completion, the AA will make recommendations on the financial arrangement for the Government's consideration. The Government is open to all practicable financing options for the 3RS project.

**CONTROLLING OFFICER'S REPLY**

**THB(T)325**

**(Question Serial No. 5626)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 30):

Has the Administration any plan to construct the Route 10 Northern Section to further enhance the traffic network of the North West New Territories (NWNT)? If yes, what are the details and expenditure involved? If no, what are the reasons for that?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The Government reviews the need for new strategic road infrastructure, taking into account new developments in the territory, from time to time using in-house resources. We are constructing the Tuen Mun-Chek Lap Kok Link, and are undertaking other road improvement works for enhancing the traffic network of the NWNT. For instance, the widening of the Tuen Mun Road Town Centre Section has been substantially completed. We will continue to review various long-term proposals of highway infrastructure to cope with the traffic needs arising from the development of the NWNT.

**CONTROLLING OFFICER'S REPLY**

**THB(T)326**

**(Question Serial No. 5627)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 32):

Has the Administration any plan to construct the Tuen Mun to Tsuen Wan Link (TMTWL)?  
If yes, what are the details and expenditure involved? If no, what are the reasons for that?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. Two stages of Public Engagement exercise were conducted to explore the conceptual proposals of ten railway schemes (including the TMTWL).

The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. We will announce the way forward for the new railway proposals as soon as possible.



**CONTROLLING OFFICER'S REPLY**

**THB(T)327**

**(Question Serial No. 5628)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 34):

Has the Administration any plan to extend the West Rail Line to Area 40 of Tuen Mun? If yes, what are the details and expenditure involved? If no, what are the reasons for that?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. Two stages of Public Engagement exercise were conducted to explore the conceptual proposals of ten railway schemes (including the Tuen Mun South Extension).

The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. We will announce the way forward for the new railway proposals as soon as possible.

**CONTROLLING OFFICER'S REPLY**

**THB(T)328**

**(Question Serial No. 5631)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 43):

Has the Administration any plan to take forward the construction of the Northern Link (NOL)? If yes, what are the details and expenditure involved? If no, what are the reasons for that?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. Two stages of Public Engagement exercise were conducted to explore the conceptual proposals of ten railway schemes (including the NOL).

The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. We will announce the way forward for the new railway proposals as soon as possible.

**CONTROLLING OFFICER'S REPLY**

**THB(T)329**

**(Question Serial No. 4591)**

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

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

Programme: (1) Director of Bureau's Office;  
(2) Land and Waterborne Transport; and  
(3) Air and Sea Communications and Logistics  
Development

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 91):

- (a) Regarding the expenses on entertainment and gifts of the Bureau and its departments over the past three years, please provide details using the table below:

Bureau/ branch/ department and year	Estimated expenses on entertainment and gifts for the year	Actual expenses on entertainment and gifts for the year	Cap on entertainment expenses (including beverages) per head for the year	Cap on gift expenses per guest for the year	Number of receptions held and total number of guests entertained for the year

- (b) Regarding the expenses on entertainment and gifts of your bureau and departments under your purview in 2013-14, please provide details using the table below:

Bureau/branch/ department	Date of reception (day/month/year)	Departments/ organisations and titles of the guests entertained (listed by department/ organisation and indicating the number of guests)	Food expenses incurred in the reception	Beverage expenses incurred in the reception	Gift expenses incurred in the reception	Venue of the reception (department's office/ restaurant in government facilities/ private restaurant/ others (please specify))

(c) Please provide the estimated expenses on entertainment and gifts for 2014-15 using the table below:

Bureau/branch/ department	Estimated provision for expenses on entertainment and gifts	Cap on entertainment expenses per guest	Cap on gift expenses per guest

Asked by: Hon. HO Sau-lan, Cyd

Reply:

In general, all politically appointed officials and civil servants have to abide by the same set of principles and make reference to relevant regulations and administrative guidelines when arranging official entertainments. Public officers should exercise prudent judgement and economy when entertaining guests for official purposes, in order to avoid any public perception of extravagance. According to existing guidelines, the expenditure limits for the provision of official meals are set at \$450 per person for lunch and \$600 per person for dinner, inclusive of all expenses incurred on food and beverages consumed on the occasion, service charges and tips.

In 2011-12, 2012-13 and 2013-14 (as at 28 February 2014), the actual expenses on official entertainment by the Transport Branch (TB) and its departments are as follows:

	2011-12 (\$ million)	2012-13 (\$ million)	2013-14 (as at 28.2.2014) (\$ million)	2014-15 (Estimate) (\$ million)
TB	0.27	0.23	0.18	Note
Civil Aviation Department (CAD)	0.07	0.17	0.04	
Highways Department (HyD)	0.05	0.05	0.04	
Marine Department (MD)	0.27	0.23	0.16	
Transport Department (TD)	0.11	0.15	0.11	

Note: Related expenses will be charged under Departmental Expenses and there is no separate breakdown of provision for this item in the 2014-15 Estimates.

In line with the Government's green policy, public officers should as far as possible refrain from bestowing gifts/souvenirs to others during the conduct of official activities. According to existing guidelines, if bestowal of gifts/souvenirs is necessary or unavoidable due to operational, protocol or other reasons, the gifts/souvenirs should not be lavish or extravagant, their number should be kept to a minimum, and the exchange of gifts/souvenirs should be made from organisation to organisation.

In 2011-12, 2012-13 and 2013-14 (as at 28 February 2014), the expenses on purchase of gifts and souvenirs by the TB and its departments are as follows:

	2011-12 (\$ million)	2012-13 (\$ million)	2013-14 (as at 28/2/2014) (\$ million)	2014-15 (Estimate) (\$ million)
TB	0.02	0.03	0.02	(Note 1)
CAD	0.005	0.004	0.09 (Note 2)	
HyD	0.02 (Note 2)	0.01 (Note 2)	0	
MD	0.02	0.005	0.002	
TD	0.18	0.15	0.14	

Note 1: Related expenses will be charged under Departmental Expenses and there is no separate breakdown of provision for this item in the 2014-15 Estimates.

Note 2: The expense covered batch production of general departmental souvenirs which would be used in the years to come while stock lasts.

**CONTROLLING OFFICER'S REPLY****THB(T)330****(Question Serial No. 4592)**

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

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

Programme: (1) Director of Bureau's Office;  
(2) Land and Waterborne Transport; and  
(3) Air and Sea Communications and Logistics  
Development

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 92):

Regarding studies (if any) commissioned by the Bureau and its departments for the purpose of formulating and assessing policies, please provide information in the prescribed format.

- (a) Using the table below, please provide information on studies on public policy and strategic public policy for which funds had been allocated in the past two financial years (2012-13 and 2013-14):

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 (2014-15)? 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 2012-13 and 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><b>Consultancy Study on Potential Re provisioning Sites for Oil Depots Affected by the Proposed Port Development at Southwest Tsing Yi</b></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>	0.18	Apr 2009	In progress at finalisation stage	Not applicable (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><b>Traffic Study for Pok Fu Lam Area</b></p> <p><i>To review the existing traffic conditions and assess the traffic impacts due to the proposed lifting of the Pok Fu Lam Moratorium.</i></p>	0.401 (for 2012-13) 0.243 (for 2013-14)	Dec 2010	Completed	The Transport Department (TD) followed up on the results of the consultancy study and completed an in-house preliminary traffic impact assessment in late 2013 for the proposed public housing developments / redevelopments of six sites in the southern part of the Pok Fu Lam area. The assessment showed that the additional traffic impact to be generated by the proposed developments / redevelopments would not be substantial.	As the study involves sensitive land development information, the Government has no plan to release the study report.
MVA Hong Kong Limited	Tender	<p><b>Traffic Impact Assessment for Long-term Logistics Development in Kwai Tsing Area</b></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>	0.19	Dec 2010	Completed	The traffic improvement measures recommended for Tsing Yi were presented to the Traffic and Transport Committee of the Kwai Tsing District Council on 18 Oct 2012.	Executive Summary of the Study is available for public viewing in the TD's website.



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><b>Consultancy Study on Review and Update of the Railway Development Strategy 2000</b></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>	<p>10.767 (2012-13)</p> <p>16.996 (2013-14)</p>	Mar 2011	In progress	We closely monitor the progress of the study through regular meetings with the consultants and relevant departments.	<p>We carried out the Stage 1 Public Engagement exercise from April to July 2012 to consult the public on the conceptual proposals of three major regional railway corridors. We then conducted the Stage 2 Public Engagement exercise from February to May 2013 to explore the conceptual proposals of seven local enhancement schemes for the existing railway lines.</p> <p>The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. We will announce the way forward for the new railway proposals as soon as possible.</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><b>Detailed Traffic Assessment of Toll Arrangements for Road Harbour Crossings (RHCs)</b></p> <p><i>1. To update the transport model to reflect the latest traffic demand and conditions;</i></p> <p><i>2. To examine the feasibility and traffic impact of toll-related suggestions received during the public consultation; and</i></p> <p><i>3. 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 2012-13) 0.694 (for 2013-14)	May 2011	Completed	Taking into account views received during the public consultation conducted in 2011, the Government modified some of the toll adjustment options recommended by the consultants to address the requests from the public and the trade. The Government put forward three toll adjustment options as proposed measures to improve the traffic distribution among the RHCs on 8 February 2013 for a further three-month public consultation.	Details of the three toll adjustment options formulated on the basis of the findings of the consultancy study were set out in the public consultation paper issued in February 2013.
BMT Asia Pacific Limited	Tender	<p><b>Consultancy Study on the Strategic Development Plan for Hong Kong Port 2030</b></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>	1.04	Jul 2011	In progress at finalisation stage	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?
BMT Asia Pacific Limited	Tender	<p><b>Consultancy Study on Enhancing Hong Kong's Position as an International Maritime Centre</b></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>	1.94	Nov 2011	Completed	The Government will follow up on the consultants' recommendation of setting up a new statutory maritime body by working out its functions, funding, structure, mode of operation, etc.	Final report and executive summary will be uploaded to the Transport and Housing Bureau's website in April 2014.
GHK (Hong Kong) Ltd.	Written quotations	<p><b>Consultancy for the Study of Fare Adjustment Mechanism (FAM) of the MTR Corporation Limited (MTRCL)</b></p>	1.34	Dec 2011	Completed	<p>Recommendations made in the report served as reference in the review on the FAM of the MTRCL by the Government.</p> <p>The review outcome was announced in April 2013. Details of the FAM review were set out in the Legislative Council Brief issued to Members on 17 April 2013.</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><b>Ecological Assessment for Logistics Development in Tuen Mun Area 49</b></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>	0.26	Oct 2012	Being finalised	N/A	N/A
Deloitte & Touche Financial Advisory Services Ltd	Written quotations	<p><b>Appointment of Financial Consultant for the Review of the FAM of the MTRCL</b></p>	1.04	Mar 2013	Completed	<p>Deliverables of the consultancy served as reference in the review on the FAM of the MTRCL by the Government.</p> <p>The review outcome was announced in April 2013. Details of the FAM review were set out in the Legislative Council Brief issued to Members on 17 April 2013.</p>	See the last column
Milliman Limited	Tender	<p><b>Consultancy on the implementation of a Marine Traffic Accident Victims Assistance Scheme</b></p> <p><i>To assess the feasibility of setting up an independent assistance scheme for victims of marine traffic accidents.</i></p>	0.70	Apr 2013	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><b>Transport and Traffic Impact Assessment – under Technical Feasibility Study For Proposed Land Uses in Tuen Mun Areas 38 &amp; 49</b></p> <p><i>To assess the traffic impacts of the proposed logistics developments and to recommend improvement measures required to effectively mitigate the impacts.</i></p>	0.28	Dec 2013	In progress	N/A	N/A
The Chinese University of Hong Kong	Tender	<p><b>Study on the impact of new entrants to Hong Kong's aviation market</b></p> <p><i>To study the different business models in the international aviation arena and to advise the Government on strategies to further develop Hong Kong as an aviation hub.</i></p>	0.5	Jan 2014	In progress	N/A	N/A
The Chinese University of Hong Kong	Tender	<p><b>Study on the Operation of Airlines</b></p> <p><i>To study the latest developments in the international airline industry from both economic and technical perspectives.</i></p>	0.322	Jan 2014	In progress	N/A	N/A

(b) Projects for which funds have been reserved for conducting consultancy studies in 2014-15:

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)	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?
AECOM Asia Company Limited	Tender	<p><b>Consultancy Study on Review and Update of the “Railway Development Strategy 2000”</b></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>	2.233	Mar 2011	In progress	<p>We closely monitor the progress of the study through regular meetings with the consultants and relevant departments.</p>	<p>We carried out the Stage 1 Public Engagement exercise from April to July 2012 to consult the public on the conceptual proposals of three major regional railway corridors. We then conducted the Stage 2 Public Engagement exercise from February to May 2013 to explore the conceptual proposals of seven local enhancement schemes for the existing railway lines.</p> <p>The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. We will announce the way forward for the new railway proposals as soon as possible.</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)	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?
BMT Asia Pacific Limited	Tender	<p><b>Consultancy Study on the Strategic Development Plan for Hong Kong Port 2030</b></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>	1.32	Jul 2011	In progress at finalisation stage	N/A	The findings will be announced after completion of the study.
Milliman Limited	Tender	<p><b>Consultancy on the implementation of a Marine Traffic Accident Victims Assistance Scheme</b></p> <p><i>To assess the feasibility of setting up an independent assistance scheme for victims of marine traffic accidents.</i></p>	0.70	Apr 2013	In progress	N/A	The findings will be announced after completion of the study.
GHK (Hong Kong) Ltd.	Written quotations	<p><b>Consultancy for the Review on the Fare Adjustment Arrangement (FAA) for Franchised Buses</b></p>	1.418	Sep 2013	In progress	<p>Recommendations made in the report will serve as reference in the review of the FAA for Franchised Buses by the Government.</p> <p>The outcome of the review will be made public.</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)	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?
AECOM Asia Company Limited	Tender	<p><b>Transport and Traffic Impact Assessment – under Technical Feasibility Study For Proposed Land Uses in Tuen Mun Areas 38 &amp; 49</b></p> <p><i>To assess the traffic impacts of the proposed logistics developments and to recommend improvement measures required to effectively mitigate the impacts.</i></p>	0.96	Dec 2013	In progress	N/A	The findings will be presented to the Tuen Mun District Council upon completion of study.
Not yet available	Tender	<p><b>Provision of Services for Conducting the Stocktaking and Identification Study on Berthing Arrangements for Local Vessels</b></p> <p><i>To survey supply and demand of berthing and sheltered space of Local Vessels; to analyse and predict future demand; and to collect feedback from stakeholders to understand their views and expectations.</i></p>	Not yet available	May 2014	Under tendering	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)	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?
Not yet available	Written quotations	<b>Business Case Study for Establishing a New Statutory Maritime Body</b>	Not yet available	Around Q2 2014	Under planning	N/A	N/A
Not yet available	Tender	<b>Consultancy Study on Establishing a Civil Aviation Training Institute in Hong Kong</b>  <i>To assess the current and future manpower situation and explore the feasibility of establishing a civil aviation training institute in Hong Kong.</i>	Not yet available	Around Q2 2014	Under planning	We will take into account findings and recommendations of the study when considering the feasibility of establishing a Civil Aviation Training Institute in Hong Kong	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)	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?
Not yet available	Tender	<p><b>Risk assessment on “fast speed” locally-licensed passenger-carrying vessels (LLPCV)</b></p> <p><i>To establish the current traffic condition of Hong Kong waters; to conduct risk assessment with respect to safe operations of LLPCV; to conduct literature review of regulation of vessels similar to LLPCV by other reputable overseas maritime authorities; to make recommendations of the definition of “fast speed” for LLPCV in Hong Kong as well as safety measures; to conduct workshops with stakeholders.</i></p> <p><i>The objectives of the study are to develop an appropriate definition of “fast speed” with respect to LLPCV and identify measures to enhance the safety and control of this type of fast vessel on the basis of a risk assessment.</i></p>	Not yet available	Jul 2014	Under planning	N/A	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.

**CONTROLLING OFFICER'S REPLY****THB(T)331****(Question Serial No. 4648)**

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

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

Programme: (1) Director of Bureau's Office;  
(2) Land and Waterborne Transport; and  
(3) Air and Sea Communications and Logistics  
Development

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 146):

With regard to the growing co-operation between Hong Kong and the Mainland in recent years, please provide relevant information on Hong Kong/Mainland cross-boundary projects or programmes in which the Bureau and its executive departments are or have been involved.

(a) For Hong Kong/Mainland cross-boundary projects or programmes from 2011-12 to 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	Expenditure involved	Name of Mainland official and 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 the coming financial year (2014-15), please provide information in the following format:

Project / programme title	Details, objective, whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation	Expenditure involved	Name of Mainland official and 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, and how much financial and manpower resources are earmarked in the 2014-15 Estimates?

Asked by: Hon. HO Sau-lan, Cyd

Reply:

(a) and (b) Details of cross-boundary projects/programmes from 2011-12 to 2014-15 are as follows –

Project / programme title	Details, objective, and whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation	Expenditure involved	Name of Mainland official/ department/ organization 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	To provide a high-speed rail connection with major Mainland cities.  The project is included in the Framework Agreement.	The approved project estimate for the construction of the project is \$66.8 billion.  2011-12 (actual expenditure): \$11,079.0 million; 2012-13 (actual	The Ministry of Transport – National Railway Administration/ China Railway Corporation (the former Ministry of Railways)	Commenced in January 2010; targeted to be completed in 2015.	The relevant information has been released to the public through various channels, including websites, publications, submissions to District Councils and the Legislative Council (LegCo) etc.  Manpower and expenditure involved are	The project is implemented under the current legal and policy framework.

Project / programme title	Details, objective, and whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation	Expenditure involved	Name of Mainland official/ department/ organization 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
		expenditure): \$11,954.3 million; 2013-14 (revised estimate): \$12,451.5 million 2014-15 (estimate): \$8,684.0 million			covered through deployment of internal resources. There is no separate breakdown for this particular task.	
Hong Kong-Shenzhen Western Express Line (WEL)	To provide a multi-functional cross-boundary railway to facilitate the cooperation of the Hong Kong and Shenzhen airports and support the development of Qianhai and Northwest New Territories.  The project is included in the Framework Agreement.	Estimated project cost is not available at this preliminary planning stage	The Railway Development Office of Shenzhen Municipal Government	The planning is included in the Review and Update of the "Railway Development Strategy 2000" (RDS-2U) which started in early 2011. We will announce the way forward for the new railway proposals (including the Hong Kong-Shenzhen Western Express Line) as soon as possible.	The WEL is one of the projects included in the Stage 1 Public Engagement exercise for the RDS-2U study from April to July 2012.  Manpower and expenditure are covered under the above consultancy study and through deployment of internal resources. There is no separate breakdown for this particular task.	Not available (N/A)
Study on Regional Co-operation Plan on Infrastructure Construction	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.	The cost of the study is Renminbi \$2.6 million. Each of the three jurisdictions is responsible for one third of the amount.	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.	The plan has been uploaded to the website of the Transport and Housing Bureau for public viewing.  Manpower and expenditure involved are covered through deployment of internal resources. There is no separate breakdown for this particular task.	No legislative and policy changes are involved.

Project / programme title	Details, objective, and whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation	Expenditure involved	Name of Mainland official/ department/ organization 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>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>Hong Kong-Zhuhai-Macao Bridge (HZMB) Main Bridge (Public Works Project item Nos. 4QR &amp; 3QR)</p>	<p>To provide a much needed land transport link between the Hong Kong SAR and the Western Pearl River Delta. The HZMB Main Bridge is a 29.6 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 Hong 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: \$1,918.64 million 2014-15 (estimate): \$1,518.16 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, and whether it is related to the Framework Agreement on Hong Kong / Guangdong Co-operation	Expenditure involved	Name of Mainland official/ department/ organization 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
Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme)	<p>To develop and implement an ad hoc quota trial scheme to enhance cross-boundary travel between Hong Kong and Guangdong.</p> <p>The Scheme is included in the Framework Agreement.</p>	<p>The actual / estimated expenditure for developing computer systems by the Transport Department (TD) and related maintenance and administrative costs, etc. from 2011-12 to 2014-15 are listed below –</p> <p>2011-12: \$8.77 million</p> <p>2012-13: \$8.11 million</p> <p>2013-14: \$3.13 million</p> <p>2014-15 (estimate): \$2.98 million</p>	The Guangdong Provincial Government	<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 17<sup>th</sup> Working Meeting of the HKGDCJC in January 2012. The arrangements for the first phase of the Scheme and the current conception for the second phase of the Scheme were presented to the Panel on Transport of the LegCo in February 2012.</p> <p>The implementation details of the first phase of the Scheme were released to the public on 13 February 2012 by the TD.</p> <p>The progress of implementation of the first phase of the Scheme was reported to the Panel on Transport of the LegCo in December 2012.</p>	The first phase of the Scheme does not require amendment to any legislation.



- (c) Apart from the projects or programmes listed above, and other than day-to-day co-operation in operating and maintaining the cross boundary crossings, there is no other mode of cross-boundary co-operation handled by the Transport Branch of the Transport and Housing Bureau and its executive departments.

**CONTROLLING OFFICER'S REPLY**

**THB(T)332**

**(Question Serial No. 4119)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 91):

Please advise on the expenditure and number of officers involved by the Transport and Housing Bureau for overseeing the construction of 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 2014-15, and the date of completion of the XRL project.

Asked by: Hon. KWOK Ka-ki

Reply:

The MTR Corporation Limited has been entrusted with the construction, testing and commissioning of the Hong Kong section of the XRL. Construction of the XRL commenced in January 2010 and is targetted for completion in 2015. Thereafter, testing and trial runs will be conducted to ensure safety and reliability of the railway service before the XRL is put into service.

The existing staff of the Transport Branch 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.

**CONTROLLING OFFICER'S REPLY**

**THB(T)333**

**(Question Serial No. 4120)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 93):

Please advise if the Transport and Housing Bureau has made any compensation and provided building repair services or other remedial measures to residents of Ngau Tam Mei affected by the Guangzhou-Shenzhen-Hong Kong Express Rail Link (XRL) construction works in 2013, 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.

Regarding the construction works in the Ngau Tam Mei area and the associated cases of alleged building damage being followed up by the MTRCL, if site inspection suggests that certain damage may be caused by the construction works, the MTRCL will follow up with the property owner concerned. If there is no sign to indicate that the building damage is caused by the works but the property owner disagrees with this view, an independent Loss Adjuster will be invited, subject to the agreement of the property owner, to investigate into the cause. The assessment results will be reported to both the property owner and the MTRCL for appropriate follow-up actions.

Up to February 2014, a total of 127 damage reports in the Ngau Tam Mei area, including alleged damages to nearby buildings and other losses, have been received. The majority of these cases have been reviewed by an independent Loss Adjuster and found to be not related to the XRL project. While 12 cases have been settled with the owners concerned, the remaining ones are being reviewed. For any damage considered to be caused by the construction works, the associated payment will be settled by the insurance coverage under the respective contracts.

The manpower requirement for overseeing the XRL project is met through deployment of internal resources.

**CONTROLLING OFFICER'S REPLY**

**THB(T)334**

**(Question Serial No. 4121)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 95):

Please advise on the expenditure and number of officers to be involved in the works for the traffic improvements to the Tuen Mun Road Town Centre Section, and the reconstruction and improvement of Tuen Mun Road in 2014-15. Please advise on the number of bus routes and public light bus routes to be affected by the works. Please advise on the impact of the works on journey time.

Asked by: Hon. KWOK Ka-ki

Reply:

The estimated expenditure for the projects, namely "Traffic Improvements to the Tuen Mun Road Town Centre Section" and "Reconstruction and Improvement of Tuen Mun Road", in 2014-15 are \$204.9 million and \$738.0 million respectively. The design and supervision of works are carried out by consultants engaged by the Highways Department (HyD). The Transport Branch of the Transport and Housing Bureau deploys existing staff to monitor the progress of the above road projects.

During the construction stage of these projects, the existing number of traffic lanes has been maintained during peak hours to minimise traffic disruption. Bus routes and public light bus routes along Tuen Mun Road are not affected by the works.

To facilitate the works for reconstruction and improvement of the Tuen Mun Road, 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 journey time for vehicles travelling between Tsuen Wan and Sam Shing Hui during peak hours has increased by about two minutes.

**CONTROLLING OFFICER'S REPLY**

**THB(T)335**

**(Question Serial No. 4122)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 96):

Please advise on the expenditure and number of officers involved for the planning and design work for the Tuen Mun Western Bypass (TMWB), the Central Kowloon Route (CKR), the widening of Tolo Highway/Fanling Highway between Island House Interchange and Fanling - Stage 2 (Tolo Stage 2), the Cross Bay Link (CBL), as well as the Tseung Kwan O-Lam Tin Tunnel (TKO-LTT) projects. Please advise on the details of the public consultation exercises conducted for the above projects under planning by the Transport and Housing Bureau over the past five years. Please advise on the number of public consultation exercises to be conducted by the Bureau, the estimated expenditure and number of officers involved in 2014-15.

Asked by: Hon. KWOK Ka-ki

Reply:

For the TMWB project, the Highways Department (HyD) engaged the relevant stakeholders, including the Tuen Mun District Council (TMDC) and Heung Yee Kuk, from 2008 to 2011 to identify the preferred alignment for the TMWB, and has since maintained liaison with them. The objective is to formulate a road scheme which would strike a balance in terms of technical feasibility, environmental concerns, traffic performance and economic benefits. At the same time, we are reviewing the implementation schedule of the project having regard to the latest planning and developments in northwestern New Territories. Separately, the HyD has carried out a number of traffic improvement works to cater for the traffic demand in Tuen Mun. Based on the preliminary traffic assessment, the existing road network in Tuen Mun will be able to cope with the local traffic demand in the next decade. In 2014-15, the HyD will report findings to the TMDC and the stakeholders by deploying existing staff.

For the CKR project, the HyD conducted phase 1 public engagement exercise from

November 2007 to July 2009 to consult the public on the preliminary design of the project. The HyD conducted phase 2 public engagement exercise from December 2012 to March 2013 to collect public views on the detailed design and construction arrangement of the project. A Community Liaison Centre in Yau Ma Tei started operation in April 2013 to enhance communication with the public. In 2014-15, the HyD will continue to liaise with the relevant District Councils (DCs) and the public by deploying existing staff.

For the Tolo Stage 2 project, the HyD consulted the relevant DCs and the stakeholders on the overall layout of the project from 2008 to 2009. The HyD has been reporting progress of the project to the DCs concerned thereafter. Construction works for the project started in mid-2013. In 2014-15, the HyD will continue to liaise with the relevant DCs and the public by deploying existing staff.

The preliminary designs of the CBL and the TKO-LTT have been developed after an extensive 3-stage public engagement exercise conducted from 2009 to 2012. Subject to funding approval from the Finance Committee of the Legislative Council, the detailed design of CBL will commence in August 2014, while the detailed design of TKO-LTT commenced in September 2013. The Civil Engineering and Development Department (CEDD) will continue to liaise with the relevant DCs and the public during the detailed design stage.

The Transport Branch of the Transport and Housing Bureau has been deploying existing staff to oversee the implementation of various road projects. As explained above, public consultation relating to these projects is carried out, as the case may be, by the HyD and the CEDD.

**CONTROLLING OFFICER'S REPLY**

**THB(T)336**

**(Question Serial No. 4123)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 98):

Please advise on the respective completion dates 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 2014-15.

Asked by: Hon. KWOK Ka-ki

Reply:

The estimated expenditure for the Central-Wan Chai Bypass and Island Eastern Corridor Link project is \$36,038.9 million. The estimated expenditure in 2014-15 is \$4,189 million. The road is expected to be commissioned in 2017. The design and supervision of works are carried out by a consultant engaged by the Highways Department (HyD).

The estimated expenditure for the Widening of Tolo Highway/ Fanling Highway between Island House Interchange and Fanling – Stage 1 project is \$4,486.9 million. The estimated expenditure in 2014-15 is \$284.9 million. The widening works are expected to be completed in 2014. The design and supervision of works are carried out by a consultant engaged by HyD.

During the construction stage of the above projects, the existing number of traffic lanes is maintained during peak hours to minimise traffic disruption. Bus routes and public light bus routes 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 projects.

**CONTROLLING OFFICER'S REPLY**

**THB(T)337**

**(Question Serial No. 4124)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 100):

Please advise on the details of overseeing the feasibility studies on the proposed pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay by the Transport and Housing Bureau (THB). Please advise on the number of public engagement exercises to be conducted by the THB, the estimated expenditure and number of officers involved for the improvement schemes in 2014-15.

Asked by: Hon. KWOK Ka-ki

Reply:

The reply on the three proposed pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay is set out below:

Yuen Long Town Pedestrian Environment Improvement Scheme

A number of pedestrian environment improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment, taking into account views gathered from the public engagement exercise in 2009 to 2010.

So far, five minor schemes have been completed. The Highways Department (HyD) will complete the other minor schemes as early as possible within 2014.

The HyD commissioned a feasibility study on the major schemes (including streetscape improvement at Fung Yau Street North and Fung Cheung Road, improvement of the junction of Castle Peak Road and Kuk Ting Street, and a footbridge system along the Yuen Long Nullah) in September 2011. In May 2013, the HyD completed a public engagement exercise to collect views on the proposed major schemes. They were generally supported by the Yuen Long District Council (YLDC) and the locals. Detailed

design for the first two items is in progress. For the footbridge system, the HyD is planning to engage a consultant to carry out further investigation and detailed design. The HyD will continue to consult the YLDC and the locals in 2014-15 in the course of further studies.

### Mong Kok Footbridge System

Following the completion of the preliminary technical feasibility study, the HyD engaged a consultant in October 2013 to carry out further investigations, covering the programme and method of construction, traffic impact during construction, utility diversion requirements, etc. Further investigations are expected to take two years. The HyD will consult the public in the course of further studies.

### Causeway Bay Pedestrian Subway System

The HyD commissioned a feasibility study for the proposal in 2011, and has conducted two rounds of public engagement as part of the study. The HyD is considering ways to address the key issues raised by the public, including blockage of existing footpaths and shop frontages by ground level subway exits, disruptions resulting from temporary traffic arrangements during construction, and connections with adjacent shopping arcades. The HyD will revert to the Wan Chai District Council on the way forward.

The Transport Branch of the THB deploys existing staff to monitor the progress of the schemes, amongst their other duties. There is no separate breakdown of manpower and staff cost for this particular task. As explained above, public consultation on the schemes is (will be) carried out by the HyD.

**CONTROLLING OFFICER'S REPLY**

**THB(T)338**

**(Question Serial No. 4126)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 104):

As regards overseeing the implementation of the Universal Accessibility (UA) policy to expand the retrofitting of barrier-free access facilities at public footbridges, elevated walkways and subways by the Transport and Housing Bureau (THB), please advise on the details and locations. Please advise on the number of public consultation exercises to be conducted by the THB, the estimated expenditure and number of officers involved for the above policy in 2014-15.

Asked by: Hon. KWOK Ka-ki

Reply:

The Government has been installing barrier-free access facilities at public walkways (i.e. public footbridges, elevated walkways and subways), where technically feasible, for years (i.e. the Original Programme). The Original Programme is to provide lifts or standard ramps to existing public walkways which are not equipped with standard barrier-free access facilities and there is no proper at-grade crossing facilities available within about 100 meters. Currently, there are 158 items which are technically feasible under the Original Programme. The works of these items will be completed by phases from 2014 to 2018.

In August 2012, the Government launched the new policy on UA which aims at further enhancing the barrier-free facilities for existing public walkways. The new policy received overwhelming responses from the public and lift installations at about 250 public walkways were proposed (i.e. the Expanded Programme). The Government consulted the 18 District Councils (DCs) in the first half of 2013 on the priority for implementing these suggestions for retrofitting of lifts. Technical feasibility studies for the three priority projects identified by each DC are largely completed, and the Government is consulting various DCs on the study findings. After consultation with the DCs, the Government will proceed with the detailed design for the items confirmed to be technically feasible and supported by the

district.

The estimated expenditure for the implementation of the UA Programme in 2014-15 is \$639 million. The Transport Branch of the Transport and Housing Bureau has been deploying existing staff to oversee the implementation of the UA Programme. As explained above, public consultation relating to the Programme is carried out by the Highways Department and the Civil Engineering and Development Department.

A list of projects under the UA Programme is as follows:

Original Programme:

<b>Highways Department Structure No.</b>	<b>Location</b>
<b>Central and Western District</b>	
HS3	Across Cotton Tree Drive near Murray Building
HF37	Along Connaught Road Central near Exchange Square
HF91	Across Connaught Road Central between Vicwood Plaza and Rumsey Street Multi-storey Car Park Building
HF119	Across Connaught Road Central near Waterfront Police Station
HF152	Across Harcourt Road near Citic Tower
HF93	At Man Po Street near Pier Road
HF118	Across Connaught Road Central near Shun Tak Centre and Western Market
HF118A	Across Connaught Road Central near Shun Tak Centre and Western Market
HF137	Across Connaught Road Central near Pottinger Street
HF81	Across Pok Fu Lam Road near Hong Kong University
HF100	Across Lambeth Walk connected to Bank of America Tower
HF40	Across Cotton Tree Drive near Lippo Centre
<b>Eastern District</b>	
HS17	Across Island Eastern Corridor near Hong Kong Film Archive
HF78	Across Island Eastern Corridor and Chai Wan Road near Chai Wan Road Roundabout
H162	King's Road Flyover across Kornhill Road
HF34	Across Chai Wan Road near Salesian School
HF90	Across King's Road and Tin Chiu Street
HF90A	Across King's Road and Tin Chiu Street
<b>Southern District</b>	
HS16	Across Aberdeen Praya Road near Old Main Street
HF134	Across Aberdeen Praya Road and Yue Shi Cheung Road
HS7	Across Shek Pai Wan Road near Wah Fu Estate
HF59	Along Island Road at Deep Water Bay
HS13	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
HS13A	Across Ap Lei Chau Bridge Road near Shan Ming Street and San Shi Street
H115	Across Wong Chuk Hang Road to Toll Gate of Aberdeen Tunnel

<b>Highways Department Structure No.</b>	<b>Location</b>
H116	Wong Chuk Hang Road near Nam Fung Road
H107	Ap Lei Chau Bridge from Aberdeen to Ap Lei Chau
<b>Wan Chai District</b>	
HF56	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF117	Across Tonnochy Road and Harbour Road near Sun Hung Kai Centre
HF35	Across Harbour Road near Harbour Drive
HF57	Across Fleming Road near Harbour Road
HF65	Across Gloucester Road near Central Plaza
HF95	Across O'Brien Road and Hennessy Road near Wan Chai MTR Station
HF160	Across Gloucester Road near Central Plaza
HF2	Across Gloucester Road near Luk Kwok Hotel
HF2A	Across Gloucester Road near Luk Kwok Hotel
HS10	Across Wong Nai Chung Road and Queen's Road East
HF144	Across Gloucester Road and Tonnochy Road
HF106	Across Harbour Road and Convention Avenue near Arts Centre
HF145	Across Gloucester Road and Fenwick Street
HF43	Across Gloucester Road and Wan Shing Street near Canal Road
HF25	Across Queen's Road East near Wan Chai Park and Wah Yan College
HF113	Across a slip road from Cross Harbour Tunnel to Gloucester Road near Hung Hing Road Flyover
HF116	Across Gloucester Road near Stewart Road
<b>Kowloon City District</b>	
KF25	Across Waterloo Road near Suffolk Road
KF6	Across Princess Margaret Road near Wylie Road and Oi Man Estate
K21	Cheong Wan Road between On Wan Road and Hung Hom Road South
KS9	Across Prince Edward Road West at Kowloon City Interchange
KS23	Across East Rail Line Track near Surrey Lane and Dianthus Road
KF29	Across Kowloon City Road and San Shan Road
KS32	Across Ma Tau Chung Road near Olympic Avenue and Kowloon City Interchange
KS10	Across Prince Edward Road East and Ma Tau Chung Road near Tak Ku Ling Road
KS41	Across Chatham Road North near Winslow Street
<b>Kwun Tong District</b>	
KF71	At Lam Tin Bus Terminus near Sceneway Garden
KF44	Across Hip Wo Street near Cheung Wo Court
KF(WYS)	Across Wai Yip Street near Lam Hing Street and HKU School of Professional and Continuing Education
KF48	Across Ngau Tau Kok Road and Chun Wah Road near Chun Wah Court
KS27	Across Shun Ching Street near San Lee Street and Shun Lee Estate
KF39	Across Wai Yip Street near Sheung Yee Road
K50	Across New Clear Water Bay Road at Shun Lee Tsuen Road
KF83	Across Lin Tak Road near Hing Tin Street
KF128	Across Kwun Tong Road from Kowloon Bay MTR Station to Choi Wan Road

<b>Highways Department Structure No.</b>	<b>Location</b>
KF(LNTKE)	Across Kwun Tong Road near Exit B of Kowloon Bay MTR Station
<b>Sham Shui Po District</b>	
KS47	Across Tai Po Road near Pei Ho Street
KF10	Across Lai Chi Kok Road near Cheung Shun Street
KF43	Across Nam Cheong Street near Chak On Estate
KF32	Across Cheung Sha Wan Road near Fat Tseung Street
KS25	Across Cheung Sha Wan Road near Kweilin Street
KF13	Across Lung Cheung Road near Beacon Heights
<b>Wong Tai Sin District</b>	
KF57	Across Lung Cheung Road near Tin Ma Court
KS7	Across Lung Cheung Road near Choi Hung MTR Station
KS17	Across a slip road from Po Kong Village Road Southbound to Tai Hom Road
KS35	Across Prince Edward Road East near San Po Kong Interchange
KF60	Across Ma Chai Hang Road near Lung Cheung Government Secondary School
KS11	Across Prince Edward Road East near San Po Kong Interchange
K36	At Po Kong Village Road over Lung Cheung Road
<b>Yau Tsim Mong District</b>	
KS40	Across Nathan Road near Bute Street
KS2	Across Chatham Road South near Gun Club Hill Barracks
KS29	Across a slip road of Chatham Road South near Gascoigne Road and Hong Kong Girl Guides Headquarters
KS30	Across Hong Cheong Road near Chatham Road Interchange
KS31	Across Chatham Road South near Polytechnic University and Chatham Road Interchange
KF3	Across Hong Chong Road and Salisbury Road near Hung Hom Cross Harbour Tunnel
KF82	Across Chatham Road South and Granville Road near Hong Kong Science Museum
KF27	Across Argyle Street near Yim Po Fong Street and Luen Wan Street
KF84	Along Science Museum Path across Science Museum Road and Hong Tat Path
KF2	Across Toll Plaza of Cross Harbour Tunnel near Cheong Wan Road
KS49	Across Jordan Road near Canton Road and Ferry Street
KF54	Across Luen Wan Street near Waterworks Depot
<b>Kwai Tsing District</b>	
NF106	Across Tsing Yi Heung Sze Wui Road near Vigor Industrial Building
NS19	Across Ching Hong Road near Mayfair Gardens
NS89	Across Tsing Yi Road near Cheung Ching Estate
NS126	Across Kwai Fuk Road near Shing Fuk Street
NF185	Across Tsuen Wan Road and Kwai Hei Street near Kwai Fuk Road
NF286	Across Hing Fong Road and Kwai Fuk Road to Kwai Tsing Interchange
NF1	Across Kwai Chung Road near Kwai Fong Estate
NS1	Across Kwai Chung Road near Princess Margaret Hospital

<b>Highways Department Structure No.</b>	<b>Location</b>
NS1A	Across Kwai Chung Road near Princess Margaret Hospital
N798	At Flyover of Kwai Tsing Road across Kwai Tai Road
NS10	Across Tsuen Wan Road near Lai King Estate
N546	Tsing Tsuen Bridge
<b>North District</b>	
NF122	Across Choi Yuen Road and San Wan Road near Pak Wo Road
NF84	Across Choi Yuen Road near Sheung Shui Station and Choi Yuk House of Choi Yuen Estate
NS49A	Across Jockey Club Road near Sha Tau Kok Road Roundabout
NF296	Across Lung Sum Avenue near San Fat Street
NF83	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF180	Across East Rail Line Track along Fanling Highway near Pak Wo Road and Wo Hing Road
NF96	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF227	Across San Wan Road and Fanling Station Road near San Wan Road Roundabout
NF212	Across Wo Hing Road near Wah Ming Road
NF247	Across Pak Wo Road near Wai Ming Street
NF76	Across Jockey Club Road near Tin Ping Estate
NF104	Across Fanling Highway and San Wan Road
NS106	Across Fanling Highway near Tai Tau Leng
<b>Sai Kung District</b>	
NS98	Across Clear Water Bay Road near Tseng Lan Shue
<b>Sha Tin District</b>	
NS38	Across Tai Po Road near Fo Tan Road
NS28A	Across Fo Tan Road near Yuen Wo Road
NF40	Across Tai Po Road - Sha Tin near Wo Che Street
NF71	At Tai Po Road - Sha Tin over Sha Tin MTR Station near Tin Liu
NF74	Across Lion Rock Tunnel Road near Fung Shing Court
NF89	Across Sha Tin Wai Road near Sha Kok Street
NS175	Across a slip road from Tolo Highway to Chak Cheung Street near Sui Cheung Street
<b>Tai Po District</b>	
NS61	Across East Rail Line Track between Tai Po Road – Tai Wo and Tai Po Tau Drive
NS69	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NS70	Across Tai Po Road - Yuen Chau Tsai and Nam Wan Road near Kwong Fuk Road
NF97	Across Tai Po Tai Wo Road and Lam Tsuen River near Tai Po Centre
NF266	Across Ting Kok Road near Tung Leung Lane
NS75	Across Nam Wan Road between Kwong Fuk Road and Plover Cove Road



<b>Highways Department Structure No.</b>	<b>Location</b>
NF78	Across Fanling Highway near Tai Hang Fui Sha Wai between Hong Lok Yuen and Tai Hang
NF81	Across East Rail Line Track near Kiu Tau
NF444	Across Nam Wan Road near Wan Tau Tong Estate
NF132	Across Nam Wan Road near Tai Po Centre and Sun Hing Garden
NS77	Across Tai Po Tai Wo Road near Nam Wan Road
NF80	Across East Rail Line Track near Yuen Leng
NF82	Across East Rail Line Track near Tai Wo Service Road East and Tong Hang
NS139	Across Yuen Shin Road near Ting Kok Road and Dai Fuk Street
NS145	Across Fanling Highway near Tai Po Road - Tai Wo
<b>Tuen Mun District</b>	
NS108	Across a slip road from Tsing Wun Road to Wong Chu Road
NF31	Across Tuen Mun Road and Castle Peak Road – San Hui near Hoh Fuk Tong Light Rail Station
NS99	Across Tsing Wun Road near Yip Wong Road
NF127	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF206	Across Tuen Mun Heung Sze Wui Road from Tuen Mun Park to Tuen Wui Street and Tuen Mun Cultural Square
NF114	Across Tsing Wun Road near Hong Kong Institute of Vocational Education (Tuen Mun)
NF406	At Siu Hong Road Bus Terminal connecting North Public Transport Interchange of Siu Hong West Rail Station
NF100A	Across Wu King Road connecting Wu King Estate and Wu Hong Clinic near Wu Hong Street
NF101	Across Wu Shan Road near Wu King Road
NF407	Connecting Tuen Mun Road and South Public Transport Interchange of Siu Hong West Rail Station
<b>Tsuen Wan District</b>	
NF87	Across Tsuen Wan MTR Depot near Mega Trade Centre
NF109	Across Castle Peak Road near Fou Wah Centre
NF108	Across Castle Peak Road - Tsuen Wan near Nan Fung Centre
NF167	Across Tai Chung Road near Sha Tsui Road
NF311	Across Castle Peak Road - Tsuen Wan near Tsuen Wan Town Square
NF248	Across Shing Mun Road near Castle Peak Road – Tsuen Wan
NF(SLKR)	Across Sai Lau Kok Road between Luk Yeung Galleria and Tsuen Wan Multi-storey Carpark Building
NF234	Across Yeung Uk Road and Texaco Road
TS8	Across North Lantau Highway near Lantau Toll Plaza Administration Building
<b>Yuen Long District</b>	
NS199	Across Tin Yin Road near Shui Lung House of Tin Shui Estate
NF245	Across Fuk Hi Street near Wang Lok Street
NS7A	Across Castle Peak Road – Hung Shui Kiu Section at Hung Shui Kiu Light Rail Station

Expanded Programme:

<b>Highways Department Structure No.</b>	<b>Location</b>
<b>Central and Western District</b>	
HF142	Across Connaught Road West leading to Sun Yat Sen Memorial Park
HF46	Across Possession Street near Lower Lascar Row
HF135	Along Cochrane Street near Tun Wo Lane
<b>Eastern District</b>	
HF63	Across Chai Wan Road near Shan Tsui Court
HF163	Across Siu Sai Wan Road near Harmony Road
HF158	Walkway adjacent to Fortress Hill MTR Station
<b>Southern District</b>	
HF104	Across Aberdeen Praya Road near Nam Ning Street
HF105	Across Aberdeen Praya Road near Ocean Court
H186	Flyover connecting Tin Wan Praya Road and Tin Wan Hill Road
<b>Wan Chai District</b>	
HF85	At the Junction of Yee Wo Street, Pennington Street and Sugar Street
HF154	Across Gloucester Road and Percival Street near Sino Plaza
HS9	Across Canal Road East near Sports Road
<b>Kowloon City District</b>	
K14	Pui Ching Road Flyover across Princess Margaret Road
KF102	Across Hung Hom South Road near Hung Ling Street and Whampoa Street
KF106	Across Hung Hom South Road near Hung Hom Road
<b>Kwun Tong District</b>	
KS56	Across Kwun Tong Road near Ting On Street
KF90	Across Lei Yue Mun Road near Tsui Ping Road
KF109	Across Shun Lee Tsuen Road near Shun Lee Estate Park
<b>Sham Shui Po District</b>	
KF69	Across Lai Chi Kok Road and Tonkin Street
KF79	Across Woh Chai Street and Shek Kip Mei Street
KF91	Across Yen Chow Street near Ki Lung Street
<b>Wong Tai Sin District</b>	
KF56	Across New Clear Water Bay Road near Choi Wan Commercial Complex Phase II
KF58	Across Lung Cheung Road near Ma Chai Hang Road
KF76	Across Fung Tak Road and Lung Poon Street
<b>Yau Tsim Mong District</b>	
KF88	Across Ferry Street and Waterloo Road along West Kowloon Highway
KF89	Across Ferry Street at Junction of Dundas Street
KF94	Across Cherry Street, Ferry Street and Tong Mei Road
<b>Islands District</b>	
NF332	Across Yu Tung Road near Tung Chung Ha Ling Pei
NF328	Across Yu Tung Road and Chung Yan Road
NS230	Across Shun Tung Road near Lantau North Police Station

<b>Highways Department Structure No.</b>	<b>Location</b>
<b>Kwai Tsing District</b>	
NF51	Across Castle Peak Road - Kwai Chung Section near Wo Yi Hop Road
NF72A	Across Kwai Foo Road near Kwai Yi Road
NF229	Across Junction of Castle Peak Road - Kwai Chung , Kwai Chung Road and Lei Muk Road
<b>North District</b>	
NF134 & NS143	Across Fanling Highway near Fanling MTR Station
NS51 & NS128	Across Jockey Club Road near Tin Mei House, Tin Ping Estate
NF295	Across San Wan Road near Landmark North
<b>Sai Kung District</b>	
NF193	Across Po Lam Road North near Lam Shing Road
NF309	Across Po Ning Road near Po Shun Road
NF336	Across Tong Ming Street near Sheung Tak Shopping Centre
<b>Sha Tin District</b>	
NF73	Connecting Pai Tau Street and Sha Tin MTR Station
NS287	Across Ma On Shan Road and Hang Tai Road near Ma On Shan Rail Tai Shui Hang Station
NF316	Across roundabout at Che Kung Miu Road and Mei Tin Road
<b>Tai Po District</b>	
NS87	Across On Po Road near Nam Wan Road and Sun Hing Garden
NF156	Across Tai Po Road - Yuen Chau Tsai near Kwong Fuk Estate
NF191	Across Ting Kok Road connecting Tai Yuen Estate and Fu Heng Estate
<b>Tuen Mun District</b>	
NS42	Across Tuen Hing Road near Tuen Mun Road
NF174	Across Tuen Mun Road connecting Tsing Hang Path and San Wo Lane
NF315	Across Lung Mun Road near Lung Mun Light Rail Station
<b>Tsuen Wan District</b>	
NF285 & NF288	Across Sai Lau Kok Road, opposite to Nam Fung Centre (northern end)
NF186	Across Tai Chung Road near Heung Che Street
NF251	Across Yeung Uk Road and Ma Tau Pa Road
<b>Yuen Long District</b>	
NF148 & NF306	Connecting Yuen Long Plaza and Long Ping West Rail Station
NF305	Across Castle Peak Road and Long Lok Road near Yuen Long West Rail Station
NF376	Across Ping Ha Road near Exit B of Tin Shui Wai West Rail Station

**CONTROLLING OFFICER'S REPLY**

**THB(T)339**

**(Question Serial No. 4127)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 105):

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), as well as its effectiveness. Please advise if the Transport and Housing Bureau (THB) has conducted any study on the Scheme's implications on the traffic in New Territories West and the expenditure involved. Please advise on the number of public consultation exercises to be conducted by the THB in 2014-15 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 3 March 2014, the Transport Department (TD) has received 3 172 applications with 2 888 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 expenditures for the Scheme in 2012-13 and 2013-14 were \$8.11 million and \$3.13 million respectively. The estimated expenditure in 2014-15 is \$2.98 million, covering system maintenance, staff cost, postage and handling charges.

We have been closely monitoring the implementation of the first phase of the Scheme, and are in close liaison with the relevant Guangdong authorities and their designated agencies in Hong Kong to improve and fine-tune the workflow and information system, with a view to enhancing work efficiency and service quality. There is no concrete timetable for the second phase of the Scheme. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the

Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out public consultation and listen to the views of the community.

**CONTROLLING OFFICER'S REPLY**

**THB(T)340**

**(Question Serial No. 4128)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 107):

Please advise whether the Transport and Housing Bureau (THB) has conducted any study on the safety of public light bus (PLB) operation in the past five years; if yes, the findings, completion date and expenditure involved. Please provide the respective figures, by the 18 districts, on accidents and casualties involving PLB in the past five years. Please advise on the number of public consultation exercises to be conducted in 2014-15 by the THB on the above policy, and the estimated expenditure and number of officers involved.

Asked by: Hon. KWOK Ka-ki

Reply:

While no formal study was conducted on the safety of PLB operation in the past five years, the Government monitors and reviews the safety of PLB operations from time to time. With a view to enhancing PLB safety, new legislative requirements with effect from April 2012 have been introduced to impose a maximum speed of 80 kilometres (km) per hour for PLBs on roads; mandate the installation of approved speed limiter on all PLBs with a pre-set maximum speed of 80 km per hour; and mandate the display of driver identify plate on PLBs. The Government will introduce two other measures in 2014 to further enhance PLB safety, i.e. to mandate the installation of electronic data recording device as a basic equipment of newly registered PLBs, and to require new applicants of PLB driving licence to attend and complete a pre-service course before they are eligible for the licence, subject to the completion of the necessary legislative procedures.

The number of traffic accidents involving PLBs by district from 2009-2010 to 2013-14 are listed below:

District	April 2009 - March 2010	April 2010 - March 2011	April 2011 - March 2012	April 2012 - March 2013	April 2013 - February 2014*
Central and Western	68	62	66	58	44
Wan Chai	40	31	39	26	40
Eastern	50	48	53	54	48
Southern	50	45	40	43	41
Yau Tsim Mong	96	112	91	76	90
Sham Shui Po	59	59	57	40	37
Kowloon City	104	78	89	66	76
Wong Tai Sin	79	85	76	85	59
Kwun Tong	127	129	128	136	134
Kwai Tsing	87	81	75	72	85
Tsuen Wan	90	71	72	73	60
Tuen Mun	33	52	44	38	36
Yuen Long	43	40	64	59	64
North	40	55	46	68	49
Tai Po	30	45	28	39	26
Sha Tin	55	53	81	64	69
Sai Kung	34	31	28	29	33
Islands	1	0	2	2	0
Total	1 086	1 077	1 079	1 028	991

Note: \* Figures are provisional and cover 11 months only.

There is no plan to conduct public consultation on the subject in 2014-15. The Transport Department (TD) maintains regular communication with PLB operators on matters related to enhancing safety of the PLB operation as an ongoing task. The task is undertaken by existing staff of the TD as part of their normal duties. There is no separate breakdown of expenditure for this particular task.

**CONTROLLING OFFICER'S REPLY**

**THB(T)341**

**(Question Serial No. 4129)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 109):

Will the Government continue with the study on the utilisation of the three existing road harbour crossings (RHCs) in Hong Kong? If yes, please advise on the number of public consultation exercises to be conducted for the study by the Transport and Housing Bureau (THB) in 2014-15, the estimated expenditure and manpower involved, and the completion date of the study. If no, what are the reasons for that?

Asked by: Hon. KWOK Ka-ki

Reply:

The Government will continue to monitor the traffic situation at the three RHCs and study the rationalisation of their traffic distribution. The targetted commissioning of the Central-Wan Chai Bypass (CWB) in 2017 will be an opportune time for formulating a more comprehensive strategy to rationalise the traffic distribution among RHCs. At present, even though the traffic throughput of the Western Harbour Crossing (WHC) is under its design capacity, congestion at its connecting roads in Central renders it impossible to divert RHC traffic there. The commissioning of the CWB in 2017 will help ease the congestion of the connecting roads of the WHC, thus providing a basis for the Government to consider toll adjustment at the WHC as a possible option in any traffic rationalisation scheme. Moreover, with the transfer of Eastern Harbour Crossing's ownership to the Government in 2016, there should be greater flexibility in devising a toll adjustment scheme.

The related work will be undertaken by existing staff of the Transport Branch of the Transport and Housing Bureau and the Transport Department as part of their normal duties. There is no plan for any public consultation in 2014-15 with respect to the work on studying the rationalisation of traffic distribution among RHCs.



**CONTROLLING OFFICER'S REPLY**

**THB(T)342**

**(Question Serial No. 4130)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 110)

Regarding the review of the fare adjustment mechanism (FAM) of the MTR Corporation Limited (MTRCL), please advise on the number of public consultation exercises conducted for the review by the Transport and Housing Bureau (THB) in 2013 and the expenditure and number of officers involved. Please advise whether the THB's study has considered the feasibility of buying back the MTRCL. Please advise on the number of public consultation exercises to be conducted for the review by the THB in 2014-15 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:

The FAM of the MTRCL is reviewed every five years. The last one was due in 2013 and completed accordingly in the same year, in April. The new FAM took effect from June 2013. Details of the FAM review were set out in the Legislative Council Brief issued to Members on 17 April 2013 [File reference: THB(T)CR33/1017/99].

For the review on the FAM completed in April 2013, the Government carried out a public consultation exercise on it in September to November 2012. There was no further public consultation in 2013.

**CONTROLLING OFFICER'S REPLY**

**THB(T)343**

**(Question Serial No. 4131)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 112):

Regarding improvement to the external transport services in the Park Island, please advise whether the Transport and Housing Bureau (THB) will re-tender the ferry service between the Park Island and Tsuen Wan in 2014-15. Please advise on the number of public consultation exercises conducted by the THB for the matter and the estimated expenditure and number of officers involved. Please advise whether the THB will consider enhancing external bus service in the Park Island in 2014-15, including introducing new routes, increasing frequency and introducing other public transport services to the Park Island. Please advise on the number of public consultation exercises conducted by the THB for the matter and the estimated expenditure and number of officers involved.

Asked by: Hon. KWOK Ka-ki

Reply:

The "Ma Wan – Tsuen Wan" ferry service operated at a loss. It ceased to operate in mid-December 2012. Subsequently, at the intervention of the Transport Department (TD), the operator resumed the "Ma Wan – Tsuen Wan" ferry service in June 2013. Service timetable has been revised to reduce operating costs. With the service resumption, there is no question of tendering the ferry service in 2014-15.

Currently, passengers may make use of ferries, residents' bus services and urban taxi service to travel to/from Ma Wan. Apart from the above "Ma Wan – Tsuen Wan" ferry service, there is a ferry service plying between Ma Wan and Central. Further, there are five routes of residents' bus service plying between Ma Wan and Tsing Yi, Kwai Fong, Tsuen Wan, Airport and Central. The Ma Wan/Tsing Yi and Ma Wan/Kwai Fong bus service operates round-the-clock to facilitate residents interchanging with other modes of transport at the nearest MTR stations or public transport interchanges. The transport needs of residents in Man Wan are basically met through provision of these transport services. The TD will yet

monitor passenger demand and consider improvement proposals as necessary. Local representatives will be consulted on such proposals before implementation.

Work related to improving public transport services is absorbed by the existing resources of the Transport Branch of the Transport and Housing Bureau and the TD. There is no separate provision or breakdown of the resources allocated for the task.

**CONTROLLING OFFICER'S REPLY**

**THB(T)344**

**(Question Serial No. 4132)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 113):

Please advise on the progress of the construction of the Tung Chung West Station of the MTR Tung Chung Line, and the number of public consultation exercises conducted by the Transport and Housing Bureau (THB) for the matter and the estimated expenditure and number of officers involved. Please advise whether the THB will, in 2014-15, consider enhancements to the external public transport services for the Yat Tung Estate (YTE), including increasing bus routes and frequency. Please advise on the number of public consultation exercises to be conducted by the THB for the matter and the estimated expenditure and number of officers involved.

Asked by: Hon. KWOK Ka-ki

Reply:

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. Two stages of Public Engagement exercise were conducted to explore the conceptual proposals of ten railway schemes (including the Tung Chung West Extension). The estimated total expenditure for the study is \$43 million.

The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. We will announce the way forward for the new railway proposals as soon as possible.

The YTE is served by 18 bus routes. Nine of them are external routes. Residents may also interchange at the Tung Chung Station to go to other districts via the railway network, or

make use of urban and Lantau taxi service. The public transport services for the YTE meet passenger demand in overall terms. Nonetheless, the Transport Department (TD) will continue to closely monitor the supply and demand situation. It stands ready to make necessary feasible adjustments to such services as and when necessary.

Monitoring of public transport services for the YTE is handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

**CONTROLLING OFFICER'S REPLY**

**THB(T)345**

**(Question Serial No. 4133)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 115):

Please advise on the progress of the construction of the Hung Shui Kiu Station of the MTR West Rail Line, and the number of public consultation exercises conducted by the Transport and Housing Bureau (THB) for the matter and the estimated expenditure and number of officers involved. Please advise whether the THB will, in 2014-15, consider enhancements to the external public transport services for Hung Shui Kiu, including increasing bus routes and frequency. Please advise on the number of public consultation exercises to be conducted by the THB for the matter and the estimated expenditure and number of officers involved.

Asked by: Hon. KWOK Ka-ki

Reply:

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. Two stages of Public Engagement exercise were conducted to explore the conceptual proposals of ten railway schemes (including the Hung Shui Kiu Station). The estimated total expenditure for the study is \$43 million.

The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. We will announce the way forward for the new railway proposals as soon as possible.

Hung Shui Kiu is served by 12 bus routes, ten of them being external routes, and one overnight external public light bus (PLB) route. Residents may also interchange at the Tin Shui Wai Station to go to other districts via the railway network, or make use of urban and

New Territories taxi service. The public transport services for Hung Shui Kiu meet passenger demand in overall terms. Nonetheless, the Transport Department (TD) will continue to closely monitor the supply and demand situation. It stands ready to make necessary feasible adjustments to such services as and when necessary.

As an ongoing task, the TD considers and assesses bus route development programmes (RDPs) submitted by franchised bus companies on an annual basis. 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 and the bus company have conducted a holistic review on the bus services in the Yuen Long district based on the Area Approach, taking into account the population intake in Hung Shui Kiu Area 13 in 2015, to better meet passenger demand, enhance bus operation efficiency, alleviate traffic congestion and reduce roadside emission. Proposals to this end are included in the 2014-15 RDP. The TD and the bus company have commenced consultation with the Yuen Long District Council on the proposals in late March 2014.

The monitoring of public transport services for Hung Shui Kiu and the processing of the RDPs are handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

**CONTROLLING OFFICER'S REPLY**

**THB(T)346**

**(Question Serial No. 4134)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 117):

Please advise on the progress of the construction of the Tuen Mun Ferry Pier Station of the MTR West Rail Line, and the number of public consultation exercises conducted by the Transport and Housing Bureau (THB) for the matter and the estimated expenditure and number of officers involved. Please advise whether the THB will, in 2014-15, consider enhancements to the external public transport services at the Tuen Mun Ferry Pier, including increasing bus routes and frequency. Please advise on the number of public consultation exercises to be conducted by the THB for the matter and the estimated expenditure and number of officers involved.

Asked by: Hon. KWOK Ka-ki

Reply:

The Government has commissioned a consultant 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 for Hong Kong to cater for the latest development needs of the society. Two stages of Public Engagement exercise were conducted to explore the conceptual proposals of ten railway schemes (including the Tuen Mun South Extension). The estimated total expenditure for the study is \$43 million.

The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. We will announce the way forward for the new railway proposals as soon as possible.

The Tuen Mun Ferry Pier is served by ten bus routes. Eight of them are external routes. Residents may also interchange at the Tuen Mun Station to go to other districts via the railway network, or make use of urban and the New Territories taxi service. There is also a



ferry route carrying passengers to Tung Chung, Sha Lo Wan and Tai O. The public transport services for the Tuen Mun Ferry Pier meet passenger demand in overall terms. Nonetheless, the Transport Department (TD) will continue to closely monitor the supply and demand situation. It stands ready to make necessary feasible adjustments to such services as and when necessary.

As an ongoing task, the TD considers and assesses bus route development programmes (RDPs) submitted by franchised bus companies on an annual basis. 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 and the bus company have conducted a holistic review on the bus services in the Tuen Mun district based on the Area Approach in connection with the full commissioning of the Tuen Mun Road Bus-Bus Interchange (BBI) in July 2013 to better meet passenger demand, enhance bus operation efficiency, alleviate traffic congestion and reduce roadside emission. Passengers at the Tuen Mun Ferry Pier can benefit from the improved bus network after service enhancements at the BBI. The TD and the bus company have started to consult the Tuen Mun District Council on the proposals in March 2014 in the context of the 2014-15 RDP.

The monitoring of public transport services for the Tuen Mun Ferry Pier and the processing of the RDPs are handled by the staff of the TD as part of their normal duties. The expenditure involved is absorbed by the existing provision of the TD.

**CONTROLLING OFFICER'S REPLY****THB(T)347****(Question Serial No. 5426)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 48):

The Government is assisting the Airport Authority Hong Kong (AA) to press ahead with the planning for a Three-Runway System (3RS). The project, estimated to cost over \$100 billion, will foster our long-term economic development and enhance our competitiveness. The AA is conducting the environmental impact assessment (EIA) with a view to securing approval this year in order to take forward the project as soon as possible for commissioning in 2023. The AA is preparing the detailed project cost, formulating budgets and examining viable financing options, which include increasing recurrent revenue, issuing bonds and keeping its operating surplus as reserves. The Government says that it will support the financing of the project. Please advise this Committee on the specific plan of the Government and the estimated expenditure of it. If the EIA is not approved this year, will it affect the progress of the project and increase the estimated expenditure?

Asked by: Hon. LAM Tai-fai

Reply:

The cost of the 3RS project is estimated to be around \$136 billion (in money-of-the-day prices) according to the Hong Kong International Airport Master Plan 2030 prepared by the AA. The AA, as the proponent of the project, is carrying out the necessary planning work for the project, which include a review of the cost estimate and the viable financial arrangement for the project. Upon completion of the review, the AA will make recommendations on the financial arrangement for the Government's consideration. The Government is open to all practicable financing options for the 3RS project.

Meanwhile, the AA is also conducting the statutory EIA for the 3RS project to ensure full compliance with the requirements as set out in the relevant Study Brief. The statutory EIA

process is expected to be completed within 2014. It remains our target to commission the 3RS in around 2023.

**CONTROLLING OFFICER'S REPLY**

**THB(T)348**

**(Question Serial No. 5435)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 62):

During 2014-15, the Transport and Housing Bureau (Transport Branch) will continue to work with the Airport Authority Hong Kong (AA) in taking forward the Hong Kong International Airport Master Plan 2030 (MP 2030), including the environmental impact assessment (EIA) in relation to the three-runway system (3RS) and the engagement of various stakeholders for the development of the third runway. Given that third runway is expected to be commissioned only in 2023, is the capacity of the existing runways sufficient to meet the demand for flight movements? Is there any assessment on the amount of economic loss for Hong Kong, including the loss in passenger and cargo throughput, if the third runway project is delayed by the EIA? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. LAM Tai-fai

Reply:

The existing two-runway system at the Hong Kong International Airport (HKIA) is expected to reach its practical maximum capacity of 420 000 annual air traffic movements in the next few years. The Civil Aviation Department and the AA will continue to monitor the air traffic growth situation, and work closely with the airlines to explore all possible means to fully utilise the runway capacity of the existing two-runway system.

To cope with the medium term demand, the AA is implementing Phase 1 of its midfield expansion project at the HKIA. A passenger concourse is under construction to provide 20 additional aircraft parking stands. Works on the project started in late 2011 and is expected to be completed by the end of 2015. At the same time, the AA has started the design of the Phase 2 midfield expansion project, and is exploring the feasibility of providing additional aircraft parking stands. Last year, 20 new aircraft parking stands on the western part of the

midfield area were made available. An additional eight new aircraft parking stands will also be commissioned by the end of 2014. Upon completion of all these expansion projects (excluding the Phase 2 midfield expansion project which is under planning), the number of aircraft parking stands will increase by about 30%.

Regarding cargo facilities, with the full commissioning of a new air cargo terminal in October 2013, the overall cargo handling capacity of the HKIA has increased by 50% to 7.4 million tonnes per annum.

Notwithstanding the above expansion projects which could incrementally and temporarily provide more capacity to the HKIA, it is essential to take forward the implementation of the 3RS project as soon as possible in order to cater for long-term air traffic demand and maintain the HKIA as well as Hong Kong's competitiveness amidst increasing competition from neighbouring airports.

The AA, as the proponent of the project, is carrying out the necessary planning work, including statutory EIA to ensure full compliance with the requirements as set out in the relevant Study Brief. The EIA process is on track so far. Our target remains to complete the planning work, including the statutory EIA process, within 2014 with a view to commissioning the 3RS by around 2023. According to the MP 2030 prepared by the AA, the 3RS project, if implemented, will be able to handle air traffic demand up to at least 2030, by which time the annual passenger and cargo throughput as well as air traffic movements are projected to be about 97 million, 8.9 million tonnes and 602 000 respectively. The 3RS project will contribute at least \$167 billion of economic benefits to Hong Kong and generate more than 140 000 direct employment by 2030.

**CONTROLLING OFFICER'S REPLY**

**THB(T)349**

**(Question Serial No. 5565)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 60):

Regarding to “conclude the review and update of the Railway Development Strategy 2000 (RDS 2000)”, please advise:

- (a) whether “taking forward the construction of the Northern Link and pressing for the construction of the Fanling (North) Extension from Fanling to Sha Tau Kok” is included;
- (b) if yes, the details;
- (c) if no, whether it is included under other items and the details; and
- (d) if no for (c), the reasons for that.

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The Government has commissioned a consultant to conduct a study for the Review and Update of the RDS 2000, with a view to updating the long-term railway development blueprint for Hong Kong to cater for the latest development needs of the society. Two stages of Public Engagement exercise were conducted to explore the conceptual proposals of ten railway schemes (including the Northern Link).

The Government is finalising the blueprint for railway development beyond 2020 having regard to transport demand, cost-effectiveness and development needs of New Development Areas. We will announce the way forward for the new railway proposals as soon as possible.

**CONTROLLING OFFICER'S REPLY**

**THB(T)350**

**(Question Serial No. 5572)**

Head: (158) Government Secretariat:  
Subhead (No. & title): (-) Not Specified  
Programme: (2) Land and Waterborne Transport  
Controlling Officer: Permanent Secretary for Transport and Housing (Transport)  
(Joseph YT LAI)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 70) :

Programme (2) of the Controlling Officer's Report of Transport and Housing Bureau (Transport Branch) (page 528) mentioned that the Government will "continue to review the fare adjustment arrangement for franchised bus service". Please advise:

- (a) whether the work of "encouraging bus companies to provide same day return fare concession to passengers and study the offering of monthly pass" is included in the plan this year?
- (b) If yes, what are the details?
- (c) If no, is it included under other Subheads? What are the details?
- (d) If the answer to (c) is no, why?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The Fare Adjustment Arrangement (FAA) for franchised buses is a mechanism for the Government to process applications for fare increase as and when made by the franchised bus operators. The FAA will be reviewed from time to time to ensure it would continue to work well. A review is currently underway. The existing arrangement can basically strike a balance between the sound operation of the bus services as well as public affordability and acceptability. The current review aims at examining whether there is room for improvement regarding individual factors of the current FAA mechanism, with a view to ensuring that public interests will continue to be properly protected, and that healthy development of bus services can be sustained.

Meanwhile, The Government has all along been encouraging public transport operators to offer fare concessions, taking into account the operators' respective operating and financial

conditions, overall economic environment and passenger needs. Yet, the provision of fare concessions and their detailed arrangements are commercial decisions of individual operators. All franchised bus routes and over 75% of green minibus routes are providing some forms of concessionary fares (such as concessionary fares for the elderly, interchange discounts and section fares) at present.



**CONTROLLING OFFICER'S REPLY**

**THB(T)351**

**(Question Serial No. 4348)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 3.09)

It has been four years since the Legislative Council (LegCo)'s approval of 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. Will the Administration please advise this Committee on:

- (a) the reasons that the details of the "co-location" arrangement have not been announced;
- (b) the number of meetings held between the Administration and the relevant Mainland departments on the "co-location" arrangement over the past five years (please set out the figures and the Hong Kong and Mainland departments involved by year);
- (c) the specific work plan in 2014-15 for the study on "co-location", and the manpower and specific amount of money involved; and
- (d) any alternative options if the "co-location" arrangement cannot be implemented; if yes, the details; if no, the reasons for that?

Asked by: Hon. LEUNG, Kenneth

Reply:

The detailed operation of the "co-location" of Customs, Immigration and Quarantine (CIQ) facilities at the West Kowloon Terminus of the XRL involves complex legal and constitutional issues. The Department of Justice, the Transport and Housing Bureau as well as relevant bureaux and departments are studying these issues vigorously. The Government has also been in discussion with the relevant Mainland authorities. The related work is still underway. Once specific agreement has been reached with the Mainland authorities on the CIQ arrangements for the commissioning of the XRL, we will report to the LegCo in a

timely manner.

The manpower and expenditure in taking forward the CIQ arrangements for the XRL are absorbed by existing resources.

**CONTROLLING OFFICER'S REPLY**

**THB(T)352**

**(Question Serial No. 6615)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 470):

Will the Administration please advise this Committee on the following:

- (a) It is mentioned under Programme (2) that the Administration “reviewed the fare adjustment mechanism of the MTR Corporation Limited” last year. Please tabulate the fare adjustment rate of the railway companies (including the MTR Corporation Limited (MTRCL) and the Kowloon-Canton Railway Corporation (KCRC)) over the past ten years.
- (b) It is mentioned under Programme (2) that the Administration will “continue to review the fare adjustment arrangement for franchised bus service”. Please tabulate the fare adjustments of the three bus companies, namely the Kowloon Motor Bus Company (1933) Limited (KMB), the New World First Bus Services Limited (NWFB) and the Citybus Limited (Citybus), over the past five years.
- (c) Please tabulate the toll adjustments of all tunnels (including non-government operation) in Hong Kong over the past ten years.

Asked by: Hon. LEUNG Kwok-hung

Reply:

- (a) There was no fare adjustment for both the MTRCL and the KCRC between 2003 and 2007.

Since the rail merger in December 2007, a Fare Adjustment Mechanism (FAM) has been put in place to replace the fare autonomy the MTRCL and the KCRC hitherto enjoyed. Under the FAM, 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. As part of the rail merger package, fare reductions were introduced to both Octopus and Single Journey MTR fares. There were minimum 5% and 10% reductions on Octopus fares for medium and long distance journeys respectively. The MTRCL also decided not to adjust fares on or before 30 June 2009.

The overall fare adjustment rate thereafter from 2009 to 2013 in accordance with the FAM is set out in the table below:

<b>Year</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Overall fare adjustment rate	No fare adjustment	+2.05%	+2.2%	+5.4%	+2.7%

- (b) In the past five years (from 2009 to 2013), the KMB has been approved to increase its bus fares in 2011 and 2013 by a weighted average of 3.6% and 4.9% respectively. During this period, the NWFB and the Citybus did not apply for any fare increases.
- (c) The relevant information on toll adjustments of tunnels is provided at Annex.

**Toll levels of Government Tolled-Tunnels between 2004 and 2013**<sup>Note 1</sup>

Tunnels	Category									
	Motor cycles/ Motor tricycles	Taxis	Private cars	Private/ Public Light buses	Light Goods Vehicles	Medium Goods Vehicles	Heavy Goods Vehicles	Single- decked buses	Double- decked bus	Additional axle
Cross Harbour Tunnel	\$8	\$10	\$20	\$10	\$15	\$20	\$30	\$10	\$15	\$10
Aberdeen Tunnel	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	Free
Lion Rock Tunnel	\$8	\$8	\$8	\$8	\$8	\$8	\$8	\$8	\$8	Free
Shing Mun Tunnels	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	\$5	Free
Tseung Kwan O Tunnel	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	\$3	Free
Tolled-section of Tsing Sha Highway (include Sha Tin Heights Tunnel & Eagle's Nest Tunnel)	\$8	\$8	\$8	\$8	\$8	\$8	\$8	\$8	\$8	Free

Note 1: No change in toll levels for the Government tolled-tunnels in the past ten years.

**Toll levels of Private Tunnel between 2004 and 2013**<sup>Note 2</sup>

Tunnels	Category						
	(1)	(2)	(3)	(4)	(5)	(6)	(7)
Discovery Bay Tunnel Link	Government vehicles, ambulances or vehicles used by officers of the Fire Services Department / Hong Kong Police Force / Customs and Excise Department / Correctional Services Department	Private light buses other than category (1)	Public and private buses other than category (1)	Light goods vehicles other than category (1)	Medium goods vehicles other than category (1)	Heavy goods vehicles other than category (1)	Vehicles other than categories (1) to (6)
	\$50	\$50	\$50	\$120	\$160	\$250	\$250

Note 2: No change in toll levels for Discovery Bay Tunnel Link in the past ten years.

## Toll levels of “Build-Operate-Transfer” Tunnels between 2004 and 2013

Tunnels	Category										
	Motor cycles/ Motor tricycles	Taxis	Private cars/ electrically powered passenger vehicles	Public Light buses	Private Light Buses	Light Goods Vehicles	Medium Goods Vehicles	Heavy Goods Vehicles	Single-decked buses	Double-decked buses	Additional axle
<b>Eastern Harbour Crossing</b>											
Jan 2004 – 30 Apr 2005	\$8	\$15	\$15	\$23	\$23	\$23	\$30	\$45	\$30	\$45	\$15
1 May 2005 to present	\$13	\$25	\$25	\$38 <sup>Note 3</sup>	\$38 <sup>Note 3</sup>	\$38	\$50	\$75	\$50	\$75	\$25
<b>Western Harbour Crossing</b> <sup>Note 4</sup>											
Jan 2004 – 3 Jul 2004	\$20	\$35	\$37	\$47	\$47	\$50	\$70	\$100	\$60	\$85	\$30 <sup>Note 5</sup>
4 July 2004 – 5 Jan 2008	\$22	\$35	\$40	\$50	\$50	\$55	\$80	\$110	\$70	\$100	\$30 <sup>Note 5</sup>
6 Jan 2008 – 31 Jul 2010	\$22	\$40	\$45	\$55	\$55	\$55	\$80	\$110	\$80	\$115	\$30 <sup>Note 5</sup>
1 Aug 2010 – 31 Dec 2012	\$23	\$45	\$50	\$60	\$60	\$60	\$85	\$115	\$90	\$128	\$30 <sup>Note 5</sup>
1 Jan 2013 to present	\$25	\$50	\$55	\$65	\$65	\$65	\$90	\$120	\$100	\$140	\$30 <sup>Note 5</sup>
<b>Tate’s Cairn Tunnel</b>											
Jan 2004 – 31 Jul 2005	\$10	\$10	\$10	\$17	\$17	\$17	\$20	\$20	\$20	\$20	\$13
1 Aug 2005 – 29 Nov 2008	\$10	\$12	\$12	\$18	\$18	\$18	\$23	\$23	\$24	\$26	\$15
30 Nov 2008 – 24 Dec 2010	\$11	\$14	\$14	\$21	\$21	\$21	\$25	\$25	\$28	\$31	\$18
25 Dec 2010 – 31 Jul 2013	\$12	\$15	\$15	\$21	\$22	\$22	\$26	\$26	\$29	\$32	\$19
1 Aug 2013 to present	\$13	\$17	\$17	\$23	\$24	\$24	\$28	\$28	\$31	\$34	\$21
<b>Tai Lam Tunnel</b> <sup>Note 4</sup>											
Jan 2004 – 18 Jun 2005	\$17	\$22	\$22	\$60	\$60	\$25	\$35	\$40	\$60	\$75	\$0 <sup>Note 5</sup>
19 Jun 2005 – 18 Aug 2007	\$17	\$25	\$25	\$75	\$75	\$28	\$35	\$40	\$75	\$90	\$0 <sup>Note 5</sup>
19 Aug 2007 – 27 Dec 2008	\$18	\$28	\$28	\$90	\$90	\$30	\$35	\$40	\$90	\$105	\$0 <sup>Note 5</sup>
28 Dec 2008 – 31 Dec 2010	\$20	\$30	\$30	\$100	\$100	\$32	\$40	\$45	\$100	\$120	\$0 <sup>Note 5</sup>
1 Jan 2011 – 31 Dec 2012	\$20	\$33	\$33	\$100	\$100	\$34	\$40	\$45	\$115	\$135	\$0 <sup>Note 5</sup>
1 Jan 2013 to present	\$20	\$36	\$36	\$100	\$100	\$38	\$43	\$48	\$115	\$135	\$0 <sup>Note 5</sup>

Note 3: Effective date for the new toll of public and private light buses was 1 October 2005.

Note 4: The franchisees of the Western Harbour Crossing (“WHC”) and Tai Lam Tunnel (“TLT”) offer concessions to all categories of vehicles. Therefore, the actual tolls payable by motorists (known as “concessionary tolls”) are lower than the statutory tolls stipulated in Schedule 1 to the Western Harbour Crossing Ordinance (Cap. 436) and the Tai Lam Tunnel and Yuen Long Approach Road Ordinance (Cap. 474) respectively. The tolls stated in this table are concessionary tolls.

Note 5: The toll for each additional axle in excess of two is only applicable to goods vehicles.

**CONTROLLING OFFICER'S REPLY**

**THB(T)353**

**(Question Serial No. 6619)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 488):

Will the Administration please advise this Committee on the following:

- (a) The Government has all along relied on the MTR as the backbone of our transport system and has even cancelled bus routes falling on the MTR alignments. The wrong assessment has resulted in the overcrowding of the MTR. At present, the MTR stations and trains are extremely busy and crowded during peak hours, in particular at stations such as Admiralty, Kowloon Tong, Prince Edward and Mong Kok. Has the Administration any plan to increase bus or public light bus (PLB) routes, or buses providing point-to-point services between major town centres and industrial/commercial areas to divert the passenger flow? If yes, what are the details? If no, what are the reasons for that?
- (b) Will the Administration also consider providing fare concession for buses and PLBs during peak hours to encourage more passengers travelling by them?

Asked by: Hon. LEUNG Kwok-hung

Reply:

- (a) Franchised buses will continue to play an important role in our public transport system. The average passenger loading of franchised buses during peak hours in the morning and afternoon is 70% in general. Apart from serving areas without railways, franchised buses provide feeder services to railway stations as well as complementary services in areas already served by railways, including during peak hours. Further, there are inter-district bus services depending on actual needs to give passengers greater comfort and convenience. For example, the 78 cross-harbour franchised bus routes, of which 60 are regular services and 18 are peak-only services, are basically running alongside the most crowded cross-harbour sections of our railway system.

This facilitates passenger diversion. In addition, there are another 68 peak-only non-cross-harbour routes meeting the high passenger demand during peak periods.

As for green minibuses (GMBs), they play an active supplementary role in our public transport system by providing services to areas where operation of high-capacity transport modes is not feasible, and providing feeder services to major transport interchanges or railway stations. A number of GMB routes are providing services between town centres and industrial/commercial areas. Cross-district red minibus service is also available.

- (b) The Government has all along been encouraging public transport operators to offer fare concessions, taking into account the operators' respective operating and financial conditions, overall economic environment and passenger needs. Yet, the provision of fare concessions and their detailed arrangements are commercial decisions of individual operators. All franchised bus routes and over 75% of green minibus routes are providing some forms of concessionary fares (such as concessionary fares for the elderly, interchange discounts and section fares) at present.



**CONTROLLING OFFICER'S REPLY**

**THB(T)354**

**(Question Serial No. 4299)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 75):

Regarding the continuous efforts in identifying suitable sites and examining their feasibility for logistics development in collaboration with relevant departments as mentioned under the Matters Requiring Special Attention in 2014-15, please advise on the following:

- (a) the details of the related work over the past three years, the number of suitable sites identified for feasibility study and their total area, as well as the anticipated economic benefits to be brought about;
- (b) whether the Government will consider building standard warehouses for lease to the industry while existing logistics sites are for sale either by auction or by tender;
- (c) whether the Administration will, in the process of identifying sites for logistics development in future, give more consideration to the availability of local ancillary facilities as existing logistics sites are rather scattered.

Asked by: Hon. MAK Mei-kuen, Alice

Reply:

- (a) In the past three financial years (2011-12 to 2013-14), we have disposed of two logistics sites in Tsing Yi through open tendering after completing traffic impact assessment to confirm their feasibility and conducting district consultation on the development proposals. The two sites measure 4.5 hectares in total. In addition, after a territory-wide site search exercise conducted in collaboration with the Planning Department, we have identified and reserved two sites totalled ten hectares in Tuen Mun West for logistics development. Feasibility assessments are currently underway and are expected to be completed in 2014.

To assess the anticipated economic benefits of the four logistics sites mentioned above, we have made reference to the maximum gross floor area permitted at those sites, the existing operation of the logistics sector and economic data of 2012. It is estimated that upon completion of logistics facilities at the four sites, 9 100 new jobs in various trades will be provided, yielding about \$3.3 billion worth of economic benefits annually.

- (b) Where practicable, the Government has been making sites available to the logistics industry over the years through open tendering to ensure a level playing field for all interested parties. At the moment, the Government does not have plan to build warehouses for lease to the industry. Any proposal towards this end will have to be carefully considered in the light of potentially significant read-across effect, financial implications, and the issue of Government subsidy for private enterprises.
- (c) The availability of adequate supporting infrastructure has always been one of the most important factors in determining the suitability of a site for logistics development. We will continue to accord importance to it in our future site search exercise.

**CONTROLLING OFFICER'S REPLY**

**THB(T)355**

**(Question Serial No. 6162)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 82)

Regarding e-logistics, the Hong Kong Logistics Development Council (LOGSCOUNCIL) will study and promote the development of an inter-modal system. What are the details, manpower, estimate breakdown and timetable involved for the plan? Is the inter-modal system similar to the port community system (PCS) in other countries or some Mainland cities by making use of fully computerised facilities and shared platforms to support and link up all public and private logistics facilities and services (including those for port, airport and inland) in Hong Kong to enhance the capacity of existing management systems and strengthen the collaboration between the Government and the logistics industry? If no, what are the reasons for that?

Asked by: Hon. MOK, Charles Peter

Reply:

An inter-modal system refers to the use of different modes of transport to enhance efficiency in carriage of passengers and cargoes. The inter-modal system in Hong Kong comprises a combination of air, sea and land links to offer different transport choices to users. It is an important strength of Hong Kong as a regional logistics hub. The LOGSCOUNCIL is fully supportive of Government initiatives to make continuous enhancement to our inter-modal system through key transport infrastructure projects, such as the construction of Hong Kong-Zhuhai-Macao Bridge and proposed development of the third runway for the airport.

The LOGSCOUNCIL also supports initiatives to promote use of information technology to enhance the logistics industry's competitiveness. As regards the PCS referred to in the question, which is essentially a common electronic platform connecting all stakeholders from the public and private sectors involved in the supply chain, the LOGSCOUNCIL has deliberated similar ideas in the past. LOGSCOUNCIL members noted that Hong Kong

already has an advanced electronic infrastructure set up which is operated by the private sector for the handling of cargo-related information by different stakeholders. Given their commercial nature, the LOGSCOUNCIL or the Government cannot compulsorily require the existing privately run electronic systems to be connected to a PCS or mandate the use of a PCS by industry players, particularly when the services concern business to business information flow.

To encourage the adoption of e-freight practices by logistics small and medium enterprises (SMEs), the LOGSCOUNCIL has endorsed a proposal to organise a “SMe-Plug Jumpstart Programme” (the Jumpstart Programme) in collaboration with the Hong Kong R&D Centre for Logistics and Supply Chain Management Enabling Technologies (LSCM) and the Hong Kong Productivity Council in the fourth quarter of 2014. The SMe-Plug is an "Inter-operable data connector" that is being developed by the LSCM to reduce costs and efforts required of logistics SMEs in making connections with e-services platforms. Development of the SMe-plug is expected to be completed in the fourth quarter of 2014. To provide incentives for the use of the SMe-plug and the adoption of e-freight, the Jumpstart Programme will be launched to provide matching fund for 100 participating logistics SMEs to support their initial set-up of the SMe-plug, either at a maximum of \$30,000 or 50% of the set-up cost, whichever is the less. In 2014-15, we have earmarked \$4 million for the organisation of the Programme. No additional manpower resources are involved.

**CONTROLLING OFFICER'S REPLY**

**THB(T)356**

**(Question Serial No. 6197)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 147):

Regarding official entertainment expenses of the Bureau and its departments, will the Administration please inform this Committee of:

- (a) the number of exceptions where official entertainment expenses of public officers for lunch and dinner exceeded the respective ceilings per head, the number of exceptions with approval of directorate officers, the exceeded amounts and the reasons for the excess over the past three years? Please provide the information by bureau/department/public organisation, etc.
- (b) the number of non-compliance with the guidelines on the bestowal of gifts or souvenirs by public officers during the conduct of official activities, and the number of and reasons for exceptions with approval of directorate officers over the past three years? Please provide the information by bureau/department/public organisation, etc.

Asked by: Hon. MOK, Charles Peter

Reply:

The Civil Service Regulations (CSRs) set out principles, regulations and approval procedures related to official entertainment, and heads of departments/bureaux have been delegated the authority to approve related expenditure. According to the Government's guidelines, the expenditure limits for the provision of official meals are set at \$450 per person for lunch and \$600 per person for dinner. Public officers should exercise prudent judgement and economy when entertaining guests for official purposes in order to avoid any public perception of extravagance. If there are justifications to approve expenses in excess of the expenditure limits, the department/bureau concerned has to consider such application according to established guidelines, and details on the full justifications and approval should be clearly documented.

In line with the Government's green policy, public officers should as far as possible refrain from bestowing gifts/souvenirs to others during the conduct of official activities. According to existing guidelines, if bestowal of gifts/souvenirs is necessary or unavoidable due to operational, protocol or other reasons, the gifts/souvenirs should not be lavish or extravagant, their number should be kept to a minimum, and the exchange of gifts/souvenirs should be made from organisation to organisation.

Over the past three years, no staff in the Transport Branch and its departments has been alleged against and disciplined for non-compliance with the CSRs or other government regulations in respect of applications for reimbursement of official entertainment expenses or bestowal of gifts/souvenirs.

**CONTROLLING OFFICER'S REPLY**

**THB(T)357**

**(Question Serial No. 6225)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 189):

The Government has announced that it would make all government information released for public consumption machine-readable in digital formats. In respect of this:

- (a) Please provide in the table below details of the government information to be released for public consumption by your Bureau/Department.

Bureau/ Department	Information items that can be released for public consumption	Description of the information	Period of the information	Is the information currently released in digital formats and date of release	If not, will it be converted into digital formats	Digital format already/planned to be used (please choose)			
						Machine- readable, non- proprietary formats (e.g. CSV)	Machine- readable, proprietary formats (e.g. MS Excel, Word)	Non- Machine- readable formats (e.g. JPG, PDF, PNG)	Open- standard formats (e.g. XML)

- (b) What is the manpower and expenditure involved for releasing government information for public consumption in 2014-15? Will more resources and manpower be provided to your Bureau/Department for handling this task so that the plan can be more effectively implemented?

Asked by: Hon. MOK, Charles Peter

Reply:

The Government launched a portal website "Data.One" (data.one.gov.hk) in 2011 to disseminate various types of Public Sector Information for free re-use for both commercial and non-commercial purposes, including information on public transport, real-time road traffic data and port related information such as shipping directory and vessels' arrival/departure reports. The resources and manpower required in releasing government

information for public consumption are absorbed by our existing provision under the Transport portfolio of the Transport and Housing Bureau, and there is no separate breakdown on this.



**CONTROLLING OFFICER'S REPLY**

**THB(T)358**

**(Question Serial No. 6247)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 203):

Regarding your bureau/department's expenditure on the procurement of computer software and hardware, could the Administration inform this Committee of the following:

- (a) Has the Government developed standardised internal guidelines on procurement for your department setting out the criteria for procuring or renewing computer software and hardware? If yes, what are the details? Is your department required to renew computer software and hardware in a timely manner according to the guidelines?
- (b) Given that Microsoft, a computer software and hardware provider, will terminate support services for its Windows XP operating system, please provide information on the respective numbers of computers that are using (i) Microsoft Windows XP operating system; (ii) other operating systems launched before 2001 by Microsoft; (iii) other operating systems (please state the version) in the department, the respective percentages of the numbers of computers of the above three types against the total number of computers in your department. Does your department have any plan to renew the outdated version of the above operating systems?
- (c) What are the expenditure and criteria for procuring different kinds of tablet computers by your department? What are the models and work purposes of these tablet computers? Is there any confidential information stored in these tablet computers? If yes, what are the details? Are the tablet computers used by your department installed with information security software? If yes, what is the expenditure involved?

Asked by: Hon. MOK, Charles Peter

Reply:

- (a) According to the prevailing government guidelines, bureaux and departments (B/Ds)

are required to formulate each year information technology (IT) project portfolio for the next three years, and plan for the related IT projects to ensure that these IT projects can practically and effectively meet the business needs and operational arrangements of the related B/Ds. With regard to the planning for IT replacement projects, B/Ds are required to examine and assess various potential risks and devise associated mitigating measures. From the technology perspective, the potential risks that should be taken into consideration include product compatibility, maintenance and support, replacement products for ensuring continuity and availability of market supply. In procuring or replacing computer hardware and software, B/Ds must follow the government procurement guidelines to make the most cost-effective purchase through open and fair competition, and take into account the importance and priority of the IT projects.

- (b) We do not have any computers using Microsoft Windows XP or other operating systems released by Microsoft before 2001. All our computers have been timely upgraded, and we are using the Microsoft Windows 7 operating system.
- (c) Like other IT equipment, the tablet computers are procured to support our businesses and operations, and they are mainly used for e-mail/message communication, calendar management, document reading and Internet browsing. Tablet computers are not intended for storage of confidential information, and security measures such as power-on passwords and device-wipe after successive login failures have been adopted.

We are currently using Apple iPad tablet computers, and the estimated expenditure in 2013-14 is around \$5,000.

**CONTROLLING OFFICER'S REPLY**

**THB(T)359**

**(Question Serial No. 6544)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 136):

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

- (a) the information regarding the social media platforms set up and operated by your bureaux/departments/public bodies or their agents (such as out-sourced contractors or consultants) for the past year in tabulated form (see Annex 1).

Commencement of operation (Month/Year)	Status (keeps updating/ ceased updating) (as at 31.1.2014)	Government agencies (including policy bureaux/ departments/ public bodies/ government consultants)	Name	Social media (Facebook/ Flickr/ Google+/ LinkedIn/ Sina Weibo/ Twitter/ YouTube)	Purpose of establishment and number of updates (as at 31.1.2014)	Number of "Likes"/ subscribers/ average monthly visits (as at 31.1.2014)	Compiling summary of comments and following up on a regular basis (Yes / No)	Rank and number of officers responsible for the operation (as at 31.1.2014)	Financial resources involved in the establishment and daily operation (as at 31.1.2014)
			(1) ... (2) ... (3) ...	(1) ... (2) ... (3) ...					

- (b) whether the "Guidelines on the Use of Social Media" available on the Government intranet provide instructions to your department on the ceilings on expenditures for using social media or web-based platforms, such as registration fees, advertising expenses and value-added services. If yes, what are the details? If no, will the guidelines be revised to set out the reasonable levels of expenditures incurred in the use of social media.

- (c) In recent years, governments around the world have introduced systems through which citizens may make proposals online. They have also undertaken that they will give a formal online response if a certain number of citizens have indicated their support of the proposals. Has the Administration examined ways to improve the existing channels for collecting public opinion on the Internet, and evaluate the feasibility of

the system of collecting online proposals mentioned above? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. MOK, Charles Peter

Reply:

- (a) The information on social media platform set up and operated under the Transport portfolio is tabulated at Annex.
- (b) On using social media, the Office of the Government Chief Information Officer (OGCIO) provides technical advice and support to bureaux and departments (B/Ds) through the provision of information security and other general guidelines for their reference, including setting up a thematic webpage to share information on as well as tips of using social media. As for the expenditure on the use of social media, the OGCIO advises that it would be up to individual B/Ds to decide according to their operational needs.
- (c) We have been operating websites and e-forums, dedicated or otherwise, to collect public opinion on certain subjects. We will continue to gauge views from the public through appropriate channels, including online platforms, as necessary.

Commencement of operation (Month/Year)	Status (keeps updating/ ceased updating) (as at 31.1.2014)	Government agencies (including policy bureaux/ departments/ public bodies/ government consultants)	Name	Social media (Facebook/ Flickr/ Google+/ LinkedIn/ Sina Weibo/ Twitter/ YouTube)	Purpose of establishment and number of updates (as at 31.1.2014)	Number of "Likes"/ subscribers / average monthly visits (as at 31.1.2014)	Compiling summary of comments and following up on a regular basis (Yes / No)	Rank and number of officers responsible for the operation (as at 31.1.2014)	Financial resources involved in the establishment and daily operation (as at 31.1.2014)
7/2012	Keeps updating	Electrical and Mechanical Services Department (EMSD)	EMSD Channel	YouTube	To disseminate publicity and educational videos on railway safety and vehicle maintenance to the public and the trade through social media.  A total of 9 videos are uploaded.	The channel has 329 subscribers and a total of 3 100 views were recorded for the 9 videos in January 2014.	Yes	1 Engineer	As the engineer is also responsible for other tasks, there is no separate breakdown of financial resources involved.
12/2012	Ceased updating	Hong Kong Maritime Industry Council	Hong Kong Bringing the World to You	YouTube	To promote Hong Kong Maritime Industry	17 monthly visits on average	No	N.A.	N.A.
12/2012	Keeps updating	Transport Department	TDInfo HKSARG	YouTube	To promote HKeTransport, HKeRouting and Bus Route Rationalisation  A total of 5 videos are uploaded.	The channel has 2 subscribers and a total of 2 621 views were recorded for the 5 videos in January 2014.	No	1 Engineer	As the engineer is also responsible for other tasks, there is no separate breakdown of financial resources involved.
1/2010	Keeps updating	Airport Authority Hong Kong (AAHK)	Hong Kong International Airport (HKIA) Facebook, Weibo and Twitter pages	Facebook, Weibo, Twitter	To disseminate the latest information of HKIA to the public via social media platforms. From 1.2.2013 to 31.1.2014, No. of posts uploaded on social media platforms: 85	16 057 likes on Facebook; 32 360 fans on Weibo; 799 followers on Twitter	Yes	1 Assistant Manager (part-time)	\$200,000 (from 1.2.2013 to 31.1.2014) (funded by AAHK for contractor to manage and monitor the social media platforms, including content update, content monitoring, results and market analyses etc.)
6/2011	Keeps updating	Airport Authority Hong Kong (AAHK)	HKIA Youtube channel	Youtube	No. of videos uploaded on Youtube: 20	2 022 subscribers	Yes		

**CONTROLLING OFFICER'S REPLY**

**THB(T)360**

**(Question Serial No. 6558)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 176):

In respect of the public relations expenses of various government departments in the past year, please inform this Committee of:

- (a) The expenses this bureau spent on advertisement on mainstream or online media as well as the relevant details in table form (please see Annex 1):

Published/ Broadcasted Time (Month/ Year)	Status (one-off/ ongoing/ done) (as at 31/1/2014)	Government or Public Organisation (including policy bureau/ department/ public organisation/ government advisory body)	Name of Advertisement	Name of Publisher or Broadcasting Media (newspaper/ radio station/ TV station/ advertising panel/ car wrap advertising/ website, etc)	Purpose and Frequency of the Advertisement (as at 31/1/2014)	Rank and Number of Responsible Person(s) (as at 31/1/2014)	Expenses/ resources involved (as at 31/1/2014)
			(1)... (2)... (3)...	(1)... (2)... (3)...			

- (b) The expenses this bureau spent on sponsoring media to provide programmes or materials as well as the relevant details (please see Annex 2):

Programme/ Materials Published/ Broadcasted Time (Month/ Year)	Status (one-off/ ongoing/ done) (as at 31/1/2014)	Sponsoring Government or Public Organisation (including policy bureau/ department/ public organisation/ government advisory body)	Name of Programme/ Materials	Name of Publisher or Broadcasting Media (newspaper/ radio station/ TV station/ website, etc)	Purpose and Frequency of the Sponsorship (as at 31/1/2014)	Rank and Number of Responsible Person(s) (as at 31/12014)	Expenses (as at 31/1/2014)
			(1)... (2)... (3)...	(1)... (2)... (3)...			

(c) The expenses on and details of the Advertorial of this bureau (please see Annex 3):

Programme/ Materials Published/ Broadcasted Time (Month/Year)	Status (one-off/ ongoing/ done) (as at 31/1/2014)	Government Organisation (including policy bureau/ department/ public organisation/ government advisory body)	Name of Programme / Materials	Name of Publisher or Broadcasting Media (newspaper/ radio station/ TV station/ website, etc)	Purpose and Frequency of the Publication/ Broadcasting (as at 31/1/2014)	Rank and Number of Responsible Person(s) (as at 31/1/2014)	Non- government organisation/ Personnel Responsible for Writing Advertisement Script (if any)	Expenses (as at 31/1/2014)
			(1)... (2)... (3)...	(1)... (2)... (3)...				

Asked by: Hon. MOK, Charles Peter

Reply:

There are no public relations activities related to (a) to (c) for the Transport Branch of the Transport and Housing Bureau from 1 April 2013 to 31 January 2014, hence it is a nil return from us.

**CONTROLLING OFFICER'S REPLY**

**THB(T)361**

**(Question Serial No. 5500)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 58):

The Financial Secretary announced that the midfield development project scheduled for completion in 2015 will provide an additional 20 aircraft parking stands. In this regard, will the Administration advise:

- (a) the detail of latest progress, the average daily number of aircrafts accommodated by these additional aircraft parking stands, as well as its implication for aircraft movement in the Hong Kong International Airport (HKIA) in the short run; and
- (b) given that the shortage of manpower caused a long conveying time of baggage at baggage conveyor belt as reported last year, whether it has a monitoring or sanction mechanism in this area to ensure the high-quality performance, in particular when will the additional 20 aircraft parking stands open?

Asked by: Hon. SHEK Lai-him, Abraham

Reply:

- (a) To cope with the medium-term demand, the Airport Authority Hong Kong (AA) is implementing Phase 1 of its midfield expansion project at the HKIA. A passenger concourse is under construction to provide 20 additional aircraft parking stands. Works on the project started in late 2011 and are expected to be completed by the end of 2015. Upon completion of the project, the HKIA will be able to handle ten million more passengers each year. At the same time, the AA has started the design of the Phase 2 midfield expansion project, and is exploring the feasibility of providing additional aircraft parking stands. The AA is also implementing apron expansion project on the western part of the midfield area. 20 new aircraft parking stands were made available



last year, and an additional eight new aircraft parking stands will be commissioned by the end of 2014. Upon completion of all these expansion projects (excluding the Phase 2 midfield expansion project which is under planning), the number of aircraft parking stands will increase by about 30%.

- (b) The AA has an established mechanism to monitor and assess the performance and service quality of its service franchisees, including ramp handling operators (RHOs) on arrival baggage delivery. The baggage of arrival flights has to be conveyed to the baggage conveyor belt within the timeframe as specified in the performance pledge (i.e. the first baggage to arrive at the baggage conveyor belt within 20 minutes, while the last baggage to arrive within 40 minutes after the aircraft is parked.).

For franchisees who are unable to meet the performance standard, the AA will take follow up actions commensurate with the nature and seriousness of problems identified. For example, the AA may demand investigation, require the franchisees to submit reports, and convene review meeting with the management of the franchisees to work out improvement measures. If no immediate improvement is seen, the AA would issue warning letters to the management of the franchisees concerned. Besides, in every contract signed between the AA and a franchisee, there are provisions which give the AA the right to terminate the contract and revoke the relevant licence should the franchisee fail to meet its performance targets consistently. In the meantime, the AA will be working closely with all RHOs to ensure there are adequate equipment and manpower to maintain the high-quality service of the HKIA.

**CONTROLLING OFFICER'S REPLY**

**THB(T)362**

**(Question Serial No. 3325)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 101):

As mentioned in the Matters Requiring Special Attention in 2014-15, the Administration will continue to review licensing policy and pursue effective measures to improve different licensing-related services. In this connection, please provide details on the following:

- (a) the total number of private cars, the number of private cars first registered and its percentage over the total number of private cars over the past five years;
- (b) the number of vehicles granted first registration tax (FRT) concession for environment-friendly petrol private cars (EFPCs) and the percentage of the number of such private cars first registered over the past five years;
- (c) the total amount of FRT concession for EFPCs over the past five years; and
- (d) whether the effectiveness of FRT in curbing the growth of private cars has been reviewed; if yes, the effectiveness achieved and ways of further improvement; if no, the reasons for that.

Asked by: Hon. TANG Ka-piu

Reply:

- (a) During 2009-2010 to 2013-2014, the total number of registered private cars and first registered private cars are as follows:

<b>Year</b>	<b>Total number of registered private cars (as at financial year end)</b>	<b>Number of first registered private cars in the year</b>	<b>Percentage of first registered private cars in the year over the total number of registered private cars</b>
2009 – 2010	433 209	31 621	7.3%
2010 – 2011	454 525	43 548	9.6%
2011 – 2012	476 090	43 712	9.2%
2012 – 2013	501 021	46 415	9.3%
2013 – 2014 (up to end February 2014)	522 022	41 654	8.0%

(b) During 2009-2010 to 2013-2014, the total number of registered EFPCs and first registered EFPCs are as follows:

<b>Year</b>	<b>Total number of registered EFPCs (as at financial year end)</b>	<b>Number of first registered EFPCs in the year</b>	<b>Percentage of first registered EFPCs in the year over the total number of registered EFPCs</b>
2009 – 2010	11 410	4 610	40.4%
2010 – 2011	19 223	7 370	38.3%
2011 – 2012	31 944	13 091	41.0%
2012 – 2013	52 309	20 626	39.4%
2013 – 2014 (up to end February 2014)	61 053	8 768	14.4%

(c) During 2009-2010 to 2013-2014, the amount of FRT concession for EFPCs is as follows:

<b>Year</b>	<b>Amount of FRT concession for EFPCs (\$ million)</b>
2009 – 2010	117
2010 – 2011	218
2011 – 2012	633
2012 – 2013	1,194
2013 – 2014 (up to end February 2014)	391

(d) Since the last increase in FRT for private cars in 2011, the annual growth of licensed private cars had dropped from 5.8% in January 2011 (before the FRT increase) to 4.5% in January 2014. We will continue to monitor the trend of the growth of private cars and consider if additional measures would be necessary.

**CONTROLLING OFFICER'S REPLY**

**THB(T)363**

**(Question Serial No. 5679)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 40):

The Administration has been responsible for organising visits to the Mainland and abroad to promote the awareness of the strengths of Hong Kong as an international maritime centre and a regional logistics hub. Is there any related plan for this year?

If yes, what are the details and estimates of the visits? Who will lead the visits and what are the expected benefits to be brought about?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The Hong Kong Maritime Industry Council (MIC), the Hong Kong Port Development Council (PDC) and the Hong Kong Logistics Development Council (LOGSCOUNCIL), which are set up under the auspices of Transport and Housing Bureau, conduct promotion visits to the Mainland and overseas countries from time to time. There are two such visits being planned for 2014-15, a promotion visit to Athens (Greece) and London (UK) by MIC in June 2014, and to Vietnam and Malaysia by the LOGSCOUNCIL and the PDC in December 2014. Both visits will be led by the Secretary for Transport and Housing as the chairman for the three councils, with industry representatives joining as members of the delegations. The visit programmes are being developed but are expected to include organisation of promotional seminar(s), conducting promotion in trade exhibitions, visits to key maritime-/logistics-related facilities/institutions, and meeting(s) with relevant government officials, port/airport authorities, trade organisations and industry representatives. The visits will allow us to promote to the relevant overseas government and industry counterparts the strengths of Hong Kong as an international maritime centre and a regional logistics hub, and to keep them abreast of the latest policy initiatives and market developments in Hong Kong, and provide opportunities for exchange of experience. The

budget for the two visits will be finalized when the visit programmes take on a clearer shape.

**CONTROLLING OFFICER'S REPLY**

**THB(T)364**

**(Question Serial No. 3301)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 53):

Regarding the setting up of the Maritime and Aviation Training Fund (MATF):

- (a) What are the provisions and manpower arrangements involved? What is the timetable for implementing related measures? What are the specific operational and monitoring mechanisms for the MATF? Will there be any regular reviews of its operational performance and effectiveness?
- (b) What are the application requirements and eligibility criteria for the MATF? What is the anticipated number of people to be benefited under the MATF? Is there any selection mechanism? If yes, what are the details? If no, what are the reasons for that?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

The Finance Committee of the Legislative Council approved on 10 January 2014 a commitment of \$100 million over a period of five years from 2014-15 to 2018-19 to establish and operate a MATF. The MATF will be used to sustain the five existing training schemes and scholarships (e.g. the Sea-going Training Incentive Scheme, two postgraduate scholarship schemes to nurture maritime professionals), as well as to launch enhancement and new initiatives for the maritime and the aviation sectors including a sector-wide internship network for tertiary students and a professional training refund scheme for in-service practitioners.

- (a) The MATF will commence operation in April 2014. For 2014-15, \$17.06 million is earmarked for implementing the initiatives under the MATF, and the manpower

required for taking forward such initiatives will be met by the existing provision of the Transport Branch of Transport and Housing Bureau. Most of the incentive/refund and scholarship schemes will be open for applications from April 2014. For other initiatives which involve collaboration with overseas and Mainland institutions, details are being worked out between relevant universities and their partnering institutions. Tripartite committees comprising representatives from the Government, industry stakeholders and education institutions will be set up to monitor and review the usage of the MATF regularly and fine-tune the implementation details in the light of practical experience and feedback.

- (b) Eligibility criteria will be laid down for training incentive, scholarship, overseas learning programmes and in-service professional training and examination fee refund scheme under the MATF. Generally speaking, for training incentive schemes, there will be requirements on applicants' level of academic/professional attainment, as well as employment service with the relevant sector. For the scholarship and overseas learning programmes, applicants will be selected according to merits. As regards the in-service professional training and examination fee refund scheme, a list of such courses/examinations will be drawn up in consultation with the trade having regard to their relevance to the manpower developments needs of the industries and their professional status etc. Over the five-year period from 2014-15 to 2018-19, the total number of beneficiaries under the MATF is estimated to be more than 5 600.

**CONTROLLING OFFICER'S REPLY**

**THB(T)365**

**(Question Serial No. 4771)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 177):

Regarding its continuous efforts in overseeing the introduction of new measures by means of legislation, enforcement and education to enhance road safety, the Bureau has indicated that it will collect and analyse relevant information, such as the correlation between the use of mobile phones through “swiping” and the number of mobile phones placed inside vehicles against the occurrence of traffic accidents. In this connection, please provide the following information:

- (a) What are the distribution of internal manpower, the approach and the timetable for the study?
- (b) The Bureau has mentioned that it is collecting relevant information in collaboration with the Hong Kong Police Force (HKPF). What are the districts where data collection takes place? Are professional drivers placing over three mobile phones inside their vehicles the targets of data collection?
- (c) Will reference be made to relevant overseas legislation and data on traffic accidents caused by the use of mobile phones? If yes, what are these countries?
- (d) What is the current progress of the study? Will the Administration conduct public consultation on this matter and what will be the timetable for that?

Asked by: Hon. WONG Kwok-hing

Reply:

- (a), (c) and (d) The Transport Department (TD) is now studying practices and researches on the use of mobile phones while driving in some overseas jurisdictions. Reference will be made to the relevant regulation, data and researches of



major overseas jurisdictions in Europe, Asia and America. The findings will be presented to the Road Safety Research Committee of the Road Safety Council for consideration.

The TD and the HKPF have just started conducting researches and collecting data. The Government may conduct public consultation in the light of the findings. There is no concrete timetable at this stage.

The above work is carried out by the staff of the TD and the HKPF as part of their normal duties.

- (b) The HKPF started collecting data on a territory-wide basis on 1 February 2014. Where a vehicle is involved in a traffic accident involving personal injury, frontline traffic officers of the HKPF will record the number of mobile phones or electronic devices, if any, mounted on the dashboard or windscreen of the vehicle, and whether such mobile phones or electronic devices were in use.

**CONTROLLING OFFICER'S REPLY**

**THB(T)366**

**(Question Serial No. 4766)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 54):

In the briefing on transport-related policy initiatives under the 2014 Policy Address, the Bureau has indicated that upon completion of the study for the Review and Update of the Railway Development Strategy (RDS) 2000, it will commence studies on the long-term development and management of public transport in the territory. Please provide the following information:

- (a) What are the details of the studies? What is the estimated timetable for the internal preliminary work for such studies? Will the Bureau commission consultants for the studies? If yes, what are the timetable and estimated expenditure for the tender? Will there be any public consultation?
- (b) Why the Fourth Comprehensive Transport Study is not conducted instead? What approach will be adopted in the studies for the development of our transport system? Will the current approach of "railway serving as the backbone" be fine-tuned?
- (c) Will the studies formulate another new transport model or simply use the existing one?
- (d) What is the expenditure incurred for updating and upgrading the transport model over the past three years? Has the Administration commissioned a consultant to formulate the model? To what policy initiatives will the model be applied? What are the posts and manpower responsible for handling the model? How to identify items under the model that required updating?

Asked by: Hon. WONG Kwok-hing

Reply:

Upon the completion of the new RDS beyond 2020 later this year, and having regard to the planning and progress of implementation of the major transport infrastructure, we will proceed to prepare for the conduct of a review of the Public Transport Strategy, in order to update our strategy for public transport services to meet the travelling needs of the community. We will consider the methodology, the timetable and the resource requirement in the course of the preparation.

Separately, to facilitate the planning of future transport infrastructure and public transport services in Hong Kong, the Transport Department (TD) continued to engage consultants to update and enhance the Third Comprehensive Transport Study Model developed in 1999, so that it can be used in various major territorial and regional transport and planning studies. The expenses in the past three years of 2011-12, 2012-13 and 2013-14 were \$0.98 million, \$0.84 million and \$1.40 million respectively. The TD deploys in-house resources to supervise the work of the consultants.

**CONTROLLING OFFICER'S REPLY**

**THB(T)367**

**(Question Serial No. 5266)**

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

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

Programme: (-) Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 42):

What is the 2014-15 estimate for duty visits or exchanges to the Mainland for the Transport and Housing Bureau (Transport Branch) [THB(T)]? Please advise on the topics of the duty visits or exchanges to the Mainland planned for 2014-15. How will the Administration prevent activities irrelevant to official duties from taking place during duty visits outside Hong Kong? How will the Administration prevent applications for revising visit destinations from becoming a mere formality?

Asked by: Hon. WONG Yuk-man

Reply:

Officers of the THB(TB) will conduct official duty visits outside Hong Kong on the basis of operational needs, including enhancing co-operation and exchanges with the Mainland, and participating in meetings/conferences concerned, etc. The exact plan in 2014-15 is not yet confirmed.

All expenses of duty visits funded by the Government are subject to control under relevant regulations and guidelines to ensure effective monitoring and proper use of public funds. There is control on different aspects, such as duty visits should only be conducted when there are strong operational reasons; prior approval for duty visits should be obtained, and non-official activities should be avoided. An officer should provide all the necessary information in respect of the proposed visit when submitting an application. If there are any subsequent changes to the visit arrangements, the officer concerned should inform the approving officer as soon as possible; and the approving officer should then assess whether it is necessary to reconsider the application.

**CONTROLLING OFFICER'S REPLY****THB(T)368****(Question Serial No. 5058)**

- Head: (158) Government Secretariat:  
Transport and Housing Bureau  
(Transport Branch)
- Subhead (No. & title): (-) Not Specified
- Programme: (2) Land and Waterborne Transport
- Controlling Officer: Permanent Secretary for Transport and Housing (Transport)  
(Joseph YT LAI)
- Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 113):

Regarding the quota arrangements for cross-boundary vehicles and the operation of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) under this Programme, please advise this Committee on:

- (a) the daily average number of quotas (for southbound and northbound trips respectively) for cross-boundary school bus services in 2012-13 and 2013-14 by boundary crossing; and
- (b) the respective figures on applications received and approved by year since the launch of the Scheme.

Asked by: Hon. WU Chi-wai

Reply:

- (a) The numbers of special quotas for cross-boundary school buses issued in 2012/13 and 2013/14 school years were 109 and 140 respectively. Each special quota permits one northbound trip and one southbound trip by a cross-boundary school bus on a school day. The breakdown of trips by boundary control point is set out in the table below.

Boundary Control Point	2012/13 School Year		2013/14 School Year	
	Southbound Trips	Northbound Trips	Southbound Trips	Northbound Trips
Shenzhen Bay Port	77	77 (2)	102	102 (2)
Lok Ma Chau	12	12	17	17
Man Kam To	13	13	13	13
Sha Tau Kok	7	7	8	8

Boundary Control Point	2012/13 School Year		2013/14 School Year	
	Southbound Trips	Northbound Trips	Southbound Trips	Northbound Trips
Total	109	109 (2)	140	140 (2)

Note: The figures in brackets refer to the number of additional northbound trips granted upon application for schools where there are cross-boundary students participating in extra-curricular activities after school.

- (b) The first phase of the Scheme was rolled out on 30 March 2012. As at 3 March 2014, the numbers of applications received and approved by the Transport Department by year are as follows:

Year	2012 (from 30 March to 31 December)	2013 (from 1 January to 31 December)	2014 (from 1 January to 3 March)
Number of applications received	1 240	1 663	269
Number of applications approved	1 085	1 551	252

**CONTROLLING OFFICER'S REPLY**

**THB(T)369**

**(Question Serial No. 5059)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 114):

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

- (a) the annual staffing provision and expenditure involved for the “co-location” arrangement at the Hong Kong Station of the XRL over the past three years, and the details of the duties involved; and
- (b) the annual expenditure involved for discussions on the “co-location” arrangement with the relevant Mainland departments (including expenditure incurred for duty visits to the Mainland) over the past three years.

Asked by: Hon. WU Chi-wai

Reply:

The detailed operation of the “co-location” of Customs, Immigration and Quarantine (CIQ) facilities at the West Kowloon Terminus of the XRL involves complex legal and constitutional issues. The Department of Justice, the Transport and Housing Bureau, as well as relevant bureaux and departments are studying the issues vigorously. The Government has also been in discussion with the relevant Mainland authorities. The related work is still underway. Once specific agreement on the CIQ arrangements has been reached with the Mainland authorities, we will report to the Legislative Council in a timely manner.

The manpower and expenditure in taking forward the above tasks are absorbed by existing resources.

**CONTROLLING OFFICER'S REPLY****THB(T)370****(Question Serial No. 5060)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 115):

Regarding the pedestrian environment improvement schemes in Yuen Long Town, Mong Kok and Causeway Bay, please advise this Committee on the improvement items completed in the three areas respectively since the implementation of the schemes, as well as the expenditure incurred by each item. Please also provide details on the improvement items expected to be completed in 2014-15.

Asked by: Hon. WU Chi-wai

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, and has conducted two rounds of public engagement as part of the study. The HyD is considering ways to address the key issues raised by the public, including blockage of existing footpaths and shop frontages by ground level subway exits, disruptions resulting from temporary traffic arrangements during construction, and connections with adjacent shopping arcades. The HyD will revert to the Wan Chai District Council on the way forward.	3.51



Proposed Scheme	Latest Position	Consultancy Fees so far (\$ million)
Mong Kok Footbridge System	Following the completion of the preliminary technical feasibility study, the HyD engaged a consultant in October 2013 to carry out further investigations, covering the programme and method of construction, traffic impact during construction, utility diversion requirements, etc. Further investigations are expected to take two years.	4.80
Yuen Long Town Pedestrian Environment Improvement Scheme	<p>A number of pedestrian environment improvement schemes, both minor and major in scale, have been developed for improving the pedestrian environment, taking into account views gathered from the public engagement exercise in 2009 to 2010.</p> <p>So far, five minor schemes have been completed. The HyD will complete the other minor schemes as early as possible within 2014.</p> <p>The HyD commissioned a feasibility study on the major schemes (including streetscape improvement at Fung Yau Street North and Fung Cheung Road, improvement of the junction of Castle Peak Road and Kuk Ting Street, and a footbridge system along the Yuen Long Nullah) in September 2011. In May 2013, the HyD completed a public engagement exercise to collect views on the proposed major schemes. They were generally supported by the Yuen Long District Council and the locals. Detailed design for the first two items is in progress. For the footbridge system, the HyD is planning to engage a consultant to carry out further investigation and detailed design.</p>	7.21

**CONTROLLING OFFICER'S REPLY**

**THB(T)371**

**(Question Serial No. 5061)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 116):

As regards reviewing the Fare Adjustment Arrangement (FAA) for franchised bus service, please advise this Committee:

- (a) whether the FAA review will tie in with the expiry of the two franchises in 2016 and 2017 to implement the new FAA upon the renewal of the two franchises; and
- (b) whether public consultation will be conducted on the FAA; if yes, the details and estimated expenditure involved.

Asked by: Hon. WU Chi-wai

Reply:

- (a) The FAA for franchised buses is a mechanism for the Government to process applications for fare increase as and when made by the franchised bus operators. Under the FAA, there are a whole host of factors that the Government takes into account in assessing franchised bus fare increase applications for the purpose of making recommendations to the Chief Executive in Council. Such factors include:
  - (i) changes in operating costs and revenue;
  - (ii) forecasts of future costs, revenue and return;
  - (iii) 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;

- (iv) public acceptability and affordability. Reference should be made to the change in Composite Consumer Price Index (CCPI) and change in Median Monthly Household Income;
- (v) the quality and quantity of service provided; and
- (vi) 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 FAA will be reviewed from time to time to ensure it would continue to work well. A review is currently underway. We expect it to be completed within this year. Any new FAA put in place on completion of the review will apply to all bus franchises in operation at the time. The existing arrangement can basically strike a balance between the sound operation of the bus services as well as public affordability and acceptability. The current review aims at examining whether there is room for improvement regarding the individual factors of the current FAA mechanism, with a view to ensuring that public interests will continue to be properly protected, and that healthy development of bus services can be sustained.

- (b) We will suitably engage the Panel on Transport of the Legislative Council and the community on the FAA review at an appropriate juncture.

The work involved in the engagement tasks for the FAA review will be absorbed by the existing resources of the Transport Branch of the Transport and Housing Bureau and the Transport Department as part of their normal duties, and there is no separate breakdown of expenditure for the purpose.

**CONTROLLING OFFICER'S REPLY**

**THB(T)372**

**(Question Serial No. 5082)**

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

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

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

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 150):

It is mentioned under the Matters Requiring Special Attention in 2014-15 that the Government will continue to seek to rationalise and optimise the efficient use of the airspace in the Pearl River Delta (PRD) region, and to open up more air routes to and from the Mainland. Please advise this Committee on the following:

- (a) What are the respective figures on the increase in arrival and departure air routes via the Mainland over the past five years?
- (b) What are the respective figures on new arrival and departure air routes expected to be opened up in the coming five years?
- (c) The frequent changes in the number of air routes has made it difficult for the public to understand the situation. If the third runway project is approved by the Legislative Council and completed as scheduled in 2023, what will be the total number of air routes (including those on the Mainland) available for flight arrivals and departures in Hong Kong by then? What are the estimated maximum flight movements per hour?

Asked by: Hon. WU Chi-wai

Reply:

- (a) Additional handover points between the Hong Kong and Guangzhou Flight Information Regions (FIR), together with corresponding air routes, would provide more avenues for aircraft to enter the Mainland airspace from Hong Kong and vice versa, thereby reducing traffic complexity in the airspace around

the Hong Kong International Airport (HKIA), and enhancing airspace management efficiency.

The Civil Aviation Department (CAD) has been liaising with the civil aviation authorities in the Mainland and Macao since 2004 to establish additional handover points and corresponding air routes, and devise measures to enhance the airspace design and increase air route capacities. Through the collaborative efforts of the three sides, two additional handover points with corresponding air routes have been established between the Hong Kong and Guangzhou FIR over the years, bringing the number of handover points and corresponding air routes to a total of ten.

- (b) and (c) The CAD will continue to participate in the discussions and coordinate with the Mainland and Macao civil aviation authorities to enhance the use of Pearl River Delta (PRD) airspace. This includes the establishment of additional handover points and corresponding air routes in the PRD airspace so as to open up more airspace and enhance air traffic management capacity and efficiency.

With the operation of the three-runway system at the HKIA targeted to be commissioned in around 2023, it is estimated that the runway capacity will be increased progressively to the maximum of 102 aircraft movements per hour.

**CONTROLLING OFFICER'S REPLY**

**THB(T)373**

**(Question Serial No. 5096)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 164):

Regarding matters in relation to railway development under the Programme, please advise this Committee on:

- (a) any reviews or studies on the future operation and development of the North-west Transit (Light Rail) in 2011-12, 2012-13 and 2013-14; if yes, the details and expenditure involved; and
- (b) any reviews or studies on the future operation and development of the North-west Transit (Light Rail) in 2014-15; if yes, the details and expenditure to be involved.

Asked by: Hon. WU Chi-wai

Reply:

- (a) The MTR Corporation Limited (MTRCL) prepares a five-year programme on the operation of Light Rail (covering changes in the routes operated, frequencies of service, and vehicle allocation) every year. The Transport Department (TD) provides advice and comments to the MTRCL, having regard to factors such as projected population growth and passenger demand in the areas served by the Light Rail, such that Light Rail service can better be provided to meet passenger demand. Light Rail service was strengthened in the three years specified. Specifically, with the phased delivery of 22 new Light Rail vehicles starting in 2011, the MTRCL has been gradually refurbishing its existing Light Rail vehicles with the carrying capacity of each refurbished vehicle increased by 8%. The MTRCL has also deployed more coupled set Light Rail vehicles since April 2013 for some high-demand routes. The MTRCL will add a total of 148 trips per week to its Light Rail network and deploy coupled set vehicles to some high-demand routes from April 2014. The monitoring work is undertaken by existing staff of the TD as part of their regular duties.

- (b) In addition to the five-year programme mentioned in part (a), upon the completion of the new railway development strategy beyond 2020 later this year, and having regard to the planning and progress of implementation of the major transport infrastructure, we will proceed to prepare for the conduct of a review of the Public Transport Strategy, in order to update our strategy for public transport services to meet the travelling needs of the society. The review will cover the Light Rail Transit system. We will consider the resource requirement in the course of the preparation.

**CONTROLLING OFFICER'S REPLY**

**THB(T)374**

**(Question Serial No. 5124)**

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

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

Programme: (2) Land and Waterborne Transport

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 195):

Regarding the continuous efforts in overseeing the implementation of the Shatin to Central Link (SCL) and the Kwun Tong Line Extension (KTE), please advise this Committee on:

- (a) the current works progress of the SCL and the KTE;
- (b) the earliest anticipated date of handover of the comprehensive development area (CDA) in Diamond Hill to the Housing Department for residential development; and
- (c) the details of the various temporary traffic management schemes (TTMSs) in place to facilitate the SCL and the KTE works, and the anticipated date of cancellation of these TTMSs.

Asked by: Hon. WU Chi-wai

Reply:

- (a) Up to the end of 2013, the construction works of the SCL and the KTE were about 12% and 55% completed.
- (b) Part of the site for the Diamond Hill CDA is being occupied for the construction of the Diamond Hill Station and the railway tunnel of the SCL. Subject to the progress of construction, the works site is scheduled to be released to the Housing Authority by phases between 2016 and 2019.
- (c) To facilitate the construction of the SCL and the KTE, Site Liaison Groups comprising representatives from the MTR Corporation Limited, the Transport Department, the Highways Department, the Hong Kong Police Force and other relevant government departments have been set up in relevant districts to assess and monitor closely the



implementation of TTMSs. The relevant District Councils have also been consulted on the TTMSs. Under the TTMSs of the SCL and KTE, sections of carriageways and footways are temporarily closed or diverted for facilitating the construction of the railway facilities. These TTMSs are being implemented in phases until the corresponding construction works are completed. It is anticipated that all the construction works of the KTE and the SCL will be completed in 2015 and 2020 respectively.

**CONTROLLING OFFICER'S REPLY****THB(T)375****(Question Serial No. 4360)**

**Head:** (186) Transport Department  
**Subhead (No. & title):** (-) Not Specified  
**Programme:** (1) Planning and Development  
**Controlling Officer:** Commissioner for Transport (Mrs. Ingrid YEUNG)  
**Director of Bureau:** Secretary for Transport and Housing

**Question (Member Question No. 59):**

Under Matters Requiring Special Attention in 2014-15, the Transport Department (TD) indicated that it would enhance efforts to plan and formulate bus service rationalisation proposals in conjunction with franchised bus companies through the annual route development programme (RDP) exercise and the "Area Approach". It was reported that rationalisation of KMB bus routes had led to a rise in bus fares and an increase in the loading of MTR services. The document which the Transport and Housing Bureau recently submitted to the Legislative Council showed that many MTR lines were nearly "overloaded", and rail passengers would need to wait for a few more trains before getting on board. Please advise this Committee on the following:

- (1) According to the "Travel Characteristics Survey 2011" conducted by the TD from September 2011, the maximum time that respondents were prepared to wait for different types of transport services varied from six to 16 minutes, and those of railway and franchised buses were six minutes and 12 minutes respectively. Would the Administration please advise whether it had monitored and recorded the passenger waiting time (i.e. being able to enter into train compartments) at railway stations in the past year? If yes, taking the Admiralty and Mong Kok Stations as examples, what was the average passenger waiting time on weekdays and holidays, as well as during peak periods?
- (2) What improvement plans does the Administration have to deal with the high loading problem of individual public transport modes?
- (3) According to the "Travel Characteristics Survey 2011" conducted by the TD from September in 2011, it is stated in the report that railways have already taken the place of franchised buses as the most popular transport mode used by Hong Kong residents. However, franchised buses still account for 27% (25% for rail and 33% for franchised buses in the 2002 survey) of the number of trips made. Will the Administration review and devise relevant bus services, taking into account the demand of individual districts, in order to alleviate the overloading problem of MTR services?

Asked by: Hon CHAN Chi-chuen

Reply:

- (1) As part of the TD's monitoring work, the TD conducts on-site inspections and surveys at MTR stations on train service arrangements and station facilities from time to time. According to the latest surveys<sup>Note</sup> conducted by the TD at three busy interchange stations at morning peak hours at Admiralty (Island Line Chai Wan bound) and Mong Kok (Tsuen Wan Line Central bound); and at evening peak hours at Admiralty (Tsuen Wan Line Tsuen Wan bound) and Prince Edward (Kwun Tong Line Tiu Keng Leng bound) in January and February 2014, most passengers normally could get on board the second arriving train. During the busiest half hour, there were occasions where passengers could only board the third or even the fourth arriving train. During holidays, train passengers generally were able to get on board the first arriving train.
- (2) The passenger demand for, occupancy rate of and waiting time for the public transport services in Hong Kong vary between holidays and working days, between peak and non-peak hours and amongst different districts (commercial versus residential areas). While the capacity of public transport modes has certain flexibility, some will be more crowded or will have a longer waiting time at certain hours and in certain areas.

As regards the railway network, the loading of certain railway lines is relatively high during peak hours. To alleviate crowdedness and shorten the waiting time during peak hours, the MTR Corporation Limited (MTRCL) has strengthened the train service by adding 1 300 train trips per week throughout the network in the past two years. The MTRCL would also increase some 300 heavy train trips and some 140 Light Rail train trips per week in the coming few months. The MTRCL also arranges short-haul trips running between a few busy stations to increase carrying capacity if a gap between trains under the scheduled train services has opened up to allow safe running of trains. Platform assistants are deployed to encourage passengers to move inside trains and to maintain the order of boarding / alighting passengers.

In the planning of future public transport services, the TD will, having regard to the overall passenger demand, continue to work with the public transport operators to introduce new services or adjust existing road-based public transport services where necessary and feasible. As for railways, the MTRCL has begun upgrading the signalling system for existing railway lines in phases. When the upgrading is completed, carrying capacity will be increased by around 10%. The MTRCL is studying the feasibility of a fare concession scheme to encourage some of the commuters to take their MTR rides outside peak hours. The MTRCL will make reference to similar practices adopted by overseas cities when considering how best the scheme could be implemented in Hong Kong for achieving passenger diversion. The conclusion will be made known to the public once available.

The five new railway projects under construction, namely the West Island Line, the South Island Line (East), the Kwun Tong Line Extension, the Hong Kong section of Guangzhou-Shenzhen-Hong Kong Express Rail Link and the Shatin to Central Link,

---

<sup>Note</sup> Both morning and evening peak headway for the Tsuen Wan Line are 2 minutes. The morning peak headway for the Island Line is 2 minutes and the evening peak headway for Kwun Tong Line is 2.4 minutes.

are expected to come into operation in phases between 2014 and 2020, thereby increasing the capacity of the railway network and that of the overall public transport network. This will also help re-distribute the rail passenger flow. In the long run, the Government will continue to examine whether new railway projects have to be implemented to meet the demand.

As for road-based public transport modes, franchised buses will continue to play an important role in our public transport system. The average passenger loading of franchised buses during peak hours in the morning and the afternoon is 70% in general. Apart from serving areas without railways, franchised buses serve as feeder services to railway stations as well as complementary services in areas already served by railways, including during peak hours. Further, there are inter-district bus services depending on actual needs to give passengers greater comfort and convenience. For example, the 78 cross-harbour franchised bus routes, of which 60 are regular services and 18 are peak-only services, are basically running alongside with the most crowded cross-harbour sections of our railway system. This facilitates passenger diversion. In addition, there are another 68 peak-only non-cross-harbour routes meeting the high passenger demand during the peak periods. During non-peak hours, there is, in general, sufficient room to meet the transport demand of users.

- (3) As an annual exercise, franchised bus companies submit RDPs to the TD on service adjustment proposals. In assessing the RDP proposals, the TD will take into account several factors including service levels of other public transport services (including railway). The TD also consults each of the 18 District Councils on the proposed RDPs. In 2013, for example, a new franchised bus route (number 678) running from the North District to the Hong Kong Island east, alongside the East Rail Line and the Island Line, was introduced.

The TD will continue to closely monitor the service level and passenger demand on the existing franchised bus services, and will propose service adjustments, including introduction of additional bus routes as and when required, so as to ensure that the overall public transport network would continue to serve the community efficiently and effectively.

**CONTROLLING OFFICER'S REPLY**

**THB(T)376**

**(Question Serial No. 3810)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 387):

- (1) Has the Transport Department (TD) appointed any consultants to conduct a traffic study on lifting the Pok Fu Lam Moratorium? What are the relevant work progress, the dates for completing the study and releasing the study findings, the scope of the study and the expenditure involved?
- (2) Will the TD release the complete report of the study? What are the details?

Asked by: Hon. CHAN Ka-lok, Kenneth

Reply:

The TD had appointed a consultant to conduct a study to review the existing traffic conditions and assess the traffic impacts due to the proposed lifting of the Pok Fu Lam Moratorium. The study was completed in mid-2013, and the total expenditure was about \$1.3 million. The TD followed up on the results of the consultancy study, and completed an in-house traffic impact assessment in late 2013 for the proposed public housing developments / redevelopments of six sites in the southern part of the Pok Fu Lam area. The work was undertaken by the TD's existing staff as part of their normal duties and there were no additional expenses involved. The assessment showed that the additional traffic impact to be generated by the proposed developments / redevelopments would not be substantial.

As the traffic studies for the Pok Fu Lam area involved sensitive land development information, the TD has no plan to release the study reports.

**CONTROLLING OFFICER'S REPLY****THB(T)377****(Question Serial No. 5350)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 107):

The Administration advises under this programme that the provision for 2014-15 is \$25.5 million (6.2%) higher than the revised estimate for 2013-14 due to, inter alia, a net increase of 39 posts in 2014-15. Will the Administration inform this Committee of the titles, duties and estimated salaries in 2014-15 of these 39 posts?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

There will be a net increase of 39 posts in 2014-15 as a result of the creation of 41 posts, to be offset by the deletion of two time-limited posts. The ranks, duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
<b>Time-limited posts to take forward specific initiatives</b>			
Senior Engineer	1	1,153,800	To implement a series of land supply initiatives under the multi-pronged approach as set out in the 2013 Policy Address.
Engineer/Assistant Engineer	4	2,554,080	
Senior Technical Officer (Traffic)	2	988,680	
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	6	1,364,760	
Chief Transport Officer	1	1,153,800	
Senior Transport Officer	2	1,691,760	
Transport Officer I	4	2,487,600	

<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Senior Transport Officer	2	1,691,760	To plan and implement infrastructure projects and / or community facilities for public housing developments, including support services from other departments.
Transport Officer I	4	2,487,600	
Engineer/Assistant Engineer	2	1,277,040	
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	4	909,840	
<b>To replace non-civil service contract positions</b>			
Transport Officer II	1	393,120	To cope with increasing workload in the Transport Operations (New Territories) Division.
Engineer/Assistant Engineer	1	638,520	To cope with heavy workload in the Traffic Engineering (New Territories East) Division.
Engineer/Assistant Engineer	1	638,520	To strengthen staffing support for smooth delivery of infrastructure projects and to handle traffic and transport matters / complaints in the local district.
Technical Officer (Traffic)/ Technical Officer Trainee (Traffic)	1	227,460	To provide staffing support in the Traffic Engineering (New Territories West) Division for smooth delivery of infrastructure projects and handle traffic and transport matters / complaints in the local district.
Technical Officer (Civil)/ Technical Officer Trainee (Civil)	1	227,460	To meet increasing workload in the Traffic Engineering (New Territories West) Division.
Clerical Assistant	1	173,520	To process permit applications for Lantau Island and provide clerical support to the Transport Operations (New Territories) Division.
Clerical Assistant	1	173,520	To provide clerical support to the Traffic Engineering (Hong Kong) and Transport Operations (Hong Kong) Divisions.
Workman II	1	137,940	To man the reception counter and dispatch documents for the Kowloon Regional Offices.
Workman II	1	137,940	To man the reception counter and dispatch documents for the New Territories Regional Offices.
<b>Total :</b>	<b>41</b>	<b>20,508,720</b>	

**CONTROLLING OFFICER'S REPLY****THB(T)378****(Question Serial No. 5351)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 108):

The Administration advises under this programme that the provision for 2014-15 is \$37.1 million (12.8%) higher than the revised estimate for 2013-14 due to, inter alia, the creation of 55 posts in 2014-15. Will the Administration inform this Committee of the titles, duties and estimated salaries in 2014-15 of these 55 posts?

Asked by: Hon. CHAN Wai-yip, Albert

Reply:

The ranks, duties and annual staff costs, in terms of notional annual mid-point salary, of the new posts to be created are summarised as follows:

<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
<b>Time-limited posts to take forward specific initiatives</b>			
Driving Examiner II	19	6,455,820	To enhance the provision of driving test services for meeting the increase in demand.
Clerical Officer	7	2,496,480	
Motor Vehicle Examiner II	1	567,480	To implement the Mandatory Retirement Scheme for pre-Euro IV diesel commercial vehicles.
Executive Officer I	1	621,900	
Vehicle Tester	1	236,100	



<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
<b>To replace non-civil service contract positions</b>			
Transport Officer I	1	621,900	To provide support and assistance in the implementation of business process re-engineering initiatives; management of contracts relating to the e-licensing services under GovHK; and to coordinate and monitor system maintenance and support to the e-licensing services.
Transport Officer II	1	393,120	To cope with increasing workload in relation to the processing of non-franchised bus applications.
Executive Officer II	1	411,780	To manage the Repeater Early Test Appointment System and handle the subsequent maintenance and enhancement duties.
Executive Officer II	1	411,780	To carry out duties relating to driving tests, maintenance of Driving Test Centres and issue of Private Driving Instructors' licences.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Safety and Standards Division.
Executive Officer II	1	411,780	To provide executive support to the Vehicle Inspection and Records Unit.
Executive Officer II	1	411,780	To provide administrative support to the E-Strategy Division.
Executive Officer II	1	411,780	To provide support and assistance in the ongoing maintenance and operation of the Vehicles and Drivers Licensing Integrated Data (VALID) IV System.
Executive Officer II	1	411,780	To provide logistics / administrative support in planning and overseeing the progress and implementation of different enhancements to the VALID IV System.
Senior Clerical Officer	1	472,140	To provide support in handling licensing-related matter in Licensing Office of the Licensing Unit.

<b>Rank</b>	<b>No. of Post</b>	<b>Annual Staff Cost (\$)</b>	<b>Duties</b>
Assistant Clerical Officer	1	222,420	To provide assistance in administering the enhancement of the VALID IV System.
Assistant Clerical Officer	1	222,420	To strengthen customer service to the general public for the Public Bus Team of the Public Vehicles Unit.
Assistant Clerical Officer	1	222,420	To provide clerical support to the E-Strategy Division.
Assistant Clerical Officer	1	222,420	To provide clerical support to the Mandatory Driving Improvement Scheme and other areas.
Assistant Clerical Officer	10	2,224,200	To strengthen counter services for processing driving and vehicle licence applications in four Licensing Offices and to assist in smooth implementation of various new activities and requirements arising from legislative amendments and new policy initiatives.
Clerical Assistant	1	173,520	To provide clerical and logistics support to the Personalised Vehicle Registration Marks Scheme.
Computer Operator I	1	339,780	To provide continual operational support to the VALID IV System.
<b>Total</b>	<b>55</b>	<b>18,374,580</b>	

**CONTROLLING OFFICER'S REPLY**

**THB(T)379**

**(Question Serial No. 3915)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 88):

The Government assisted to complete a review on the fare adjustment mechanism (FAM) of the MTR Corporation Limited (MTRCL) in 2013. Please advise this Committee:

- (1) the details of the review report on the FAM;
- (2) the details of the additional government funding to the MTRCL over the past five years; and
- (3) whether the Government, as the major shareholder of the MTRCL, will request at MTRCL's internal meeting for a three-year freeze on fares for the benefit of the people's livelihood, and to alleviate the burden of travelling expenses on the public. If yes, what are the details? If no, what are the reasons?

Asked by: Hon. CHEUNG Kwok-che

Reply:

- (1) The Government and the MTRCL jointly conducted the five-yearly review on the FAM, and the review outcome was announced in April 2013. The new FAM took effect from June 2013. Details of the FAM review were set out in the Legislative Council Brief issued to Members on 17 April 2013 [File reference: THB(T)CR33/1017/99].
- (2) The MTRCL has been a listed company since 2000. The Government has not used any public money to directly fund the daily operation of the MTRCL. Nor is there any provision in the FAM which provides for Government funding to the MTRCL.

- (3) MTR fares are subject to adjustment in accordance with the FAM 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 (PF).

With respect to the review outcome of the FAM announced in April 2013, various measures and arrangements have been introduced. The new FAM addresses the needs of different groups of passengers, through:

- (a) retaining the direct-drive FAM formula, but with the calculation of the PF value being subject to a new, objective and transparent methodology. Under the calculation of the new formula<sup>1</sup>, the PF value is increased from the original 0.1% to 0.6%. As such, the fare increase rate for 2013 is reduced from the original +3.2% to +2.7%;
- (b) setting an affordability cap which links with the Median Monthly Household Income;
- (c) introducing a “profit sharing” mechanism; and
- (d) putting in place a “service performance” arrangement whereby a fine will be imposed for unsatisfactory performance.

The above four measures benefit all passengers. The sum collected from the “profit sharing” mechanism and “service performance” arrangement benefits passengers through the “10% Same Day Second Trip Discount” scheme.

Also, three new types of tickets, namely the “MTR City Saver”, “Tung Chung – Nam Cheong Monthly Pass Extra”<sup>2</sup> and “Monthly Pass Extra” Scheme<sup>2</sup> have been / will be introduced to provide more fare concessions to frequent medium and long-distance passengers under the new arrangement.

The Government has all along been encouraging public transport operators, including the MTRCL, to provide fare concession schemes as far as possible, taking into account their respective operating and financial conditions, market condition and passenger needs, etc., so as to alleviate the burden of travelling expenses on the public. Details of such schemes are, however, commercial decisions of individual operators, having regard to the financial prudence required of commercial enterprises.

---

<sup>1</sup> Overall fare adjustment rate = 0.5 x Change in Composite Consumer Price Index in December of the previous year + 0.5 x Change in Nominal Wage Index (Transportation Section) in December of the previous year – PF (0.6 from 2013 to 2017)

<sup>2</sup> Holders of the original “Monthly Pass” have to pay full fare for the onward domestic journeys reaching stations not covered by the pass. “Monthly Pass Extra” provides an additional 25% fare discount for these onward domestic journeys.

**CONTROLLING OFFICER'S REPLY****THB(T)380****(Question Serial No. 3916)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 89):

The Transport Department (TD) implements bus-bus-interchange (BBI) schemes to reduce transport expenses of the public effectively. In this regard, please advise on the following:

- (1) the number of BBI schemes implemented in the past three years;
- (2) the average daily number of passengers benefitted from the BBI schemes in the past three years; and
- (3) whether the Government will encourage bus companies to introduce more BBI schemes? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. CHEUNG Kwok-che

Reply:

- (1) and (2) The numbers of BBI schemes implemented and average daily passengers using these BBI schemes in the past three years are set out below:

Year (as at 31 December)	Number of BBI schemes	Number of average daily passengers making use of the BBI schemes
2011	245	117 000
2012	250	118 000
2013	305	129 000

- (3) The TD will continue to encourage bus companies to improve existing schemes or introduce new schemes with more attractive fare concessions, and with more route choices and destinations. A total of 36 BBI schemes are proposed for implementation in 2014. The majority of these schemes are proposed in connection with the route rationalisation proposals in the context of the proposed route development programmes (RDPs) for 2014-15. Consultation of the RDPs with relevant District Councils has started in January 2014 and is targeted to be completed around mid-2014. The implementation of the BBI schemes will be subject to the outcome of the consultation of the RDPs.

**CONTROLLING OFFICER'S REPLY****THB(T)381****(Question Serial No. 3917)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 94):

What are the details on the average daily deployment of environment-friendly buses along busy corridors by franchised bus companies in the past three years?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The Government has been working with the franchised bus companies to promote the deployment of more environment-friendly buses (buses with Euro II or above emission standards) along busy corridors. Details of such bus deployment in the past three years are set out below:

As at year end of	Percentage of franchised buses deployed on busy corridors that are of Euro II or above emission standards (%)				
	Yee Wo Street	Hennessy Road	Queensway	Des Voeux Road Central	Nathan Road
2011	100	95	91	94	98
2012	100	97	97	98	99.8
2013	100	100	100	99.7	100

As at end 2013, the percentage of buses of Euro IV or above emission standards plying these roads ranged from 35% to 44%. It is expected that with the planned completion of the full-scale retrofit of Selective Catalytic Reduction devices on eligible Euro II and Euro III buses and roll-out of new Euro V buses by end 2016, there will be more buses of Euro IV or above emission performance being deployed on the busy corridors.

**CONTROLLING OFFICER'S REPLY**

**THB(T)382**

**(Question Serial No. 3918)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 97):

What were the details of the support to the Environmental Protection Department (EPD) in carrying out environmental initiatives including the retrofitting of selective catalytic reduction (SCR) device on eligible in-service franchised buses, as well as the trial of hybrid buses and electric buses in the past three years; and what were the respective expenditures and programmes for implementation of the above initiatives each year?

Asked by: Hon. CHEUNG Kwok-che

Reply:

In order to reduce emissions from franchised buses, the EPD has rolled out environmental initiatives including the retrofitting of SCR devices on eligible Euro II and Euro III franchised buses, as well as the trial of hybrid buses and electric buses, over the past few years. The Transport Department (TD) has been providing support to the EPD (such as to assist the EPD to liaise with the bus companies and provide advice from service angle) to implement these environmental initiatives.

The details of the programmes and the expenditures for implementation of the above initiatives are as follows:

Trial of Hybrid Buses

The Legislative Council (LegCo) approved a funding of \$33 million to the EPD in April 2011 to fully subsidise franchised bus companies to procure six double-deck hybrid buses for trial in Hong Kong. The franchised bus companies have placed orders for the hybrid buses. It is expected that the hybrid buses will be delivered in around mid-2014, and the trial will commence in the second half of 2014 and last for two years.

### Trial of Electric Buses

The LegCo approved a funding of \$180 million to the EPD in July 2012 to fully subsidise franchised bus companies to purchase 36 single-deck electric buses (including 28 battery-electric buses and eight supercapacitor buses, and related charging facilities) for trial runs on a number of routes to assess their performance in different operating conditions. The franchised bus companies have started the procurement process of the electric buses. It is expected that the trial will commence progressively, starting from end 2014, and will last for two years.

### Retrofitting of SCR Devices

The LegCo approved a funding of \$400 million to the EPD in July 2013 to fully subsidise franchised bus companies to retrofit some 1 400 Euro II and Euro III franchised buses with SCR devices, which would reduce the nitrogen oxides emissions and raise the emission performance of the retrofitted buses to a level comparable with that of Euro IV buses. The franchised bus companies are making arrangements for the retrofit programme. It is expected that the programme will be completed by end 2016.

The expenditure for the above three programmes in the past three years is as follows:

Programme	Expenditure in 2011-12 (\$ million)	Expenditure in 2012-13 (\$ million)	Expenditure in 2013-14 (estimated) (\$ million)
Trial of Hybrid Buses	0	3.3	16.5
Trial of Electric Buses	Note	0	20
Retrofitting of SCR Devices	Note	Note	6

Note: Funding was not yet approved by the LegCo at the time.



**CONTROLLING OFFICER'S REPLY**

**THB(T)383**

**(Question Serial No. 3919)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 99):

- (1) Regarding the requirement under the Road Traffic (Amendment) Ordinance 2012, what are the details or the latest progress of preparation for the pre-service training course for applicants for public light bus (PLB) driving licence?
- (2) Regarding the measure for mandatory installation of electronic data recording device (EDRD) on newly registered PLBs to enhance the safe operation and service quality of PLB, how many PLBs which were newly registered and previously registered have been fitted with the EDRD, and what is the percentage of the total number of PLBs?
- (3) Further to the above question, what is the installation cost? Will the Administration subsidise the installation cost? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. CHEUNG Kwok-che

Reply:

- (1) and (2) The introduction of pre-service course and installation of the EDRD form part of the safety measures introduced in the Road Traffic (Amendment) Ordinance 2012, which was passed by the Legislative Council in 2012. The Transport Department (TD) is now undertaking the preparatory work to commence the mandatory requirements for new applicants for PLB driving licence to attend and complete a pre-service course in order to be eligible for the licence. The TD is also processing applications from EDRD manufacturers and suppliers for type-approval of the EDRD for installation on new PLBs. The Government aims at completing the required legislative procedures in 2014 to commence these two requirements. As the installation of the EDRD is not yet a legal requirement, the TD does not have record of EDRD installed.

- (3) The cost of an EDRD approved by the TD ranges from \$3,800 to \$5,000. It only forms a small portion of the total cost of a new PLB. The Government will not subsidise PLB owners to install the EDRD on PLBs.

**CONTROLLING OFFICER'S REPLY****THB(T)384****(Question Serial No.: 3920)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 100):

- (1) In relation to the daily spot checks on 14 franchised buses in service, please provide the manpower, expenditure and work details in the past three years.
- (2) Please provide the number of buses with defects found in the spot checks and their respective ratios to the total number of buses in the past 3 years?

Asked by: Hon. CHEUNG Kwok-cheReply:

- (1) In the past three years, the Transport Department (TD) deployed three Motor Vehicle Examiners II (MVE IIs) to conduct an average of 14 spot checks on in-service franchised buses per working day. The annual total staff costs, in terms of notional annual mid-point salary, are as follows:

2011 (\$ million)	2012 (\$ million)	2013 (\$ million)
1.55	1.64	1.70

The inspection items include braking, steering, suspension and lighting systems, body structure, seats, emergency exits, tyres and emission test.

- (2) The numbers of buses with general defects found in the spot checks in the past three years are tabulated below:

2011		2012		2013	
Number of licensed bus	Number of bus with general defects (%)	Number of licensed bus	Number of bus with general defects (%)	Number of licensed bus	Number of bus with general defects (%)
5 798	1 303 (22.5)	5 743	1 216 (21.2)	5 791	1 493 (25.8)

General defects include minor defects, such as malfunctioning of stop request lamps / bells, and partial malfunctioning of interior lights.

**CONTROLLING OFFICER'S REPLY**

**THB(T)385**

**(Question Serial No. 4091)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 248):

What are the details of pedestrian environment improvement schemes implemented in each district by the Administration in the past three years?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The pedestrian environment improvement schemes implemented in the past three years are listed at Annex.

<b>Location</b>	<b>Type of Pedestrian Environment Improvement Scheme</b>	<b>Year of Completion</b>
East Point Road (between Lockhart Road and Great George Street)	Widening of footpath, raising the level of carriageway, and replacing concrete pavement with clay pavers	2011
Great George Street (between East Point Road and Paterson Street)	Widening of footpath, raising the level of carriageway, and replacing concrete pavement with clay pavers	2011
Saigon Street (between Parkes Street and Shanghai Street)	Widening of footpath, replacing concrete pavement with clay pavers, and laying of colour dressing on carriageway	2011
Pak Hoi Street (between Nathan Road and Shanghai Street)	Replacing concrete pavement with clay pavers, and laying of colour dressing on carriageway	2011
Ning Po Street (between Nathan Road and Shanghai Street)	Widening of footpath, replacing concrete pavement with clay pavers, laying of colour dressing on carriageway, and provision of speed tables at junctions	2011
Parkes Street (between Saigon Street and Jordan Road)	Widening of footpath, replacing concrete pavement with clay pavers, laying of colour dressing on carriageway, and provision of speed tables at junctions	2011
Kwelin Street (between Un Chau Street and Fuk Wa Street)	Widening of footpath, replacing concrete pavement with clay pavers, and provision of speed tables at junctions	2011
Junction of Tai Tong Road and Kau Yau Road	Widening of footpath, and widening and straightening of pedestrian crossings	2011
Bowring Street (between Parkes Street and Shanghai Street)	Extension of part-time pedestrianisation scheme from Sundays only to everyday from 12 noon to 9 p.m.	2012
Kik Yeung Road (near its junction with Castle Peak Road (Yuen Long Section))	Widening of footpath	2013
Ping Shun Street	Extension of Ping Shun Street to Ma Wang Road to enhance pedestrian safety	2013
LRT Hong Lok Station	Widening of pedestrian crossing	2013
Kai Chiu Road (between Lee Garden Road and Yun Ping Road)	Provision of speed tables at junctions	2014
Tai Tong Road (between Castle Peak Road (Yuen Long Section) and Fau Tsoi Street)	Widening of footpath	2014

**CONTROLLING OFFICER'S REPLY**

**THB(T)386**

**(Question Serial No. 4095)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 494):

Regarding the first phase of the Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) at the Shenzhen Bay Port, what are the implementation details and the number of vehicles participating in the Scheme?

Asked by: Hon. CHEUNG Kwok-che

Reply:

The first phase of the Scheme was rolled out on 30 March 2012. Qualified owners of non-commercial Hong Kong private cars with five seats or less may apply for ad hoc quotas to drive their own cars to enter the Guangdong Province via the Shenzhen Bay Port for a short stay of not more than seven days. The daily quota is set at 50. As at 3 March 2014, the Transport Department has received 3 172 applications with 2 888 applications approved.

**CONTROLLING OFFICER'S REPLY**

**THB(T)387**

**(Question Serial No. 6386)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 31):

Will the Administration intend to provide additional shelters at the Yau Oi (South) Bus Terminus (south of Hoi Chu Road) to improve the passenger waiting environment? If yes, what are the details and relevant expenses? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

There are two passenger waiting areas designated in the Yau Oi (South) Bus Terminus. The southern area is observed by one terminating bus route with a passenger shelter and one passing bus route with no shelter. The northern area is observed by passing routes – 15 bus routes with three bus shelters, and one bus route and one green minibus route with no shelter.

The shelters at bus terminus are normally provided by public transport operators having regard to passenger boarding / alighting pattern. For bus stops with mainly alighting activities, the need to have a bus shelter may be less. Nevertheless, the Transport Department has requested the operators to consider including the proposals in their shelter construction programme.



**CONTROLLING OFFICER'S REPLY**

**THB(T)388**

**(Question Serial No. 6388)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 41):

Does the Administration intend to improve the traffic facilities supporting the Tin Shui Wai Hospital by constructing a flyover from Tin Ying Road to facilitate hospital staff and citizens accessing the hospital? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon. HO Chun-yan, Albert

Reply:

The Tin Shui Wai Hospital will mainly serve the locals in the Tin Shui Wai area. The staff of and visitors to the hospital can conveniently access the hospital from Tin Tan Street via Tin Shui Road, the local distributor of the area for connection with the rest of Tin Shui Wai area. Tin Ying Road is mainly functioning as an outer circuit road for connecting the Tin Shui Wai area with other districts outside Tin Shui Wai. The amount of traffic travelling from Tin Ying Road accessing the hospital is expected to be low, and vehicles can conveniently do so via Tin Wah Road, Tin Shui Road and Tin Tan Street.

Moreover, the construction of a flyover at this stage would cause substantial delay to the hospital project, the construction works of which started in February 2013. If the proposed flyover were to be implemented, the current construction works for the hospital would have to be stopped and the works completed so far will become abortive. Therefore, the Administration has no plan to pursue the proposed flyover.

The Administration will further enhance the accessibility of the hospital by increasing the capacity of its road access to reduce the risk of traffic congestion. To this end, the Transport Department has completed the design of widening Tin Tan Street at its junction with Tin Shui Road, and has requested the Highways Department to implement the improvement works to complement the targeted opening of the hospital in 2016.

**CONTROLLING OFFICER'S REPLY**

**THB(T)389**

**(Question Serial No. 4135)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 120):

Will the Administration conduct public consultation on bus route rationalisation proposals in different districts in 2014-15? What will be the expenditure and the manpower involved?

Asked by: Hon. KWOK Ka-ki

Reply:

As an annual exercise, the Transport Department (TD) consults each of the 18 District Councils (DCs) on bus route rationalisation proposals in the context of the proposed route development programmes (RDPs) submitted by franchised bus companies. Apart from that, the DCs will also be consulted on other bus service adjustments needed to be made from time to time. Having regard to the views of the DCs and the public collected during consultation, the TD and the bus companies would make adjustments to the proposals as necessary and appropriate before implementation.

The consultation for the 2014-15 RDPs with the DCs has started in January 2014 and the target is to complete the consultation in around mid-2014.

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 existing staff of the TD as part of their normal duties.

**CONTROLLING OFFICER'S REPLY**

**THB(T)390**

**(Question Serial No. 5551)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 46):

Under Subhead 272 Electricity for public lighting of the Controlling Officer's Report of the Highways Department (HyD), it was mentioned that the provision will be used for "paying electricity bills for street lighting, traffic signals, escalators for footbridges and ventilation equipment at bus termini". Please advise this Committee on the following:

- (a) whether "provision of additional bus shelters at the Tai Po Central Bus Terminus (the Bus Terminus) to improve passenger waiting environment and reduce the impact of noise caused to nearby residents" has been included.
- (b) If yes, what are the details and the tariff assessment?
- (c) If no, is it included under other subhead?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

Improvement of passenger waiting environment at bus termini, which include co-ordination with franchised bus operators on provision of bus shelters, is handled by the Transport Department (TD). It does not fall under Subhead 272 Electricity for public lighting of the Controlling Officer's Report of the HyD.

The Bus Terminus is used by three regular routes, ten bypassing routes and four special services. The passenger waiting area of the Bus Terminus is partly covered by a footbridge in the vicinity. To improve the passenger waiting environment, the franchised bus operators have provided seven bus shelters at the Bus Terminus. At present, all routes at the Bus Terminus are either provided with bus shelters or with waiting area under the footbridge.

The TD will continue to work with the franchised bus operators to further improve the passenger waiting environment of the Bus Terminus as necessary.

**CONTROLLING OFFICER'S REPLY**

**THB(T)391**

**(Question Serial No. 5554)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 49):

In Programme 2 (page 526) of the Controlling Officer's Report of the Transport and Housing Bureau (Transport Branch), it is mentioned that the Administration aims to "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas". Please advise:

- (a) whether "alleviating the traffic congestion problem along Ting Kok Road and in Tai Mei Tuk through widening of Ting Kok Road or construction of new road" has been included.
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

Various improvement measures to facilitate smooth traffic flow on Ting Kok Road are being examined by the Transport Department (TD) as part of its work in designing and implementing traffic management schemes to ensure the efficient use of limited road space.

Currently, the volume/capacity ratio of Ting Kok Road is about 0.9 during the peak hours and its traffic condition is generally acceptable. The TD is closely monitoring the situation along Ting Kok Road. To further smoothen the traffic flow, three bus laybys will be provided along the road by phases. In addition, investigation work for the fourth bus layby to ascertain the feasibility of construction is being carried out. The works are undertaken by the Highways Department under Head 706 - Highways, Subhead 6100TX, Group 5 - Traffic Engineering Works.

Furthermore, for the section of Ting Kok Road near the Tai Po Industrial Estate, the TD has put in place, in conjunction with the drainage works of the Drainage Services Department, an alternative traffic route for vehicles at the junction of Ting Kok Road / Fung Yuen to access, via the Tai Po Industrial Estate, Yuen Shin Road and the Tolo Highway. So far, the operation of the alternative route has been satisfactory, and the TD is considering making the measure permanent.

**CONTROLLING OFFICER'S REPLY**

**THB(T)392**

**(Question Serial No. 5555)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 50):

Under Programme 2 of the Controlling Officer's Report (Page 526) of the Transport and Housing Bureau (Transport Branch), it is stated that the Bureau aims to "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas", please advise:

- (a) whether "Improving the traffic congestion problem of Kwong Fuk Road and construction of a vehicular flyover near the Kwong Fuk Bridge" has been included?
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead?
- (d) If the answer to (c) is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The improvement work for Kwong Fuk Road is under Programme (1) of Head 186. The Transport Department completed a study on the traffic situation of Kwong Fuk Road in March 2013. It recommended the provision of the Kwong Fuk Vehicular Bridge near the Kwong Fuk Bridge. The scope of the project is being reviewed with a view to conducting a preliminary assessment of its technical feasibility.

**CONTROLLING OFFICER'S REPLY**

**THB(T)393**

**(Question Serial No. 5556)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 51):

In Programme 2 (Page 526) of the Controlling Officer's Report of the Transport and Housing Bureau (Transport Branch), it is mentioned that the Administration aims to "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas", please advise:

- (a) whether "alleviating the traffic congestion problem of Tai Po Road - Yuen Chau Tsai section (Tai Po Bound), studying the relocation of the existing liquefied petroleum gas (LPG) filling station, and widening of existing carriageway" has been included.
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The local road widening of the Yuen Chau Tsai section of Tai Po Road at Kwong Fuk Roundabout is being examined by the Transport Department (TD) as part of its work on designing and implementing traffic management schemes to ensure the efficient use of limited road space.

The TD has been closely monitoring the traffic condition of the Yuen Chau Tsai section of Tai Po Road, and is studying the traffic engineering feasibility of widening a section of the road. The TD plans to submit the findings and recommendations of the study to the Traffic and Transport Committee (T&TC) of the Tai Po District Council (TPDC) for discussion in mid-2014.

The proposed relocation of the existing dedicated LPG filling station at Tai Po Road - Yuen Chau Tsai Section was discussed at the T&TC of the TPDC on 13 September 2013. The meeting was informed that the relocation would not be feasible due to land problems.

**CONTROLLING OFFICER'S REPLY**

**THB(T)394**

**(Question Serial No. 5567)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 65):

In Programme 2 (page 526) of the Controlling Officer's Report of the Transport and Housing Bureau (Transport Branch), it was mentioned that the Administration aimed to "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas". Please advise:

- (a) whether the "relocation of bus stops, minibus stops and stopping points of other public transport modes near the Sheung Shui Station and the Fanling Station" has been included.
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead? What are the details?
- (d) If the answer to (c) above is negative, what are the reasons?.

Asked by: Hon. LAU Wai-hing, Emily

Reply:

To enable the provision of safe, efficient and effective public transport services, the Transport Department (TD) has been closely monitoring the daily operation of the public transport services and their stopping arrangements, taking into account passenger demand and traffic condition of the stopping locations.

In April 2013, the TD worked with franchised bus operators to re-arrange the bus stopping locations of five bus routes on San Wan Road near the Sheung Shui Station. The bus stopping re-arrangements have considerably improved the passenger waiting environment and relieved traffic congestion on San Wan Road.

The TD has also reviewed the stopping arrangements of buses and green minibuses near the Fanling Station, and considered that the current situation generally worked well. The TD will continue to closely monitor the situation, and review the stopping arrangements with public transport operators when necessary.



**CONTROLLING OFFICER'S REPLY**

**THB(T)395**

**(Question Serial No. 5569)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 67):

Under Programme (2) of the Controlling Officer's Report (page 526) of the Transport and Housing Bureau (Transport Branch), it is mentioned that the Administration aims to "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas". Please advise:

- (a) whether "early implementation of the pilot scheme of double-deck bicycle parking facilities (DDBPF) at the Fanling MTR Station and the Sheung Shui MTR Station" is included in this year's plan.
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead? What are the details?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The Transport Department (TD) is taking forward the DDBPF project. The DDBPF near the Fanling MTR Station has been put on trial for public use since 30 October 2013. It provides parking spaces for 22 bicycles, which is 47% more than that of the conventional type installed at the same location. This new DDBPF is well received by cyclists. As such, the TD is now proceeding with another trial in Sheung Shui, which is larger in scale, and will be located near the Sheung Shui MTR Station as agreed by the North District Council. The land required for the installation was released by the MTR Corporation Limited in February 2014. It will take about 12 months for procurement, delivery from suppliers, site preparation, on-site installation and testing. The targeted completion date of this DDBPF will be in the first half of 2015.

**CONTROLLING OFFICER'S REPLY**

**THB(T)396**

**(Question Serial No. 5570)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 68):

In Programme 2 (page 527) of the Controlling Officer's Report of the Transport and Housing Bureau (Transport Branch), it is stated that the Administration "worked jointly with franchised bus companies on the deployment of environment-friendly buses along busy corridors and on pursuing rationalisation of bus service more vigorously". In this connection, please advise this Committee:

- (a) whether the improvement in the frequency of bus routes from the North District to the urban areas, and study to enhance the mechanism of bus service frequency adjustments will be included in the plan this year.
- (b) If yes, what are the details?
- (c) If no, will it be included in other subhead? What are the details?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

As an ongoing task, the Transport Department (TD) considers and assesses bus route improvement and rationalisation proposals in the context of the route development programmes (RDPs) submitted by franchised bus companies on an annual basis, taking into account factors such as changes in passenger demand and population, development of the district, infrastructural development, and the established guidelines on service improvement and reduction. The guidelines are reviewed from time to time and as necessary. Further, as part of its day-to-day monitoring work, the TD considers and implements any necessary bus service adjustments as and when required in order to better meet passenger demand whilst maintaining an efficient bus network.

In respect of the North District, the TD and bus companies have conducted a holistic review on bus services in the district, and devised bus service improvement and rationalisation proposals under the “Area Approach” in 2013 in the context of the RDP for 2013-14. Since the phased implementation of the proposals under the “Area Approach”, which began in August 2013 and was completed in January 2014, the TD and bus companies have closely monitored the service level and passenger demand of all external bus services in the North District, including bus routes from the North District to urban areas. So far, 12 service improvement items have been taken forward, and four of them are for external routes from the North District to urban areas.

In the RDP for 2014-15, the TD and the bus company have proposed service adjustment proposals for eight external bus routes between the North District and urban areas. The TD has started to consult the North District Council on the proposals in the first quarter of 2014. The implementation of the proposals will be subject to the outcome of the consultation.

**CONTROLLING OFFICER'S REPLY**

**THB(T)397**

**(Question Serial No. 5571)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 69):

Under Programme 2 of the Controlling Officer's Report (page 527) of the Transport and Housing Bureau (Transport Branch), it is mentioned that the Administration "worked jointly with franchised bus companies on the deployment of environment-friendly buses along busy corridors and on pursuing rationalisation of bus service more vigorously". In this connection, please advise this Committee:

- (a) whether a plan to introduce a new "E" bus route to the airport via Tung Chung and the Cathay Pacific City with bus fare at a reasonable level will be included in this year's plan?
- (b) If yes, what are the details?
- (c) If no, is it included under other subhead? What are the details?
- (d) If the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

At present, three franchised bus companies, namely the Citybus Limited (CTB), the Long Win Bus Company Limited (LW) and the New Lantao Bus Company (1973) Limited (NLB), provide a comprehensive network of franchised bus services for North Lantau, covering the Tung Chung new town and the airport. They operate a total of 11 Airbus services ("A" routes), ten North Lantau External services ("E" routes), four North Lantau Shuttle services ("S" routes) and ten Overnight services ("N" routes). These routes connect Tung Chung and the airport with other districts in the territory. Among these bus services, nine "E" routes, three "S" routes and all ten "N" routes serve Tung Chung and the Cathay Pacific City at the airport. To provide passengers with a wider choice of bus services to more destinations at concessionary fares, the CTB, the LW and the NLB have offered over

50 bus-bus interchange (BBI) schemes on their bus routes serving Tung Chung and the airport, with the major BBI point at the Tsing Ma Toll Plaza. The CTB and the LW also offer fare discount schemes on some of their “A” routes for employees working at the airport.

Apart from taking franchised bus services, passengers heading for Tung Chung or the airport can also take the MTR’s Tung Chung Line or its Airport Express Line. In the light of the current coverage and level of public transport services serving Tung Chung and the airport, there is no plan to introduce an additional “E” route to the airport via Tung Chung and the Cathay Pacific City at the moment. Nonetheless, the Transport Department (TD) and the bus companies will continue to closely monitor the passenger demand and operation of bus services, and to introduce service adjustment or new service if necessary. The TD will also continue to encourage bus companies to improve the existing BBI schemes and fare concession schemes or introduce new schemes with more attractive fare concessions, route choices and destinations.

**CONTROLLING OFFICER'S REPLY**

**THB(T)398**

**(Question Serial No. 5573)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 71):

It was mentioned under the Aim of Programme (2) (page 526) of the Controlling Officer's Report of the Transport and Housing Bureau (Transport Branch) that the Administration will "manage road use, reduce congestion and promote safety; and support environmental improvement measures in transport-related areas". Please advise:

- (a) whether "widening of the junction of Ma Sik Road and Sha Tau Kok Road in Fanling and the section of Po Shek Wu Road near Choi Po Court in Sheung Shui" is included in this year's plan.
- (b) if yes, what are the details?
- (c) if no, is it included under other subhead and what are the details?
- (d) if the answer to (c) above is negative, what are the reasons?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

Designing and implementing traffic management schemes to ensure the efficient use of limited road space and to enhance road safety is part of the work of the Transport Department (TD).

The junction of Ma Sik Road and Sha Tau Kok Road in Fanling and the section of Po Shek Wu Road near the Choi Po Court in Sheung Shui are both currently operating within their design capacities. The TD has no plan to widen the afore-mentioned junction and road section. Nevertheless, the junction of Ma Sik Road and Sha Tau Kok Road is undergoing improvement works by the developer of Fanling Sheung Shui Town Lot no. 177, to cater for the additional traffic arising from its residential development, namely "Green Code", near the junction.

The TD will continue to monitor traffic conditions at the above two locations, and will consider the need for designing and implementing traffic improvement measures as necessary.

**CONTROLLING OFFICER'S REPLY**

**THB(T)399**

**(Question Serial No. 5576)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 74):

Please advise whether “early provision of covered walkways and passenger shelters at minibus stands in the North District” is included under the Capital Works Programme.

- (a) If yes, what are the details?
- (b) If no, is it included under other subhead?
- (c) If the answer to (b) above is negative, what are the reasons?
- (d) If the answer to (b) above is positive, what are the details?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The provision of covered walkways or passenger shelters for minibus stand is part of the work of the Transport Department (TD) in designing and implementing traffic management schemes, pedestrian schemes and other measures to ensure efficient use of limited road space and to enhance road safety.

For the North District, the TD is liaising with the Highways Department on the technical feasibility of the provision of cover for the footpath on San Wan Road near the Sheung Shui MTR Station Exit D1 and of passenger shelters for some of the stands at the green minibus terminus in the public transport interchange next to the Landmark North in Sheung Shui.

**CONTROLLING OFFICER'S REPLY**

**THB(T)400**

**(Question Serial No. 5197)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 66):

Please provide the details of the work and expenses in relation to “implementing route development programme items for franchised buses”.

Asked by: Hon. MO, Claudia

Reply:

Bus services are adjusted from time to time to meet the needs of the community. As an ongoing task, the Transport Department (TD) considers and assesses bus route improvement and rationalisation proposals in the context of the route development programmes (RDPs) submitted by franchised bus companies on an annual basis. Since 2013, bus services are rationalised in a holistic manner, based on the Area Approach, instead of on a route-by-route basis, to achieve maximum benefits. The District Councils (DCs) will be consulted on the proposals before implementation.

The TD will collaborate with franchised bus companies on the implementation of the RDP items. Adequate publicity will be made to notify passengers of the service changes before the implementation of the RDP items.

In 2013-14, 172 RDP items would be implemented. So far, 133 RDP items have been implemented, and the rest will be implemented by mid-2014.

The work related to implementing the RDP items is undertaken by existing staff of the TD as part of their normal duties.



**CONTROLLING OFFICER'S REPLY****THB(T)401****(Question Serial No. 6163)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 83):

Regarding the parking spaces in Hong Kong, would the department concerned please advise:

- (1) What are the numbers and utilisation rates of parking spaces in government multi-storey car parks as at February 2014?
- (2) What are the utilisation rates of on-street metered parking spaces in Hong Kong as at February 2014 (in 18 districts)?
- (3) Is there any plan for the department concerned to conduct the third parking demand study on the changes in parking demand and supply to facilitate future planning, and consider measures such as developing new types of high-density car parks or re-developing existing government car parks to increase road space so as to help alleviating the existing traffic congestion? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. MOK, Charles Peter

Reply:

- (1) The numbers and utilisation rates of parking spaces provided in government multi-storey car parks as at February 2014 are shown in the following table:

<b>Location</b>	<b>Number of parking spaces</b>	<b>Utilisation Rate (Daily Average)</b>
Aberdeen Car Park	301	76%
City Hall Car Park	165	17%
Kennedy Town Car Park	195	71%

<b>Location</b>	<b>Number of parking spaces</b>	<b>Utilisation Rate (Daily Average)</b>
Kwai Fong Car Park	562	51%
Middle Road Car Park	785	34%
Murray Road Car Park	388	39%
Rumsey Street Car Park	822	56%
Shau Kei Wan Car Park	381	78%
Sheung Fung Street Car Park	268	77%
Star Ferry Car Park	370	40%
Tin Hau Car Park	426	65%
Tsuen Wan Car Park	603	65%
Yau Ma Tei Car Park	772	48%
<b>Total</b>	<b>6 038</b>	<b>54%</b>

- (2) As on-street metered parking spaces are designed for short duration of stay, we do not have a complete breakdown of the utilisation rates.
- (3) The Administration conducts reviews from time to time the standards of parking provision. The Administration revised the standards for private car parking in subsidised housing developments and private residential developments in May 2009 and February 2014 respectively. We will continue to closely monitor the parking demand and supply situation, and consider the need for conducting new parking demand study in due course.

As part of our ongoing work, we will explore appropriate improvement schemes in areas where there is a shortage of parking spaces. For example, when a government car park is re-developed, we will require the prospective developer to conduct traffic impact assessments and re-provide suitable amount of parking spaces in the new development as necessary.

**CONTROLLING OFFICER'S REPLY**

**THB(T)402**

**(Question Serial No. 6164)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (4) Management of Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 84):

The Government will study the implementation of Electronic Road Pricing (ERP) in Central. What are the scope, programme, manpower, and estimated expenditure of the proposed study? How is the study different from the feasibility study conducted in 1997 in respect of the technology to be investigated? Also, will the Administration conduct study on other possible options? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. MOK, Charles Peter

Reply:

The Government will explore the possibility of the application of the ERP in the Central district. At this stage, the work involved is carried out by existing staff of the Transport Branch of the Transport and Housing Bureau and the Transport Department (TD), and no additional expenses are involved. The details of the study will be worked out in due course.

The TD had conducted studies in the past, including the one in 1997, to examine the technical feasibility of the ERP application in Hong Kong. The studies concluded that there were feasible ERP technologies which could be adopted in Hong Kong. In exploring the possibility of the application of the ERP in the Central district, the Administration will look into various available technology options by making reference to the previous studies, overseas experience in implementing the ERP, as well as the latest development in the ERP technology.

**CONTROLLING OFFICER'S REPLY**

**THB(T)403**

**(Question Serial No. 3357)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Service  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 66):

Does the Administration intend to accelerate linking up the footbridge networks from Wan Chai to the Central and Western Districts to allow pedestrians walking from O'Brien Road to Sai Ying Pun? If yes, what are the details and the expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

Currently, there are three independent footbridge systems in the Wan Chai North, Admiralty and Central areas providing convenient, safe and efficient pedestrian connections to various buildings, MTR stations, and public transport interchanges in the respective areas. We have long-term plan to provide two new elevated walkways in Wan Chai and Sheung Wan for enhancing linkages between the said footbridge systems. In Wan Chai, a "Gloucester Road Elevated Walkway" is proposed to connect the O'Brien Road Footbridge in front of the Immigration Tower with the Central Government Offices in Tamar. In Sheung Wan, a "Connaught Road West Elevated Walkway" is proposed to connect the Shun Tak Centre with the Sun Yat Sen Memorial Park. These two proposed elevated walkways are now in the planning stage. The works programmes and estimated costs will be available at a later stage.

**CONTROLLING OFFICER'S REPLY**

**THB(T)404**

**(Question Serial No. 3358)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 67):

Does the Administration have any plan to build a large-scale public transport interchange near Wan Chai and Causeway Bay to encourage the public to make use of interchange services in order to alleviate traffic congestion? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

In planning for new public transport interchanges, consideration will be given to land availability, cost, utilisation of other public transport terminating facilities in the vicinity, planned development in the area, and the planned public transport services for the interchanges.

The Transport Department (TD) has no plan to provide a large-scale public transport interchange in the Wan Chai and Causeway Bay areas as there is no suitable land available for such facilities in these densely developed areas. Nevertheless, bus-bus interchange (BBI) schemes are provided by bus companies for bus services running along busy corridors to improve bus network efficiency and coverage, while at the same time reduce the pressure for new direct bus routes and hence the number of bus trips. This in turn helps alleviate traffic congestion thereat. In respect of the Wan Chai and Causeway Bay areas, BBI schemes are provided for bus services at major bus stops on Hennessy Road (such as outside Sogo and Hysan Place) to facilitate passenger interchanging for bus services to different districts. These bus interchange points operate effectively and are frequently utilised by bus passengers.

To encourage passengers to make use of the BBI services, the TD will continue to encourage bus companies to improve the existing BBI schemes or introduce new schemes with more attractive fare concessions, and more route choices and destinations. The TD will also explore with bus companies the provision of enhanced interchange hardware at major locations, such as passenger shelters and large route information panels with light boxes.

**CONTROLLING OFFICER'S REPLY**

**THB(T)405**

**(Question Serial No. 3359)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 68):

Does the Government intend to widen part of the footpaths in Wan Chai, provide additional pedestrian streets in Causeway Bay, and improve the environment of major bus stops in Causeway Bay by making reference to the pattern underneath the Canal Road Flyover. If yes, what are the details and the expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

The Transport Department (TD) has been monitoring the adequacy and conditions of pedestrian facilities, including footpaths and pedestrian streets, in Wan Chai and Causeway Bay districts. Necessary improvement measures, where technically feasible, including the widening of footpaths, will be implemented in consultation with the District Council (DC) concerned whenever opportunity arises. We will maintain close contact with the local communities and relevant DCs in reviewing pedestrian schemes. Due to the high volume of vehicular and pedestrian flows and the need to cope with the demands of various road users, there is at present inadequate space available in the area to improve the environment of major bus stops to a scale similar to the one underneath the Canal Road Flyover. Nevertheless, the TD will continue to monitor the situation and implement necessary and technically feasible improvement measures for bus stops in the area when the opportunity arises, and there is local support.

**CONTROLLING OFFICER'S REPLY**

**THB(T)406**

**(Question Serial No. 3363)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 72):

Does the Administration intend to improve feeder transport for connection to the Wong Chuk Hang Station and the HKU Station, i.e. to improve the design of traffic lights, bus stops, and public transport interchange (PTI) on Pok Fu Lam Road, Shek Pai Wan Road, Aberdeen Praya Road, Wong Chuk Hang Road, Nam Long Shan Road and Heung Yip Road, to facilitate citizens to use public transport for connection to various locations in the district after the commissioning of the West Island Line (WIL) and South Island Line (East) (SIL(E))? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

Essential Public Infrastructure Works (EPIW) entrusted to the MTR Corporation Limited are being carried out to enhance the accessibility to the WIL and the SIL(E). For the WIL, transport facilities for passengers transit are located at the Kennedy Town Station.

The EPIW for the WIL near the HKU Station and the Kennedy Town Station are outlined below:

- (a) the construction of a covered footbridge link connecting the HKU Station with the University of Hong Kong Centennial Campus;
- (b) the construction of a green minibus (GMB) boarding and alighting area adjacent to the Kennedy Town Station; and
- (c) the construction of a covered pedestrian link at Sands Street, which offers a convenient and safe access to the Kennedy Town Station.

The EPIW for the SIL(E) near the Wong Chuk Hang Station are outlined below:

- (a) the construction of a ground level PTI underneath the Wong Chuk Hang Station with a general loading / unloading bay and lay-bys for buses, GMBs and taxis to facilitate passengers transit to the SIL(E);
- (b) the improvement of the existing road network in the vicinity of the Wong Chuk Hang Station, which includes the widening of sections of Heung Yip Road, Nam Long Shan Road, Police School Road, and the modifications to the road junctions at Heung Yip Road / Ocean Park Road, Heung Yip Road / Police School Road, Heung Yip Road / Nam Long Shan Road, Wong Chuk Hang Road / Nam Long Shan Road, and Wong Chuk Hang Road / Tong Bing Lane, to cope with the anticipated traffic growth and create a better walking environment for pedestrians;
- (c) the modification of a section of the existing Wong Chuk Hang Nullah between Ocean Park Road and Nam Long Shan Road for supporting the PTI and the widened Heung Yip Road; and
- (d) the construction of a covered footbridge connecting the Wong Chuk Hang Station with the adjacent industrial area.

The total project costs of the EPIW for the WIL and the SIL(E) are \$103.6 million and \$927.0 million respectively.

In addition to the above, the Transport Department will monitor the traffic situation and transport demand in the areas concerned after the opening of the two railway lines, and will consider and implement further improvements as necessary.



**CONTROLLING OFFICER'S REPLY****THB(T)407****(Question Serial No. 3364)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 73)

Does the Administration have any plan to improve the design of bus stops to achieve the standards of the "Bus Rapid Transit (BRT)" system by firstly expanding the capacity of four sets of bus stops at "Queen Mary Hospital" (southbound/northbound), "Pok Fu Lam Village" (southbound/northbound), "Tin Wan Street" (northbound) and "Aberdeen Promenade" (northbound)? Will the Administration also study the feasibility of providing more bus stops by demolishing the pedestrian ramps leading to footbridges HF104 and HF134 after installation of elevators, so as to relieve the pressure on bus stop capacity nearby, and provide display panels showing the arrival time of bus routes, in order to increase the average speed of buses, reduce passengers' waiting and boarding / alighting time, and encourage interchange of services? If yes, what are the details and the expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

There are established standards and guidelines for the design and designation of bus stops in Hong Kong. Factors including traffic management, safety, passenger convenience, bus operating efficiency, etc. would be taken into account. The BRT is a specially designed system with relevant infrastructure such as stations and connecting footbridges to suit the locality for long multiple-car buses to operate. The system requires dedicated traffic lanes and more space for bus stations and dedicated pedestrian crossing. In view of the limited road space in Hong Kong, particularly in the urban area, the BRT system may not be suitable for Hong Kong. Nevertheless, the Transport Department (TD) will continue to monitor the provision of public transport facilities, including the mentioned bus stops at the Queen Mary Hospital, the Pok Fu Lam Village, Tin Wan Street and the Aberdeen Promenade in the Southern district, and to consider improvement measures should situations warrant.

As for the proposal of demolishing the pedestrian ramps leading to footbridges HF104 and HF134 after installation of elevators, the TD will look into the proposal in consultation with the Civil Engineering and Development Department and the Highways Department.

The Government has all along encouraged and welcomed the adoption of information technology by franchised bus companies to provide passengers with more travelling information. The Citybus Limited has provided real-time bus arrival information on all its airport routes (i.e. "A" routes) through its website and smart phone applications. The Kowloon Motor Bus Company (1933) Limited and the Long Win Bus Company Limited are trying out an Estimated Bus Arrival Time System at the Tuen Mun Road Bus-Bus Interchange to provide real-time bus arrival information on selected routes. However, these information technology initiatives entail considerable capital investment and operation cost. Thus, in considering whether to make wider use of the system, franchised bus companies have to take into account passenger needs and cost-effectiveness of the systems under different operating environment. The provision of display panel showing the arrival time of buses requires setting up the display panels at the bus stops as well as the real-time tracking of buses, on-line frequent data transmission and complicated algorithms to estimate the arrival time by depot computer. It may not be economical for providing the display panel showing the arrival time of buses at bus stops that are observed by relatively high frequency routes. The Government will continue to keep in view the progress of the use of the technology on enhancing the dissemination of travelling information for passengers by franchised bus companies.

**CONTROLLING OFFICER'S REPLY**

**THB(T)408**

**(Question Serial No. 3365)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 74):

With a design of only 18 bays for buses and minibuses, the public transport interchange (PTI) at the Wong Chuk Hang Station and the bus terminus nearby will not be adequate to cope with the demand of interchanging passengers from the Aberdeen, Pok Fu Lam and Shum Wan areas in the light of the existing projects and the need to install large display panels to provide real-time bus departure information. Does the Administration have any plan to expand the public transport interchange and the bus terminus nearby? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

Under the South Island Line (East) (SIL(E)) railway project, a bus terminus will be re-provided along Nam Long Shan Road, which will house the local bus routes relocated from the former Wong Chuk Hang Bus Terminus. In addition, new PTI facilities will be provided along Heung Yip Road underneath the Wong Chuk Hang Station, which will cater for passengers interchanging between various road-based public transport modes and the railway service. The facilities include two bus lay-bys (which can accommodate eight double-deck buses), a lay-by for four green minibuses, a taxi stand for six taxis and a 45-metre long general loading and unloading bay. In the planning and design of these PTI facilities, future developments in the district and the associated projected passenger demand have been taken into account. Besides, flexibility has been built into the design of these facilities for further expansion should there be a need for it.

The Transport Department will discuss with bus companies the provision of passenger information at the public transport facilities at the Wong Chuk Hang Station and the nearby bus terminus, and keep in view the operations of the facilities upon the opening of the SIL(E). Measures would be undertaken to improve the arrangements as necessary.

The provision of the new public transport facilities is funded under the railway project, and the expenditure involved was \$18.7 million (in September 2010 price).

**CONTROLLING OFFICER'S REPLY**

**THB(T)409**

**(Question Serial No. 3366)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 75):

Does the Administration intend to provide pedestrian links from Aberdeen and Shek Pai Wan to the future Wong Chuk Hang Station to encourage walking. If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

At present, pedestrians from the Aberdeen Town Centre can use the existing subway underneath Aberdeen Praya Road to reach the Aberdeen Promenade as well as the Wong Chuk Hang Nullah. A footbridge will be built across the Wong Chuk Hang Nullah as an essential public infrastructure work for the South Island Line (East) (SIL(E)) for pedestrians to access the future Wong Chuk Hang Station. As for pedestrians from Shek Pai Wan, they can make use of the existing passenger lifts which connect Yue Kwong Road with Yue Fai Road to reach the Aberdeen Town Centre, and to follow the above-mentioned route to reach the future Wong Chuk Hang Station. In addition, residents in Aberdeen and Shek Pai Wan may use public transport feeder services for connection to the Wong Chuk Hang Station. Upon commissioning of the SIL(E), the Transport Department will monitor the pedestrian flow in the area, and consider enhancement to the pedestrian links where necessary and practicable.

**CONTROLLING OFFICER'S REPLY**

**THB(T)410**

**(Question Serial No. 3373)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 82):

Does the Administration intend to subsidise the Southern District Council for the construction of part of a trail along the waterfront connecting Aberdeen with Kennedy Town as recommended by the consultancy report completed in 2012, in particular, the footbridge across the Waterfall Bay connecting the Wah Fu Estate with Cyberport Road, so as to resolve the district financial constraint problem? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. SIN Chung-kai

Reply:

There are sufficient public transport services for commuting between the Southern district and Kennedy Town. Furthermore, there is already an existing footpath along Victoria Road and Cyberport Road which connects the Wah Fu Estate with Cyberport Road. Therefore, there is insufficient traffic and transport ground for the Government to support the construction of a promenade along the waterfront connecting Aberdeen with Kennedy Town.

**CONTROLLING OFFICER'S REPLY**

**THB(T)411**

**(Question Serial No. 3320)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 36):

Regarding the connectivity of the cycle tracks in Tung Chung with areas within and surrounding the district, will the Administration advise this Committee on the following:

- (1) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration conduct any study on the enhancement and sustainable development of cycle tracks in Tung Chung? If yes, what is the progress? If no, what are the reasons? Is there any plan to conduct relevant studies in 2014-15 and what will be the manpower establishment involved?
- (2) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration receive any suggestions / complaints from the District Councils (DCs), community organisations of local residents and the estates in the district concerning the provision / enhancement of cycle tracks and the provision of additional bicycle parking spaces? What are the positions of the follow-up actions?
- (3) In the past three years (2011-12, 2012-13 and 2013-14), what were the casualties involving cyclists and other road users in Tung Chung and what were the accident blackspots as recorded by the Administration and the relevant departments?

Asked by: Hon. TANG Ka-piu

Reply:

- (1) The Transport Department (TD) has been closely monitoring the use of cycle tracks in the New Territories, including Tung Chung. In March 2013, the TD completed a study on cycling networks and parking facilities. The study proposed a number of improvement measures and recommended that the effectiveness of these measures be ascertained through a pilot scheme in Tai Po. Implementation and evaluation of the improvement measures under the Tai Po Pilot Scheme are near completion. Most of the measures have proved to be successful, and the TD intends to implement these

measures as appropriate in other new towns, including Tung Chung. In this regard, the TD commenced another study in October 2013 to work out detailed designs and a detailed plan for implementation, taking into account the site-specific characteristics of each location. In addition, the “Planning and Engineering Study on the Remaining Development in Tung Chung”, jointly commissioned by the Civil Engineering and Development Department (CEDD) and the Planning Department (PlanD) in January 2012 for completion in 2015, includes a review on whether there is room for cycle track improvement in Tung Chung. The Government has no plan to commission any new study in 2014-15 specifically on cycle tracks or related facilities in Tung Chung, and hence there is no additional staff resource involved.

- (2) In the past three years, the TD received requests from the Traffic and Transport Committee (T&TC) of the Islands DC and members of the public on the extension of existing cycle track network within the Tung Chung town and to connect it with the Sunny Bay MTR station. The Revised Concept Plan for Lantau released by the PlanD in 2007 has included the preliminary proposal of providing a cycle track from Tung Chung to Sunny Bay. The proposal will be considered in conjunction with the development projects. In addition, the “Planning and Engineering Study on the Remaining Development in Tung Chung” jointly commissioned by the CEDD and PlanD will study the possibility of improving the connectivity of the existing cycle tracks within the already built-up Tung Chung town.

In the past three years, the TD received suggestions from the T&TC of the Islands DC and members of the public on the provision of additional bicycle parking spaces at the Tung Chung town centre and on the double-deck bicycle parking system. The TD considered the requests and found that there were generally sufficient cycle parking spaces in the vicinity of the locations where the provision of additional spaces was requested. Nevertheless, the TD will continue to monitor the situation and make suitable arrangements when necessary. For the double-deck bicycle parking system, a trial is being conducted in Fanling. The TD will consider the outcome of the evaluation of the trial before territory-wide implementation.

- (3) Statistics on accidents involving bicycles in Tung Chung in the past three years are tabulated below:

<b>Period</b>	<b>Degree of injury#</b>	<b>Cyclist</b>	<b>Other road users</b>
April 2011 – March 2012	Killed	0	0
	Seriously injured	5	0
	Slightly injured	30	5
	<b>Total</b>	<b>35</b>	<b>5</b>
April 2012 – March 2013	Killed	0	0
	Seriously injured	1	0
	Slightly injured	28	3
	<b>Total</b>	<b>29</b>	<b>3</b>

<b>Period</b>	<b>Degree of injury#</b>	<b>Cyclist</b>	<b>Other road users</b>
April 2013 – February 2014*	Killed	0	0
	Seriously injured	3	0
	Slightly injured	28	2
	<b>Total</b>	<b>31</b>	<b>2</b>

Notes:

\* Figures are provisional and cover 11 months only.

# Degree of injury:

Killed - sustained injury causing death within 30 days of an accident

Seriously injured - an injury for which a person is detained in hospital for more than 12 hours

Slightly injured - an injury for which a person is either not detained in hospital or detained for not more than 12 hours

There is no such classification as bicycle accident blackspots. The TD will continue to monitor relevant accident statistics and implement improvement measures where necessary.



**CONTROLLING OFFICER'S REPLY**

**THB(T)412**

**(Question Serial No. 5609)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 51):

Does the Administration intend to provide more hillside escalator links and elevator systems (HEL) including those connecting: (a) the Ap Lei Chau Estate and the Wind Tower Park; (b) Ap Lei Chau Praya Road and Lei Tung Estate Road; and (c) Yue Kwong Road and the location near the public toilet at 16 Aberdeen Main Road? If yes, what are the details and the expenditure involved? If no, what are the reasons?

Asked by: Hon. TO Kun-sun, James

Reply:

The Government established a set of 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 assessment for the 20 proposals received at the time was completed in 2010 and the results were reported to the Legislative Council Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

The three proposals mentioned in the question are not amongst the higher-ranking proposals. For proposals (b) and (c), we shall review them when the implementation of the higher-ranking proposals is on track. For proposal (a), the Leisure and Cultural Services Department has already taken up the planning work for the provision of lifts between the Ap Lei Chau Estate and the Wind Tower Park.

**CONTROLLING OFFICER'S REPLY****THB(T)413****(Question Serial No. 5610)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 52):

Does the Government have any plan to build Bus-Bus Interchange (BBI) points at the following locations in view of the gradual increase of BBI schemes in the Southern district with a view to reducing passengers' demand for point-to-point long haul service?

Pok Fu Lam Road (southbound)	Pok Fu Lam Road (northbound)	Wong Chuk Hang Road (southbound)	Wong Chuk Hang Road (northbound)
Bus stop at Pok Fu Lam Village	Bus stop at Pok Fu Lam Village	Bus stop at Aberdeen Sports Ground	Bus stop at Ocean Park Road

If yes, what are the details and the expenditure? If no, what are the reasons?

Asked by: Hon. TO Kun-sun, James

Reply:

BBI schemes are arrangements whereby franchised bus companies provide fare concessions to bus passengers who interchange between specified bus routes at certain bus stops. Depending on the intersecting pattern of the bus routes concerned, site constraints, etc., BBI for multiple routes may take place at one main location. Alternatively, there are cases whereby routes intersect at multiple bus stops. For the latter, BBI fare discounts may be enjoyed by interchanging passengers at various bus stops. It is up to individual passengers to choose the preferred stop for the interchanging.

At present, the subject bus stops on Pok Fu Lam Road (southbound and northbound) outside the Pok Fu Lam Village, on Wong Chuk Hang Road (southbound) outside the Aberdeen Sports Ground and on Wong Chuk Hang Road (northbound) outside the Ocean Park are served by some 20 bus routes. The franchised bus companies provide BBI schemes involving a total of ten routes observing these bus stops, whereby fare concessions are

offered to passengers. Nonetheless, fare concessions offered for interchanging designated routes under the BBI schemes are not restricted to these pairs of bus stops. Depending on the individual BBI scheme, passengers in most cases can enjoy the same fare concession at other bus stops along the sections of Pok Fu Lam Road and Wong Chuk Hang Road. Because of this reason, we note that, for example, whilst the bus stop on Pok Fu Lam Road northbound at the Pok Fu Lam Village is the main interchange point for a particular BBI scheme, the main interchange point on Pok Fu Lam Road southbound is not the bus stop at the Pok Fu Lam Village. Rather, it is the preceding stops including the one outside the Queen Mary Hospital. Since the current interchange and associated fare concession arrangements are working satisfactorily, and given the operating characteristics of the BBI schemes, there is no imminent need for constructing large-scale BBI points at the subject pairs of bus stops.

The Transport Department will continue to study with bus companies the provision of enhanced interchange facilities at suitable locations, and improve existing BBI schemes or introduce new schemes with more attractive fare concessions, and with more route choices and destinations.

**CONTROLLING OFFICER'S REPLY**

**THB(T)414**

**(Question Serial No. 5619)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 60):

Has the Administration planned to implement long-term measures to improve the road safety of Lung Chi Path in Ngau Chi Wan, such as provision of speed reduction facility and roundabout and conversion of the vacant land in front of the refuse collection point to goods vehicle parking area. If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. TO Kun-sun, James

Reply:

The Government has implemented various measures to enhance the road safety of Lung Chi Path in Ngau Chi Wan, such as installation of a vehicle speed reduction platform at the western end of Lung Chi Path, imposition of 24-hour no-stopping-restriction along certain sections of the road, erection of additional traffic warning signs, and painting additional road markings at appropriate locations of the road. The expenditure of implementing the above measures is around \$70,000.

**CONTROLLING OFFICER'S REPLY**

**THB(T)415**

**(Question Serial No. 5621)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 62):

Does the Administration plan to propose measures to improve the congestion at the Choi Hung Interchange, so as to re-assess the traffic impact on New Clear Water Bay Road due to the increase in population and traffic flow arising from the Anderson Road public housing project? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. TO Kun-sun, James

Reply:

The Transport Department (TD) has consulted the Kwun Tong and Wong Tai Sin District Councils on the proposed traffic improvement measures to improve the traffic situation at the Choi Hung Interchange. These measures include extending the existing public light bus pick-up/set-down bay at the Clear Water Bay Road westbound near the Ping Shek Estate, and adjusting the road markings to regulate the lane changing movements of vehicles. The TD is consolidating the comments received. As these measures have not been firmed up, the estimated cost is not yet available.

Besides, the traffic situation of the major roads including Tseung Kwan O Road, Kwun Tong Road, the Kwun Tong Bypass and Choi Hung Road is expected to be improved significantly when the Route 6 (comprising the Central Kowloon Route, the Trunk Road T2 and the Tseung Kwan O—Lam Tin Tunnel) is commissioned. In the longer term, the TD is investigating into the potential traffic benefit and the possibility of implementing large-scale road improvement works (e.g. construction of a vehicular underpass) at the Choi Hung Interchange to cope with the traffic growth. The TD will take into account the possible redevelopment of the Choi Hung Estate in planning the layout of the road improvement works as far as possible. The cost of the improvement works will be assessed at a later stage.

**CONTROLLING OFFICER'S REPLY****THB(T)416****(Question Serial No. 5676)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 26):

According to the figures provided by the Transport Department (TD), there was serious delay in conducting road tests of motorcycle, private car and light goods vehicle. Only less than 30% of the cases could be arranged with road tests within 82 days upon application. Will the Administration advise on:

- (1) the numbers of applications for driving tests of the relevant vehicle classes in the past five years; and
- (2) the current waiting time of the relevant road tests.
- (3) Why has the problem persisted for many years? Does the Department have any plan to resolve it?
- (4) If yes, how does the Department plan to resolve the problem? Why does the problem still persist?
- (5) If no, what are the reasons?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (1) The number of applications for road tests for motorcycle, private car and light goods vehicle driving licences in the past five years are set out below:

Year	Number of applications for road tests	Percentage change over the previous year
2009	82 779	-
2010	92 382	+11.6%
2011	100 860	+9.2%

Year	Number of applications for road tests	Percentage change over the previous year
2012	107 304	+6.4%
2013	124 565	+16.1%

- (2) The average waiting time for conducting road test upon application for motorcycle, private car and light goods vehicle driving licence in 2013 are 113, 120 and 128 calendar days respectively.
- (3) to (5) There has been an increase in the number of applications for road tests for motorcycle, private car and light goods vehicle driving licences received since 2010. Although the TD has been strengthening the manpower for conducting road tests, there has been no improvement to the compliance rate for conducting road tests within 82 days upon application because of the continuous increase in demand for road tests which has reached the record high of 16.1% annual growth rate in 2013.

To cope with the increasing demand, the TD has carried out another round of recruitment exercise of driving examiners (DEs) at the end of 2013, which is expected to be completed in the third quarter of 2014. If the demand for road tests continues to grow in 2014, it is likely that there would be no significant improvement to the compliance rate in 2014 even with additional manpower resources deployed to conducting road tests, as some of the additional manpower would have to be deployed for clearing backlog cases. The TD will review the targets for the waiting time for motorcycle, private car and light goods vehicle road tests if the compliance rate continues to be low and demand continues to increase next year. Recruitment of DEs with the right calibre is a challenge. DEs not only have to possess outstanding driving skills for a range of vehicle classes, but also need to be observant, calm and be able to react quickly, withstand pressure and articulate their decisions to learner drivers taking the tests. In previous recruitment exercises, it took a long time for the TD to interview and test a large number of candidates before the target number of DEs could be recruited.

To better utilise the test slots released from postponement of tests and absence of candidates, repeaters have been allowed to apply for a repeater early test appointment online (i.e. the Repeater Early Test Appointment Booking Service) since November 2013, and the TD will also continue to allow for overbooking of test appointments. The TD will continue to monitor the situation closely, and consider further measures to improve the service.

**CONTROLLING OFFICER'S REPLY****THB(T)417****(Question Serial No. 5677)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services  
(4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 35):

In recent years, the Transport Department (TD) and bus companies are actively pursuing bus route rationalisation under the "Area Approach", and public transport interchanges (PTIs) have been provided in some areas. What is the expenditure of the TD in bus rationalisation schemes? It is noted that bus rationalisation schemes under the "Area Approach" will also be pursued in a number of districts in the future. Is there any need for the TD to build more new PTIs for this purpose? If yes, where will these PTIs be located and what is the expenditure involved?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

A PTI is a purpose-built off-road facility where interchange between different public transport modes (such as between railway and bus services) takes place. A Bus-Bus Interchange (BBI) is normally located at a major bus stop or a bus terminus observed by a number of bus routes of different destinations where bus passengers may make interchanges between bus routes. Franchised bus companies may provide fare incentives to bus passengers who interchange between specified bus routes at the BBIs. In planning for bus route rationalisation proposals, the TD and franchised bus companies will consider whether and if so how the BBIs should be set up taking into account the characteristics of the bus network concerned and physical constraints of the relevant bus stops / termini.

In 2013, the TD, together with bus companies, started to implement bus rationalisation and improvement proposals under the "Area Approach" in Tuen Mun and the North District. For Tuen Mun, a major BBI facility has been constructed by the Government on Tuen Mun Road at an estimated capital cost of about \$205 million (in money-of-the-day prices), so that passengers travelling to / from Tuen Mun can interchange between bus routes conveniently at one location. For the North District, two existing public bus termini, namely Sheung Shui



(Landmark North) and Fanling (Wah Ming) bus termini, are used as major BBI points. The bus company has provided enhanced services and facilities at the afore-mentioned BBI points at their own costs.

The TD and the bus companies have drawn up bus route rationalisation proposals under the “Area Approach” for Yuen Long, Shatin, Tsing Yi and Tai Po districts in the context of the proposed route development programme for 2014-15. In connection with the proposals, the existing Tsing Sha Toll Plaza, the Tate’s Cairn Tunnel Toll Plaza, and the Lai Lam Tunnel Toll Plaza will be used as major BBI points. The bus company has planned to upgrade facilities at these interchange points to tie in with the implementation of the “Area Approach” proposals.

The processing of bus route rationalisation proposals is mainly handled by the Bus and Railway Branch of the TD. The additional workload arising from preparation for and consultation on the “Area Approach” packages has been absorbed by the existing resources of the Bus and Railway Branch of the TD.

**CONTROLLING OFFICER'S REPLY****THB(T)418****(Question Serial No. 6391)**

Head: (186) Transport Department

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

Programme: (2) Licensing of Vehicles and Drivers

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 27):

There has been a shortage of drivers for bus, light bus, taxi and container vehicle in recent years. Will the Administration advise on the following:

- (1) In the past five years, how many people took the tests for driving licences of bus, light bus, taxi and heavy goods vehicle?
- (2) What were the passing rates of written test and road test respectively?
- (3) Would the Transport Department consider adjusting the qualifications for taking the relevant tests?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (1) The numbers of driving tests conducted for taxi, light bus, bus and heavy goods vehicle in the past five years are set out below:

Year	Number of Driving Tests Conducted			
	Taxi <sup>Note 1</sup>	Light Bus <sup>Note 2</sup>	Bus <sup>Note 2</sup>	Heavy Goods Vehicle <sup>Note 2</sup>
2009	6 780	585	4 638	1 016
2010	7 260	459	3 834	1 159
2011	7 415	502	3 537	1 398
2012	7 735	530	4 284	2 057
2013	7 506	579	4 593	2 557

Note 1: Only written test is required.

Note 2: Only road test is required.

- (2) The passing rates of the driving tests for taxi, light bus, bus and heavy goods vehicle in the past five years are set out below:

Year	Passing Rate of Driving Tests (%)			
	Taxi <sup>Note 1</sup>	Light Bus <sup>Note 2</sup>	Bus <sup>Note 2</sup>	Heavy Goods Vehicle <sup>Note 2</sup>
2009	38	58	60	53
2010	34	53	59	49
2011	34	51	60	52
2012	33	47	55	43
2013	33	37	54	46

Note 1: Only written test is required.

Note 2: Only road test is required.

- (3) At present, applicants of driving tests must be a holder of a learner's driving licence. According to the Road Traffic (Driving Licences) Regulations (Cap. 374B) (the Regulations), any person applying for a learner's driving licence to drive taxi, light bus, bus and heavy goods vehicle must have held a valid full driving licence to drive a private car or light goods vehicle for more than three years. In addition, the Regulations stipulate that a holder of full driving licence to drive taxi, light bus, bus and heavy goods vehicles shall be aged 21 or above; holding a Hong Kong permanent identity card or a Hong Kong identity card (other than a Hong Kong permanent identity card) who is not subject to a condition of stay other than a limit of stay as defined in Section 2(1) of the Immigration Ordinance (Cap. 115); holding a valid full driving licence to drive a private car or light goods vehicle for at least three years immediately preceding the date of the application; and having no conviction for the specified offences of dangerous, drug and drink driving under the Road Traffic Ordinance (Cap. 374) during the five years preceding the date of the application.

In the interest of road safety, the Government has no plan to change the above licensing requirements.

**CONTROLLING OFFICER'S REPLY**

**THB(T)419**

**(Question Serial No. 6392)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (2) Licensing of Vehicles and Drivers  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 28):

The Ad Hoc Quota Trial Scheme for Cross-boundary Private Cars (the Scheme) was rolled out on 30 March 2012, allowing Hong Kong private cars to enter the Mainland with a daily quota of 50. However, it is reported that the Scheme received lukewarm response. Please advise this Committee on the following:

- (1) How many vehicles have participated in the Scheme and what are the administrative costs involved since its implementation?
- (2) What was the daily number of the quotas used in January 2014?
- (3) Does the Transport Department (TD) consider that the Scheme received lukewarm response?
- (4) Will the TD consider withdrawing the second phase of the Scheme?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

- (1) The first phase of the Scheme was rolled out on 30 March 2012. As at 3 March 2014, the TD has received 3 172 applications with 2 888 applications approved. The recurrent expenditures for the Scheme in 2012-13 and 2013-14 were \$2.56 million and \$3.08 million respectively. The estimated recurrent expenditure in 2014-15 is \$2.98 million, covering system maintenance, staff cost, postage and handling charges.
- (2) In January 2014, there was an average of seven quotas used per day.

- (3) The TD considers that the first phase of the Scheme has achieved its intended purpose of providing an alternative mean for Hong Kong drivers to visit the Mainland. The first phase of the Scheme has been running smoothly since its implementation in March 2012.
- (4) There is no concrete timetable for the second phase of the Scheme. When there is sufficient experience in implementing the first phase, the Government of the Hong Kong Special Administrative Region and the Guangdong Provincial Government will further study and discuss the specific arrangements for the second phase of the Scheme. In formulating the arrangements for the second phase of the Scheme, we will carry out public consultation and listen to the views of the community.

**CONTROLLING OFFICER'S REPLY**

**THB(T)420**

**(Question Serial No. 6393)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 31):

The Yuen Long district is overcrowded with people, and a technical feasibility study on the proposed pedestrian environment improvement schemes in Yuen Long Town is being carried out by the Transport Department (TD). When will the study be completed?

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The feasibility study on the proposed pedestrian environment improvement schemes in Yuen Long Town has been substantially completed by the Highways Department (HyD). The HyD is planning to engage a consultant to carry out further investigation and detailed design of a footbridge along the Yuen Long Town Nullah. The TD will continue to deploy in-house resources to collaborate with the HyD on related work. There is no separate breakdown of manpower and expenditure for this particular task.

**CONTROLLING OFFICER'S REPLY**

**THB(T)421**

**(Question Serial No. 6394)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 33):

With the mountainous terrain and shortage of flat land in Hong Kong, a lot of buildings are built on hillside. The Transport Department is collaborating with the Highways Department (HyD) on the studies of the provision of escalators in some districts. Please advise:

- (a) the progress of the feasibility studies;
- (b) the preliminary possible sites for building such facilities;
- (c) the extent of reduction of traffic flow in the related districts; and
- (d) the budget of the whole scheme.

Asked by: Hon. TONG Ka-wah, Ronny

Reply:

The Government established a set of 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 assessment for the 20 proposals received at the time was completed in 2010 and the results were reported to the Legislative Council Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.

Among the 18 ranked projects, a total estimated capital cost of \$703 million has been committed for two projects. Details are as follows:

<b>Proposal</b>	<b>Progress</b>	<b>Cost Estimate (\$ million)</b>
Pedestrian Link at Tsz Wan Shan	This link is implemented under the Shatin to Central Link project. Construction commenced in July 2012 for completion by phases between 2014 and 2016.	608
Yuet Wah Street Pedestrian Linkage	This project is being implemented by the Civil Engineering and Development Department under the Government's policy objective of urban regeneration and enhancing pedestrian connectivity to tie in with the Kwun Tong Town Centre Redevelopment. Construction commenced in April 2013 for completion in October 2015.	95

The HyD has completed the preliminary technical feasibility studies, with the deployment of internal resources, for eight out of the nine proposals ranked top ten. The HyD is now undertaking investigation and preliminary design works for these eight proposals that have been preliminarily found technically feasible. For four of these proposals, expenses amounting to \$2.84 million have been incurred for ground investigation and consultancies for further investigation/preliminary design. Details are as follows:

<b>Proposal</b>	<b>Preliminary Technical Feasibility Study</b>	<b>Expenditure incurred as at 3.3.2014 (\$million)</b>
Braemar Hill Pedestrian Link	Completed	0.60
Lift and Pedestrian Walkway System at Cheung Hang Estate, Tsing Yi	Completed	1.07
Escalator Link and Pedestrian Walkway System at Pound Lane	Completed	0.81
Lift and Pedestrian Walkway System between Kwai Shing Circuit and Hing Shing Road, Kwai Chung	Completed	-
Lift and Pedestrian Walkway System between Castle Peak Road and Kung Yip Street, Kwai Chung	Completed	-
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	0.36



Since these proposals are still at the early stage of planning and design, the commencement and completion dates of the projects, as well as the cost estimates have yet to be determined.

It is revealed in the preliminary technical feasibility study for the proposal “Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road” (ranked 10<sup>th</sup>) that the project involves two dangerous private slopes. The HyD will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.

After reviewing its manpower resources, the HyD has also commenced the preliminary technical feasibility studies for two proposals, namely “Lift and Pedestrian Walkway System between Tai Wo Hau Road and Wo Tung Tsui Street, Kwai Chung” (ranked 11<sup>th</sup>) and “Lift and Pedestrian Walkway at Luen On Street” (ranked 12<sup>th</sup>).

The Government will follow up with the remaining proposals after the smooth implementation of the higher-ranking proposals.

The primary purpose of the provision of hillside escalator links and elevator systems is to improve the pedestrian accessibility to the densely inhabited area with hilly topography by facilitating pedestrians to overcome height differences. According to the experience of the existing Central – Mid-levels Escalator Link, the escalator link has achieved such purpose and helped relieve pressure on public transport demand in the Mid-levels. However, the opening of the escalator link has not caused a significant drop in traffic flow in the area. Based on this experience, the provision of new hillside escalator links and elevator systems is not expected to cause significant reduction in traffic flow in the areas concerned.

**CONTROLLING OFFICER'S REPLY**

**THB(T)422**

**(Question Serial No. 3302)**

Head: (186) Transport Department  
Subhead(No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 54):

Regarding enhancement of operation safety and service quality of public light bus (PLB), please provide the following information:

- (1) In respect of the introduction of pre-service training course for applicants for PLB driving licence, what are the financial and manpower resources involved in 2014-15? What is the implementation timetable? What is the content of the pre-service course and the number of training quota?
- (2) In respect of the implementation of mandatory installation of the electronic data recording device (EDRD) on newly registered PLBs, what are the details, expenditure and manpower arrangements?
- (3) Has the Administration studied how to attract young people to work in the PLB industry? If yes, what are the results and the concrete measures? If no, what are the reasons?

Asked by: Hon. TSE Wai-chuen, Tony

Reply:

- (1) & (2) The introduction of pre-service course and installation of the EDRD form part of the safety measures introduced in the Road Traffic (Amendment) Ordinance 2012 which was passed by the Legislative Council in 2012. The Transport Department (TD) is now undertaking the preparatory work to commence the mandatory requirements for new applicants for PLB driving licence to attend and complete a pre-service course in order to be eligible for the licence. The TD is also processing applications from EDRD manufacturers and suppliers for type-approval of the EDRD for installation on new PLBs. The Government aims at completing, in 2014, the required legislative procedures to commence these two

requirements. The implementation of the above tasks is absorbed by existing manpower of the TD.

The pre-service course covers six major areas, namely (a) PLB operations; (b) occupational health; (c) PLB's body structure; (d) safe driving; (e) handling traffic accidents and emergencies; and (f) customer services and handling passenger complaints. There is no training quota for the pre-service course.

- (3) To help PLB operators to recruit drivers, the TD approached the Labour Department (LD) to invite and facilitate the PLB operators to participate in job fairs convened in various districts. The TD also regularly disseminates information on job fairs to PLB operators for reference. Furthermore, PLB operators may recruit drivers to fill the vacancies with the help of the LD's Job Vacancy Processing Centre.

Besides, some PLB operators have increased the salary of drivers. The TD also encourages the PLB operators to employ ethnic minorities through cooperation with some government-funded non-profit-making organisations which provide employment support services for them. The TD will continue to work closely with the PLB trade to attract new blood, including young people, to work in the PLB industry.

**CONTROLLING OFFICER'S REPLY****THB(T)423****(Question Serial No. 4734)**

Head: (186) Transport Department

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 139):

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

	2013-14 (latest position)
Number of contracts with employment agencies (EAs)	( )
Contract sum for each EA	( )
Term of service for each EA	( )
Number of agency workers supplied by EA contracts	( )
Details of positions of the agency workers supplied by EA contracts	( )
Monthly wages of agency workers supplied	
• \$30,001 or above	( )
• \$16,001 to \$30,000	( )
• \$8,001 to \$16,000	( )
• \$6,501 to \$8,000	( )
• \$6,240 to \$6,500	( )
• Below \$6,240	( )
Year of service of agency workers	
• More than 15 years	( )
• 10 to 15 years	( )
• 5 to 10 years	( )
• 3 to 5 years	( )
• 1 to 3 years	( )
• Less than 1 year	( )
Percentage of agency workers out of the total number of staff of the Department	( )
Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the Department	( )
Number of agency workers who received severance payments / long service payments / end-of-contract gratuities	( )

	2013-14 (latest position)
Amount of severance payments / long service payments / end-of-contract gratuities paid	( )
Number of agency workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions	( )
Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	( )
Number of agency workers with paid meal breaks	( )
Number of agency workers without paid meal breaks	( )
Number of agency workers under five-day work week	( )
Number of agency workers under six-day work week	( )

Figures in ( ) denote year-on-year changes in percentage as compared with 2012-13

Asked by: Hon. WONG Kwok-hing

Reply:

The information requested is set out below:

	Type of Contract	2013-14 <sup>Note 1</sup>
Number of contracts with EAs	Others	12 (-25%)
	T-contract <sup>Note 2</sup>	1 (no change)
Contract sum for each EA (in \$ million) for the whole contract term	Others	Total: \$5.4 (-15.6%) Range: \$0.08 to \$1.2
	T-contract	\$26.6 (+3.1%)
	Others	9 months
Term of service for each EA	T-contract	6 months to 1 year for individual agency workers supplied through T-contracts
	Others	Total: 57 (-10.9%) Range: 1 to 13
Number of agency workers supplied by EA contracts	T-contract	69 (+9.5%)
	Others	To provide temporary executive support, general support, assistance in project management and record services
Details of positions of the agency workers supplied by EA contracts	T-contract	To provide temporary IT support services

	Type of Contract	2013-14 <sup>Note 1</sup>	
		Others	T-contract
Monthly wages of agency workers supplied			
• \$30,001 or above		0 (no change)	-
• \$16,001 to \$30,000		0 (no change)	-
• \$8,001 to \$16,000		57 (-10.9%)	-
• \$6,501 to \$8,000		0 (no change)	-
• \$6,240 to \$6,500		0 (no change)	-
• Below \$6,240		0 (no change)	-
Years of service of agency workers	Others	TD does not have the information.	
	T-contract		
• More than 15 years			
• 10 to 15 years			
• 5 to 10 years			
• 3 to 5 years			
• 1 to 3 years			
• Less than 1 year			
Percentage of agency workers out of the total number of staff of the Department (%)	Others	3.8% (-0.6%)	
	T-contract	4.6% (+0.3%)	
Percentage of expenditure on procurement of agency services out of the total salary expenditure of staff of the Department (%)	Others	1% (-0.3%)	
	T-contract	4.7% (-0.7%)	
Number of agency workers who received severance payments / long service payments / end-of-contract gratuities	Others	TD does not have the information.	
	T-contract		
Amount of severance payments / long service payments / end-of-contract gratuities paid	Others		
	T-contract		
Number of agency workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	Others		
	T-contract		
Amount of severance payments / long service payments / contract gratuity offset by the accrued benefits attributable to the employers' MPF contributions	Others		
	T-contract		
Number of agency workers with paid meal breaks	Others	TD does not have the information.	
	T-contract		
Number of agency workers without paid meal breaks	Others		
	T-contract		
Number of agency workers under five-day work week	Others	57 (-10.9%)	
	T-contract	69 (+9.5%)	

	<b>Type of Contract</b>	<b>2013-14<sup>Note 1</sup></b>
Number of agency workers under six-day work week	Others	0 (no change )
	T-contract	0 (no change )

*Figures in ( ) denote year-on-year changes in percentage as compared with 2012-13*

Note 1: The figures refer to position as at 1 February 2014.

Note 2: T-contract refers to term contract centrally administered by the Office of the Government Chief Information Officer.

**CONTROLLING OFFICER'S REPLY****THB(T)424****(Question Serial No. 4735)**

Head: (186) Transport Department

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 140):

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

	2013-14 (latest position)
Number of outsourced service contracts	( )
Total amount paid to outsourced service providers	( )
Length of contract for each outsourced service provider	( )
Number of outsourced workers engaged through outsourced service providers	( )
Distribution of positions held by outsourced workers (e.g. customer service, property management, security, cleansing and information technology, etc.)	
Monthly wages of outsourced workers	
• \$30,001 or above	( )
• \$16,001 to \$30,000	( )
• \$8,001 to \$16,000	( )
• \$6,501 to \$8,000	( )
• \$6,240 to \$6,500	( )
• \$6,240 or below	( )
Length of employment of outsourced workers	
• More than 15 years	( )
• 10 to 15 years	( )
• 5 to 10 years	( )
• 3 to 5 years	( )
• 1 to 3 years	( )
• Less than 1 year	( )
Percentage of outsourced workers out of the total number of staff of the Department (%)	( )



	2013-14 (latest position)
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%)	( )
Number of outsourced workers who received severance payments / long service payments / end-of-contract gratuities	( )
Amount of severance payments/ long service payments / end-of-contract gratuities paid	( )
Number of outsourced workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions	( )
Amount of severance payments/ long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	( )
Number of workers with paid meal breaks Number of workers without paid meal breaks	( )
Number of workers under five-day work week Number of workers under six-day work week	( )

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

Asked by: Hon. WONG Kwok-hing

Reply:

Almost all of the outsourcing services (in terms of contract value) currently used by the Transport Department (TD) relate to the management, operation and maintenance of transport infrastructure and services such as government tunnels, bridges, parking meters, car parks, etc. Details relating to these contracts as at 31 March 2014 are provided below:

	2013-14 (latest position)
Number of outsourced service contracts	14 (-)
Total amount paid to outsourced service providers (\$ billion) (Note 1)	4.2 (+5.0%) (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)	2 355 (-0.6%)
Distribution of positions held by outsourced workers	Comprising professional, managerial, supervisory, technical, clerical and non-skilled ranks

	2013-14 (latest position)
Monthly wages of outsourced workers <ul style="list-style-type: none"> <li>• \$30,001 or above</li> <li>• \$16,001 to \$30,000</li> <li>• \$8,001 to \$16,000</li> <li>• \$6,501 to \$8,000</li> <li>• \$6,240 to \$6,500</li> <li>• \$6,240 or below</li> </ul>	- Professional and managerial ranks (around \$40,000 or above) - Supervisory ranks (ranging from around \$10,000 to \$50,000) - Technical, clerical and non-skilled ranks (ranging from around \$6,000 to \$20,000)
Length of employment of outsourced workers <ul style="list-style-type: none"> <li>• More than 15 years</li> <li>• 10 to 15 years</li> <li>• 5 to 10 years</li> <li>• 3 to 5 years</li> <li>• 1 to 3 years</li> <li>• Less than 1 year</li> </ul>	No such information (Note 8)
Percentage of outsourced workers out of the total number of staff of the Department (%) (Note 4)	164% (-4.7%) (Note 5)
Percentage of amount paid to outsourced service providers out of the total salary expenditure of staff of the Department (%) (Note 6)	613% (-2.5%) (Note 7)
Number of outsourced workers who received severance payments / long service payments / end-of-contract gratuities	No such information (Note 8)
Amount of severance payments / long service payments / end-of-contract gratuities paid	No such information (Note 8)
Number of outsourced workers with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	No such information (Note 8)
Amount of severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	No such information (Note 8)
Number of workers with paid meal breaks Number of workers without paid meal breaks	No such information (Note 8)
Number of workers under five-day work week Number of workers under six-day work week	No such information (Note 8)

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

Notes:

- 1 Total contract value represents the agreed price for the whole period of the contract.
- 2 The year-on-year change in 2013-14 is mainly due to the revised contractual terms arising from the re-tendering and award of new contracts for the Tsing Ma Control Area and provision of towing services on the North Lantau Highway and sections of roads in Penny's Bay.
- 3 Number of staff employed under these contracts denotes the minimum number of staff required by these contracts.
- 4 Total number of staff of the Department refers to "Number of posts" under "Changes in the size of the establishment (as at 31 March)" of 2014 in the printed estimates of the TD.
- 5 The year-on-year change in 2013-14 is mainly due to the increased size of the TD's establishment.
- 6 Total salary expenditure of staff of the Department refers to the total "Personal Emoluments" under "Details of Expenditure by Subhead" of 2013-14 in the printed estimates of the TD.
- 7 The year-on-year change in 2013-14 is mainly due to the increased personal emoluments arising from civil service pay rise with effect from 1 April 2013, partly offset by the increase in the total contract value of the outsourcing service contracts.
- 8 There is no requirement specified in these contracts for contractors to provide the related information.

**CONTROLLING OFFICER'S REPLY****THB(T)425****(Question Serial No. 4736)**

Head: (186) Transport Department

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 141):

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

	2013-14 (latest position)
Number of NCSC staff	( )
Details of NCSC positions	
Total expenditure on the salaries of NCSC staff	( )
Monthly wages of NCSC staff	
• \$30,001 or above	( )
• \$16,001 to \$30,000	( )
• \$8,001 to \$16,000	( )
• \$6,501 to \$8,000	( )
• \$6,240 to \$6,500	( )
• Below \$6,240	( )
Year of service of NCSC staff	
• 15 years or more	( )
• 10 to 15 years	( )
• 5 to 10 years	( )
• 3 to 5 years	( )
• 1 to 3 years	( )
• Less than 1 year	( )
Number of NCSC staff appointed as civil servants	( )
Percentage of NCSC staff out of the total number of staff in the Department	( )
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department	( )
Number of NCSC staff who received severance payments/ long service payments / end-of-contract gratuities	( )

	2013-14 (latest position)
Amount of severance payments / long service payments / end-of-contract gratuities paid	( )
Number of NCSC staff with severance payments / long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' Mandatory Provident Fund (MPF) contributions	( )
Amount of severance payments/ long service payments / end-of-contract gratuities offset by the accrued benefits attributable to the employers' MPF contributions	( )
Number of NCSC staff with paid meal break	( )
Number of NCSC staff without paid meal break	( )
Number of NCSC staff under five-day work week	( )
Number of NCSC staff under six-day work week	( )

*Figures in ( ) denote year-on-year percentage changes as compared with 2012-13*

Asked by: Hon. WONG Kwok-hing

Reply:

The information is as follows:

	2013-14 <sup>Note</sup>
Number of NCSC staff	78 (-34.5%)
Details of NCSC positions	
• transport operations and traffic engineering duties	31 (+3.3%)
• executive and administrative support duties	12 (-42.9%)
• general clerical support and other duties	35 (-48.5%)
Total expenditure on the salaries of NCSC staff	\$17.2 million (-15.3%)
Monthly wages of NCSC staff	
• \$30,001 or above	10 (no change)
• \$16,001 to \$30,000	38 (-5%)
• \$8,001 to \$16,000	30 (-56.5%)
• \$6,501 to \$8,000	0 (no change)
• \$6,240 to \$6,500	0 (no change)
• Below \$6,240	0 (no change)
Year of service of NCSC staff	
• 15 years or more	0 (no change)
• 10 to 15 years	6 (-60%)
• 5 to 10 years	20 (no change)
• 3 to 5 years	14 (-54.8%)
• 1 to 3 years	30 (-18.9%)
• Less than 1 year	8 (-50%)

	2013-14 <sup>Note</sup>
Number of NCSC staff appointed as civil servants	7 (-46.2%) The staff joined the civil service through an open, fair and competitive process.
Percentage of NCSC staff out of the total number of staff of the Department (%)	5.2% (-3%)
Percentage of salary expenditure of NCSC staff out of the total salary expenditure of staff of the Department (%)	3.3% (-0.7%)
Number of NCSC staff who received severance payments / long service payments / end-of-contract gratuities	76 (-14.6%)
Amount of severance payments / long service payments / end-of-contract gratuities paid	\$1.3 million (+8.3%)
Number of NCSC staff with severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	76 (-14.6%)
Amount of severance payments / long service payments / end-of-contract gratuities offset against the employers' MPF contributions	\$0.7 million (-22.2%)
Number of NCSC staff with paid meal break	74 (-33.3%)
Number of NCSC staff without paid meal break	4 (-50%)
Number of NCSC staff under five-day work week	78 (-34.5%)
Number of NCSC staff under six-day work week	0 (no change)

*Figures in ( ) denote year-on-year percentage changes as compared with 2012-13*

Note:

The figures refer to the position as at 31 December 2013.

**CONTROLLING OFFICER'S REPLY**

**THB(T)426**

**(Question Serial No. 4765)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 40):

Regarding the Transport Department (TD)'s work on taxi ancillary facilities under "planning and developing franchised bus, non-franchise bus, tram, taxi, ferry and public light bus (PLB) services, formulating regulatory measures for the services, and planning their related facilities", the taxi trade has difficulties in operation due to insufficient taxi stands and cross-harbour taxi stands as well as limited relaxation of restricted zones for pick-up/drop-off. In this regard, please provide the following information:

- (1) a list by districts showing new taxi stands and cross-harbour taxi stands as well as restricted zones relaxed for pick-up/drop-off with respective revised opening hours in the past three years;
- (2) the number of times that the TD and the taxi trade conducted regular review on locations of taxi stands in the past three years;
- (3) on 23 June 2006, the then Environment, Transport and Works Bureau submitted a discussion paper on locations of pick-up/drop-off points of franchised buses, PLBs and taxis to the Legislative Council (LegCo) Panel on Transport, listing out a series of considerations in relation to safety, technical, and views of district stakeholders and other public transport operators for designating new pick-up/drop-off points, without mentioning the demand from the taxi trade. Is the policy of designating pick-up/drop-off points for taxis different from that for other transport modes; and
- (4) a breakdown of the expenditures for works related to the provision of new taxi stands and cross-harbour taxi stands as well as restricted zones relaxed for pick-up/drop-off in the past three years.

Asked by: Hon. WONG Kwok-hing

Reply:

The Government has all along been taking various measures to help the taxi trade improve its operating environment, including setting up new taxi stands (including cross-harbour taxi stands) and designating pick-up/drop-off points at suitable locations. Currently, there are about 480 taxi stands and 280 taxi pick-up/drop-off points. Meanwhile, the TD has relaxed the peak hour and 7 a.m. to 7 p.m. no-stopping restricted zones to facilitate the taxi trade to provide better point-to-point service to passengers. Details of the new taxi stands and new pick-up/drop-off points designated in the past three years are as follows:

<b>District</b>		<b>Location</b>	<b>Taxi facility</b>
Hong Kong Island	Central and Western	Lung Wui Road westbound outside Citic Tower	Urban taxi stand
	Central and Western	Wellington Street between D'Aguiar Street and Wynham Street (12 midnight to 5 a.m. on Saturdays and Sundays only)	Urban taxi stand
	Eastern	Lei King Road	Urban taxi stand
	Southern	Lee Wing Street outside Horizon Plaza	Urban taxi stand
	Southern	Cybeport Public Transport Interchange	Urban taxi stand
	Southern	Tai Tam Road outside The Manhattan	Urban taxi stand
	Southern	Ocean Park (main entrance)	Cross-harbour taxi stand
	Southern	Stanley New Street near Stanley Municipal Services Building	Drop-off point
Wan Chai	Russell Street (daily opening hours extended to 3 p.m. to 6 a.m. on the next day)	Cross-harbour taxi stand	
Kowloon	Yau Tsim Mong	Wing Sing Lane between Cliff Road and Nathan Road	Urban taxi stand
	Yau Tsim Mong	Fuk Lee Street near Lok Kwan Street (outside Metro Harbour View)	Urban taxi stand
	Yau Tsim Mong	Mong Kok East Station	Drop-off point
	Sham Shui Po	Castle Peak Road near Tai Nam West Street	Urban taxi stand
	Sham Shui Po	Lai Wan Road outside Lai Wan Market	Drop-off point
	Kwun Tong	How Ming Street outside Millennium City	Urban and cross-harbour taxi stands
	Kwun Tong	Wang Kwong Road between Wang Chin Street and Lam Wah Street	Urban taxi stand
	Kwun Tong	Wang Tai Road near Lam Fung Street	Cross-harbour taxi stand



District		Location	Taxi facility
New Territories	Sha Tin	Hang Chi Street outside Yan On Estate	New Territories taxi stand
	Sha Tin	On Yuen Street northbound outside Fok On Garden	Drop-off point
	Tai Po	Pak Shek Kok Fo Shing Road Public Transport Interchange	New Territories and urban taxi stands
	North District	Fai Ming Road opposite to Pentecostal Yu Leung Fat Primary School	New Territories and urban taxi stands
	Tsuen Wan	On Yuk Road	Pick-up/drop-off point
			<b>Total : 22</b>

From time to time, the TD receives proposals for new taxi stands and pick-up/drop-off points from the taxi trade through taxi trade conferences and routine communications. The TD will assess these proposals on a case-by-case basis, having regard to the prevailing road and traffic situation as well as the series of factors stated in the discussion paper submitted to the LegCo Panel on Transport on 23 June 2006. These factors include requests from District Councils, the public and the relevant public transport operators and trades (including taxi trade). The paper also mentions that the same assessment procedure is applicable to designation of pick-up/drop-off points for franchised buses, PLBs and taxis. Site visits with the taxi trade would also be conducted on a need basis. There is no separate breakdown of the cost for providing new taxi stands and restricted zones relaxed for pick-up/drop-off as it is amongst the various traffic management measures implemented by the TD.

**CONTROLLING OFFICER'S REPLY**

**THB(T)427**

**(Question Serial No. 4767)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 55):

The Transport and Housing Bureau will continue its effort in improving the traffic distribution among the road harbour crossings (RHCs). As the Administration has announced that the toll adjustment trial scheme, which involves toll reduction at the Eastern Harbour Crossing (EHC) and toll increase at the Cross-Harbour Tunnel (CHT), would be held in abeyance, would the Administration please advise on the following:

- (1) the average daily traffic flow of the three RHCs (by vehicle types), and the ratios of the morning and evening average peak hour traffic flows to the total daily flow over the past three years;
- (2) the average vehicle speed and journey time in the morning and evening peak hours of the three RHCs over the past three years;
- (3) the Administration mentioned that the current daily traffic flow at the EHC had reached 72 000 vehicles. Has the Administration carried out any traffic assessment in East Kowloon and the Eastern District? If yes, please advise the details and the impact of the increased traffic flow on the major roads in East Kowloon and the Eastern District (including traffic flow figures during peak and off-peak periods); and
- (4) the traffic situation of the major roads near the Western Harbour Crossing (WHC) portals over the past three years (including traffic flow figures during peak and off-peak periods).

Asked by: Hon. WONG Kwok-hing

Reply:

- (1) Based on the Monthly Traffic and Transport Digest of the Transport Department (TD), the annual average daily flows of the three RHCs in the past three years, with breakdown by vehicle types, are as follows:

Tunnel	Private Car			Taxi			Light Bus <sup>Note 1</sup>			Goods Vehicle <sup>Note 2</sup>		
	2011	2012	2013	2011	2012	2013	2011	2012	2013	2011	2012	2013
CHT	43 600	43 700	44 200	32 400	31 100	30 200	2 800	2 600	2 400	26 700	26 000	25 500
EHC	37 400	38 200	39 100	14 900	15 400	15 800	900	800	700	11 300	11 400	11 600
WHC	27 600	29 400	30 100	15 500	16 800	17 200	2 000	1 900	1 900	6 700	7 200	7 600

Tunnel	Bus <sup>Note 3</sup>			Motor Cycle			Total <sup>Note 4</sup>		
	2011	2012	2013	2011	2012	2013	2011	2012	2013
CHT	10 300	10 300	9 900	4 800	4 600	4 500	120 500	118 200	116 700
EHC	2 800	2 800	2 800	2 100	2 100	2 100	69 500	70 700	72 100
WHC	4 600	4 600	4 600	600	600	600	57 000	60 500	62 000

Note 1: Figures include private and public light buses.

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

Note 3: Figures include single-deck, double-deck, franchised and non-franchised buses.

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

The ratios of the morning peak (0800 to 1000 hours) and evening peak (1700 to 1900 hours) average traffic flows to the total daily flow over the past three years are as follows:

Tunnel	Ratio of Peak Hour Traffic Flow to Total Daily Flow <sup>Note</sup> (%)					
	2011	2012	2013	2011	2012	2013
	Morning peak hours			Evening peak hours		
CHT	9.5	9.6	9.6	9.8	9.8	9.8
EHC	14.4	14.2	13.9	14.7	14.5	14.3
WHC	13.6	13.6	13.6	14.8	14.8	14.4

Note: For 2013, the figures are based on available data up to November 2013.

- (2) Based on the Car Journey Time Survey of the TD, the average vehicle speed and journey time in the morning peak hours (0800 to 0930 hours) and evening peak hours (1700 to 1900 hours) on normal weekdays of the three RHCs over the past three years are as follows:

Tunnel	Average Vehicle Speed <sup>Note 1</sup> (kilometre per hour)					
	2011	2012	2013	2011	2012	2013
	Morning peak hours			Evening peak hours		
CHT	31.4	33.9	32.4	28.9	33.1	28.5
EHC	34.9	37.9	29.4	43.2	47.5	47.5
WHC	56.6	62.5	57.3	Not applicable <sup>Note 2</sup>		

Tunnel	Average Journey Time <sup>Note 3</sup> (minutes)					
	2011		2012		2013	
	Morning peak hours			Evening peak hours		
<b>CHT</b>	4.0	3.7	3.9	4.4	3.8	4.4
<b>EHC</b>	4.3	4.0	5.1	3.5	3.2	3.2
<b>WHC</b>	2.4	2.2	2.4	Not applicable <sup>Note 2</sup>		

Note 1: This refers to the average vehicle speed in both directions between the toll plaza and the entrance / exit on the other side of the tunnel.

Note 2: The Car Journey Time Survey only covers morning peak hours for the WHC.

Note 3: The time refers to the average journey time in both directions between the toll plaza and the entrance / exit on the other side of the tunnel.

- (3) The TD has been closely monitoring the traffic situation of major roads in East Kowloon and the Eastern District, which include the Kwun Tong (KT) Bypass, the Tseung Kwan O (TKO) Road and the Island Eastern Corridor (IEC). Based on the 2010, 2011 and 2012 Annual Traffic Census (ATC) of the TD (2013 ATC figures are not yet available at the moment), the average traffic flows during peak and off-peak periods of these major roads are provided below:

Major Road	Hourly Flow (number of vehicles per hour)											
	2010		2011		2012		2010		2011		2012	
	Morning peak hours <sup>Note 4</sup>						Evening peak hours <sup>Note 4</sup>					
	East Bound (EB)	West Bound (WB)	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
<b>IEC</b> <small>Note 1</small>	3 570	5 390	3 600	4 830	3 500	4 980	3 520	4 120	3 240	3 740	3 120	3 830
<b>KT Bypass</b> <small>Note 2</small>	3 860	4 310	4 010	4 080	3 850	4 140	3 870	3 180	4 070	3 080	3 870	3 120
<b>TKO Road</b> <small>Note 3</small>	2 090	3 270	2 160	3 250	2 270	3 230	2 920	2 280	3 040	2 360	3 120	2 490

Note 1: The design flow capacity of the IEC is 7 500 vehicles per hour (WB) / 7 900 vehicles per hour (EB).

Note 2: The design flow capacity of the KT Bypass is 4 700 vehicles per hour (both EB and WB).

Note 3: The design flow capacity of the TKO Road is 4 700 vehicles per hour (both EB and WB).

Note 4: The morning and evening peak hours refer to the hours with the highest traffic flow and range between 0700 - 1000 in the morning and 1600 - 1900 in the evening respectively for the above roads.

Major Road	Hourly Flow (number of vehicles per hour)					
	Off-peak hours <sup>Note</sup>					
	2010		2011		2012	
	EB	WB	EB	WB	EB	WB
IEC	2 270	2 500	2 190	2 450	2 100	2 450
KT Bypass	1 990	1 680	2 060	1 640	2 010	1 690
TKO Road	1 570	1 490	1 620	1 540	1 690	1 600

Note: Off-peak hours refer to the times of a day other than the peak hours. As off-peak periods cover a long duration during which the traffic flows fluctuate, the figures should be interpreted with caution.

Based on the above ATC data, the TD considers that the traffic conditions of the major roads in East Kowloon and the Eastern District are in general acceptable. The TD does not foresee a drastic change in the traffic flows thereat in the short run.

- (4) Connaught Road West Flyover is the major connecting road of the WHC. Based on the TD's 2010, 2011 and 2012 ATC (2013 ATC figures are not yet available at the moment), the average traffic flows during peak and off-peak periods of the Connaught Road West Flyover are provided below:

Major Road	Hourly Flow (number of vehicles per hour)											
	2010		2011		2012		2010		2011		2012	
	Morning peak hours <sup>Note</sup>						Evening peak hours <sup>Note</sup>					
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
Connaught Road West Flyover	3 070	2 550	3 360	2 650	3 360	2 660	2 130	3 090	2 200	3 070	2 200	3 060

Note: The morning and evening peak hours refer to the hour with the highest traffic flow and are 0700 – 0800 hour and 1700 – 1800 hour respectively for the above road.

Major Road	Hourly Flow (number of vehicles per hour)					
	Off-peak hours <sup>Note</sup>					
	2010		2011		2012	
	EB	WB	EB	WB	EB	WB
Connaught Road West Flyover	1 460	1 670	1 540	1 750	1 540	1 750

Note: Off-peak hours refer to the times of a day other than the peak hours. As off-peak periods cover a long duration during which the traffic flows fluctuate, the figures should be interpreted with caution.

**CONTROLLING OFFICER'S REPLY**

**THB(T)428**

**(Question Serial No. 4768)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 57):

Regarding the implementation of the new requirements stipulated in the Road Traffic Ordinance (Cap. 374) as stated under Matters Requiring Special Attention in 2014-15, please provide the following information:

- (1) Concerning the preparatory work for the introduction of pre-service training course for applicants for public light bus (PLB) driving licence, what is the expenditure incurred for the tender exercise for the service contract for operating the course? What is the duration of the contract? Is there any plan to provide subsidy to waive or reduce the course fee? If yes, what are the details?
- (2) What is the estimated basic cost of the newly added written test of the course? How many new staff will need to be employed? Will they cause any adjustment to the application fee for PLB driving licence?
- (3) What is the prosecution figure on tampering with the electronic data recording device (EDRD) since the implementation of the new legislative requirement for installation of the EDRD on newly registered PLBs?
- (4) What is the prosecution figure on not maintaining the speed limiter in a good and efficient order since the implementation of this new legislative requirement?
- (5) At present, how many PLBs are not fitted with the EDRD (shown by chronological order of expected retirement from service)?

Asked by: Hon. WONG Kwok-hing

Reply:

- (1), (2), (3) and (5) The introduction of pre-service course and installation of the EDRD form part of the safety measures introduced in the Road Traffic (Amendment) Ordinance 2012, which was passed by the Legislative Council in 2012. The Transport Department (TD) is now undertaking the preparatory work to commence the mandatory requirements for new applicants for PLB driving licence to attend and complete a pre-service course in order to be eligible for the licence. The TD is also processing applications from EDRD manufacturers and suppliers for type-approval of EDRD for installation on new PLBs. The Government aims at completing, in 2014, the required legislative procedures to commence these two requirements. The implementation of the above mandatory requirements is carried out by existing manpower of the TD. The TD has no plan to adjust the PLB driving licence fee.

The written test forms part of the pre-service course. As the TD is selecting and designating pre-service training school providers, the pre-service course fee is not yet available. The designation period of a pre-service training school is three years.

The Employees Retraining Board (ERB) will provide subsidy to applicants with low income to attend the pre-service course. An applicant may, subject to the income levels specified by the ERB, apply for partial or full course fee waiver.

As the installation of the EDRD is not yet a legal requirement, the TD does not have record of the number of EDRD installed. For the same reason, there is no record of the number of prosecution case.

- (4) The numbers of summons issued by the Hong Kong Police Force against failing to maintain the speed limiter in a good and efficient working order are three in 2012 and zero in 2013.

**CONTROLLING OFFICER'S REPLY**

**THB(T)429**

**(Question Serial No. 4769)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 58):

Regarding the Transport Department (TD)'s work on formulating taxi policy under "planning and developing franchised bus, non-franchise bus, tram, taxi, ferry and public light bus services, formulating regulatory measures for the services, and planning their related facilities", please provide the following information:

- (1) the rank and emolument of staff responsible for this policy area;
- (2) the TD indicates that the taxi fuel surcharge study has started. The study examines the experience of implementing and not implementing a taxi fuel surcharge elsewhere, as well as the implications of such a surcharge, etc. Please advise on the staff allocation for the study, the study method, whether consultants are hired, whether there will be overseas visits, the countries being studied; the per capita expense on overseas visits, the study progress, whether the taxi trade will be consulted and the consultation timetable; and
- (3) recently, there are concerns over taxi issues such as the danger caused by discount gangs using several smart phones while driving, operating difficulty faced by taxi drivers due to high Liquefied Petroleum Gas price and the motion passed by the Panel on Transport of the Legislative Council on enactment of legislation against fare bargaining by taxi passengers. Please advise what resources the TD would allocate for formulating a more comprehensive taxi policy to respond to the concerns in the community.

Asked by: Hon. WONG Kwok-hing

Reply:

There is a dedicated team in the TD to oversee the planning and management of taxi service matters on a full-time basis. The team comprises a Chief Transport Officer, a Senior Transport Officer, a Transport Officer I, a Transport Officer II, a Transport Executive and a



Technical Officer. The annual emolument of the team is about \$3.5 million.

All members of the team participate in the taxi fuel surcharge study which examines the experience of implementing and not implementing a taxi fuel surcharge elsewhere, as well as the implications of such a surcharge. Information on the arrangements adopted by some major cities in the Mainland and overseas countries like Japan, Singapore, the United States and the United Kingdom is being gathered. It is expected that the preliminary outcome of the study would be available by around the end of 2014. The TD will continue to listen to the views of the taxi trade and other stakeholders in conducting the study. The TD will also keep in view if there is a need to undertake overseas visits or to hire consultant(s) for assistance.

Taxis play a key role in the public transport system. The Administration will continue to closely monitor the operating situation of the taxi trade and take vigorous enforcement actions against malpractices. If there is any situation which hinders the healthy development of the trade, the TD will respond with appropriate measures.

**CONTROLLING OFFICER'S REPLY**

**THB(T)430**

**(Question Serial No. 5394)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 70):

Regarding the connectivity of the cycle tracks in Kowloon East with areas within and surrounding the district, will the Administration advise this Committee on the following:

- (1) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration conduct any studies on the development of cycle tracks in Kowloon East? If yes, what is the progress? If no, what are the reasons? Is there any plan to conduct relevant studies in 2014-15, and what will be the manpower establishment involved?
- (2) In the past three years (2011-12, 2012-13 and 2013-14), did the Administration receive any suggestions / complaints from the District Councils (DCs), community organisations of local residents and the estates in the district concerning the provision / enhancement of cycle tracks and the provision of additional bicycle parking spaces? What are the positions of the follow-up actions?
- (3) In the past three years (2011-12, 2012-13 and 2013-14), what were the casualties involving cyclists and other road users in Kowloon East and what were the accident blackspots as recorded by the Administration and the relevant departments? Has the Administration carried out improvement measures in respect of the bicycle accident blackspots? If yes, what are the details and the expenditure and manpower involved? If no, what are the reasons?

Asked by: Hon. WONG Kwok-kin

Reply:

- (1) A cycle track network of about 6.6 kilometres (km) for leisure purpose and mainly located within public open space was proposed for the Kai Tak Development in Kowloon East. In 2013-14, the Civil Engineering and Development Department (CEDD) completed a study, which recommended extending the proposed cycle track network to about 13 km to connect the attraction points in the area. The Transport

Department (TD) has no plan to commission any new study in 2014-15, and therefore no additional staff resources will be deployed. Nevertheless, the Government will continue to foster a bicycle-friendly environment in new towns and new development areas where the traffic flow density is relatively low.

- (2) In the past three years, the Government received some views and suggestions from the public on the provision of cycle tracks in the Kai Tak area and their possible connections to the vicinity. These views and suggestions have been duly considered in the study conducted by the CEDD as mentioned in part (1) above.

In the past three years, the TD did not receive any request for provision of bicycle parking spaces in Kowloon East.

- (3) Statistics on accidents involving bicycles in Kowloon East in the past three years are tabulated below:

<b>Period</b>	<b>Degree of injury#</b>	<b>Cyclist</b>	<b>Other road users</b>
April 2011 – March 2012	Killed	2	0
	Seriously injured	9	3
	Slightly injured	25	12
	<b>Total</b>	<b>36</b>	<b>15</b>
April 2012 – March 2013	Killed	0	0
	Seriously injured	15	2
	Slightly injured	31	5
	<b>Total</b>	<b>46</b>	<b>7</b>
April 2013 – February 2014*	Killed	1	0
	Seriously injured	10	1
	Slightly injured	33	9
	<b>Total</b>	<b>44</b>	<b>10</b>

Notes:

\* Figures are provisional and cover 11 months only.

# Degree of injury:

Killed - sustained injury causing death within 30 days of an accident

Seriously injured - an injury for which a person is detained in hospital for more than 12 hours

Slightly injured - an injury for which a person is either not detained in hospital or detained for not more than 12 hours

There is no such classification as bicycle accident blackspots. The TD will continue to monitor relevant accident statistics and implement improvement measures where necessary.

**CONTROLLING OFFICER'S REPLY**

**THB(T)431**

**(Question Serial No. 5295)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (-) Not Specified  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 71):

What is the 2014-15 estimate for the Transport Department (TD)'s duty visits to the Mainland? Please provide information about the duty visits or exchange programmes to the Mainland planned for 2014-15. How will the TD prevent activities irrelevant to official duties from taking place during duty visits outside Hong Kong? How will the TD prevent applications for revising visit destinations from becoming a mere formality?

Asked by: Hon. WONG Yuk-man

Reply:

In 2014-15, officers of the TD will tentatively have duty visits to the Mainland relating to the management of different transportation systems such as high speed railways and tramways, and technological development of various types of green vehicles including hybrid / electric vehicles, depending on operational needs. The exact plan is not yet confirmed.

All expenses of duty visits funded by the Government are subject to control under relevant regulations and guidelines to ensure effective monitoring and proper use of public funds. There is control on different aspects, such as duty visits should only be conducted when there are strong operational reasons; prior approval for duty visits should be obtained, and non-official activities should be avoided. An officer should provide all the necessary information in respect of the proposed visit when submitting an application. If there are any subsequent changes to the visit arrangements, the officer concerned should inform the approving officer as soon as possible; and the approving officer should then assess whether it is necessary to re-consider the application.

**CONTROLLING OFFICER'S REPLY****THB(T)432****(Question Serial No. 5016)**

Head: (186) Transport Department

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

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 74):

Regarding fare increase applications from public light buses (PLBs), please advise this Committee of the following:

- (1) since the last financial year, how many fare increase applications for PLB routes have been received by the Transport Department (TD)? Please provide the route number, routing, application date, magnitude of the adjustment applied for and final result of the routes concerned; and
- (2) among the above PLB routes applying for fare increase, how many of them had applied for fare increase in the past three years? Please list out the route details, including route number, routing, date of the last application, magnitude of the adjustment applied for and final result.

Asked by: Hon. WU Chi-wai

Reply:

- (1) The TD received the following fare increase applications for 244 routes from green minibus (GMB) operators in 2013-14 (up to end February 2014):

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
1.	HKI 36	Ap Lei Chau – Wan Chai	April 2013	To increase by 12.5%	Increased by 6.3%
2.	HKI 36X	Ping Lan Street – Lee Garden Road	April 2013	To increase by 5.9%	Increased by 5.9%
3.	HKI 36S	Ap Lei Chau Praya Road – Lee Garden Road	April 2013	To increase by 30.7%	Increased by 13.6%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
4.	HKI 36A	Ap Lei Chau – Wan Chai	April 2013	To increase by 23.7%	Increased by 7.5%
5.	HKI 37	Ping Lan Street – Lei Tung Estate / Ap Lei Chau Estate	April 2013	To increase by 9.4%	Increased by 9.4%
6.	HKI 37A	Ping Lan Street – Ap Lei Chau Estate / Lei Tung Estate	April 2013	To increase by 9.4%	Increased by 9.4%
7.	HKI 38	Aberdeen – Lei Tung Estate	April 2013	To increase by 38.3%	Increased by 17%
8.	HKI 30	Happy Valley – Causeway Bay	April 2013	To increase by 15%	Increased by 7.5%
9.	Kln 75	Fu Cheong Estate – Castle Peak Road	April 2013	To increase by 16.3%	Increased by 7%
10.	Kln 75A	Fu Cheong Estate – Kweilin Street	April 2013	To increase by 23.3%	Increased by 6.7%
11.	Kln 2	Whampoa Garden – Tat Chee Aveune	April 2013	To increase by 18.1%	Increased by 5.6%
12.	Kln 2A	Whampoa Garden – Tat Chee Aveune	April 2013	To increase by 18.1%	Increased by 5.6%
13.	Kln 6	Whampoa Garden – Hankow Road	April 2013	To increase by 15.4%	Increased by 9.6%
14.	Kln 6A	Tak Man Street – Canton Road	April 2013	To increase by 15.4%	Increased by 9.6%
15.	Kln 6X	Whampoa Garden – Hankow Road	April 2013	To increase by 15.4%	Increased by 9.6%
16.	Kln 30A	Chak On Estate – Mong Kok Station	April 2013	To increase by 15.8%	Increased by 8.8%
17.	Kln 30B	Chak On Estate – Shek Kip Mei Station	April 2013	To increase by 10.8%	Increased by 8.1%
18.	Kln 32M	Lung Ping Road – Shek Kip Mei	April 2013	To increase by 9.5%	Increased by 9.5%
19.	NT 1	Sai Kung – Telford Gardens	April 2013	To increase by 6.3%	Increased by 5%
20.	NT 1A	Sai Kung – Choi Hung	April 2013	To increase by 6.3%	Increased by 5%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
21.	NT 1S	Sai Kung – Choi Hung	April 2013	To increase by 8.9%	Increased by 7.8%
22.	NT 2	Sai Kung – Ho Chung	April 2013	To increase by 9.8%	Increased by 7.4%
23.	NT 7	Sai Kung – Hoi Ha	April 2013	To increase by 7.5%	Increased by 6.5%
24.	NT 9	Sai Kung – Lady MacLehose Holiday Village	April 2013	To increase by 8.3%	Increased by 6.7%
25.	NT 109M	Oscar by the Sea – Hang Hau Station	April 2013	To increase by 10%	Increased by 10%
26.	NT 94	Shek Wai Kok – Kwai Shing	April 2013	To increase by 25%	Increased by 7.5%
27.	NT 94A	Lei Muk Shue Estate – Kwai Shing	April 2013	To increase by 25%	Increased by 7.5%
28.	NT 94S	Nina Tower – Shing Mun Reservoir	April 2013	To increase by 23.8%	Increased by 9.5%
29.	NT 103	Clear Water Bay – Kwun Tong Ferry	April 2013	To increase by 15.9%	Increased by 9.1%
30.	NT 103M	Tseung Kwan O Station – Clear Water Bay	April 2013	To increase by 12.8%	Increased by 9%
31.	NT 104	The Hong Kong University of Science and Technology – Kwun Tong	April 2013	To increase by 16.7%	Increased by 15.2%
32.	HKI 32	Kornhill – Shau Kei Wan Station	May 2013	To increase by 12.5%	Increased by 12.5%
33.	HKI 32A	Mount Parker Lodge – City Plaza	May 2013	To increase by 15.4%	Increased by 15.4%
34.	HKI 33	Kornhill – Marble Road	May 2013	To increase by 12.5%	Increased by 12.5%
35.	HKI 33M	Kornhill – Taikoo Station	May 2013	To increase by 15.4%	Increased by 15.4%
36.	Kln 33A	Hilltop Garden / King Lai Court – Diamond Hill Station	May 2013	To increase by 10.5%	Increased by 5.3%
37.	Kln 33M	Hilltop Garden – Wong Tai Sin Station	May 2013	To increase by 10.5%	Increased by 5.3%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
38.	NT 3	Sai Kung – Po Lo Che	May 2013	To increase by 20.7%	Increased by 6.9%
39.	NT 3A	Sai Kung – Nam Shan San Tsuen	May 2013	To increase by 22%	Increased by 7.3%
40.	NT 4	Sai Kung – Tui Min Hoi	May 2013	To increase by 21.4%	Increased by 7.1%
41.	NT 4A	Sai Kung – Tui Min Hoi (Seaside Villas)	May 2013	To increase by 22.6%	Increased by 6.5%
42.	NT 90A	Mei Foo – Kwai Chung Hospital	May 2013	To increase by 57.1%	Increased by 5.7%
43.	NT 90P	Mei Foo – Princess Margaret Hospital	May 2013	To increase by 57.1%	Increased by 5.7%
44.	NT 91	Lai Kong Street – Tsuen Wan	May 2013	To increase by 43.5%	Increased by 4.3%
45.	NT 91A	Lai Kong Street – Kwai Fong Station	May 2013	To increase by 50%	Increased by 5%
46.	NT 44	Tuen Mun Ferry Pier – Sheung Shui Station	May 2013	To increase by 10.3%	Increased by 4.8%
47.	NT 44A	Tuen Mun Station – Sheung Shui Station	May 2013	To increase by 10.3%	Increased by 4.8%
48.	NT 44B	Lok Ma Chau (San Tin) – Tuen Mun Station	May 2013	To increase by 10.4%	Increased by 5.9%
49.	NT 44B1	Lok Ma Chau (San Tin) – Tuen Mun Ferry Pier	May 2013	To increase by 10.4%	Increased by 4%
50.	NT 45	Tai Hang Garden – Tuen Mun Town Centre	May 2013	To increase by 10%	Increased by 6.7%
51.	NT 49S	Tuen Mun Siu Hong Court – Wan Chai	May 2013	To increase by 10.9%	Increased by 4.3%
52.	NT 25K	Tai Po Market – Ng Tung Chai	May 2013	To increase by 7.3%	Increased by 7.3%
53.	NT 25A	Tai Po Market – Nam Wa Po	May 2013	To increase by 7.3%	Increased by 7.3%
54.	NT 25B	Tai Po Market – Kau Lung Hang / Yuen Leng	May 2013	To increase by 6.6%	Increased by 6.6%
55.	NT 80	Tsuen Wan – Chuen Lung	May 2013	To increase by 18.2%	Increased by 7.3%



GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
56.	NT 95	Tsuen Wan Centre – Nina Tower	May 2013	To increase by 16.1%	Increased by 9.7%
57.	NT 95A	Tsuen Tak Garden – Tsuen Wan Station	May 2013	To increase by 18.5%	Increased by 7.4%
58.	NT 95K	Tsuen Wan West Station – Tsuen Wan Station	May 2013	To increase by 16.1%	Increased by 9.7%
59.	NT 95M	Tsuen Wan Station – Tsuen Wan Centre	May 2013	To increase by 18.5%	Increased by 7.4%
60.	NT 96	Tsuen Wan – Tsing Lung Tau	May 2013	To increase by 27.3%	Increased by 7.3%
61.	NT 96A	Yau Kom Tau Village – Tsuen Wan Station	May 2013	To increase by 26.3%	Increased by 7.9%
62.	NT 96B	Belvedere Garden – Tsuen Wan Station	May 2013	To increase by 16.1%	Increased by 9.7%
63.	NT 96P	Tsuen Wan West Station – Belvedere Garden	May 2013	To increase by 16.1%	Increased by 9.7%
64.	NT 96C	Tsuen Wan Station – Bellagio	May 2013	To increase by 27.3%	Increased by 7.3%
65.	NT 96M	Tsuen Wan Station – Tsing Lung Tau	May 2013	To increase by 27.3%	Increased by 7.3%
66.	HKI 54	Central (Ferry Piers) – Queen Mary Hospital	June 2013	To increase by 10.8%	Being processed
67.	HKI 54S	Mount Davis Road – Central (Ferry Piers)	June 2013	To increase by 10%	Being processed
68.	HKI 55	Queen Mary Hospital – Central Station	June 2013	To increase by 10.8%	Being processed
69.	NT 60K	Sha Tin Station – Fo Tan Cottage Area	June 2013	To increase by 10.9%	Increased by 4.3%
70.	NT 60P	Sha Tin Station – Kwei Tei Street	June 2013	To increase by 10.9%	Increased by 4.3%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
71.	NT 60R	Sha Tin Station – Sha Tin Racecourse (Penfold Park)	June 2013	To increase by 10.9%	Increased by 4.3%
72.	NT 62K	Sha Tin Station – Shatin Lodge	June 2013	To increase by 10.9%	Increased by 4.3%
73.	NT 61S	Lek Yuen / Wo Che – Mong Kok Station	June 2013	To increase by 8.7%	Increased by 6.1%
74.	NT 61M	Worldwide Garden – Suffolk Road	June 2013	To increase by 10%	Increased by 6.3%
75.	NT 54A	Fanling Station – Wing Fuk Centre	June 2013	To increase by 20.7%	Increased by 10.3%
76.	NT 54K	Fanling Station – Lung Yeuk Tau	June 2013	To increase by 19%	Increased by 11.9%
77.	NT 403	Shek Lei – Sha Tin Wai	June 2013	To increase by 9.9%	Increased by 5.5%
78.	NT 403A	On Yam – Tam Kon Po Street	June 2013	To increase by 9.9%	Increased by 5.5%
79.	NT 403X	Tai Wai Station – Northeast Kwai Chung	June 2013	To increase by 9.9%	Increased by 5.5%
80.	NT 88	Tsing Yi Estate – Kwai Fong Station	June 2013	To increase by 15.4%	Increased by 7.7%
81.	NT 88B	Greenfield Garden – Kwai Fong Station	June 2013	To increase by 15.4%	Increased by 7.7%
82.	NT 481	Fo Tan – Tsuen Wan Central	June 2013	To increase by 9.9%	Increased by 5.5%
83.	NT 481A	Tsuen Wan Central – Sha Tin Centre Street	June 2013	To increase by 9.9%	Increased by 5.5%
84.	NT 481B	Tsuen Wan Central – Tung Lo Wan Hill Road	June 2013	To increase by 9.9%	Increased by 5.5%
85.	NT 482	Sha Tin Central – Tsuen Wan Central	June 2013	To increase by 11.1%	Increased by 5.2%
86.	NT 73	Long Ping Station – Sung Shan San Tsuen	June 2013	To increase by 13.6%	Increased by 9.1%
87.	NT 74	Fook Hong Street – Shing Uk Tsuen	June 2013	To increase by 13.6%	Increased by 9.1%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
88.	NT 74A	Fook Hong Street – Tung Tau Wai	June 2013	To increase by 12.5%	Increased by 7.5%
89.	NT 47S	Tuen Mun Pier-head – Mong Kok	June 2013	To increase by 12.8%	Increased by 8.7%
90.	NT 48S	Leung King Estate – Mong Kok	June 2013	To increase by 12.8%	Increased by 8.7%
91.	HKI 1	The Peak – Hong Kong Station	July 2013	To increase by 19.6%	Being processed
92.	HKI 1A	Hong Kong Station – MacDonnell Road	July 2013	To increase by 15.2%	Being processed
93.	HKI 2	Hong Kong Station – Old Peak Road	July 2013	To increase by 15%	Being processed
94.	HKI 3	Hong Kong Station – Po Shan Road	July 2013	To increase by 15%	Being processed
95.	HKI 3A	Hong Kong Station – Conduit Road	July 2013	To increase by 15%	Being processed
96.	HKI 28	Baguio Villa (Upper) – Sun Wui Road	July 2013	To increase by 11.1%	Being processed
97.	HKI 28S	Baguio Villa (Upper) – Sun Wui Road	July 2013	To increase by 11.1%	Being processed
98.	Kln 26	Chi Kiang Street – Kowloon Station	July 2013	To increase by 21.6%	Being processed
99.	Kln 26A	Yan Yung Street – Kowloon Station	July 2013	To increase by 20.5%	Being processed
100.	Kln 26X	Laguna Verde – Ferry Street	July 2013	To increase by 20.6%	Being processed
101.	Kln 72	Grand View Garden – Festival Walk	July 2013	To increase by 12.7%	Being processed
102.	Kln 56	Richland Gardens – Shung Yan Street	July 2013	To increase by 12.8%	Increased by 8.5%
103.	Kln 47	Shun Lee – Tsui Ping	July 2013	To increase by 10.4%	Increased by 8.3%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
104.	NT 10M	Well On Garden – Yan Oi Court	July 2013	To increase by 27.1%	To be increased by 8.5%
105.	NT 13	Hong Sing Garden – Yan Oi Court	July 2013	To increase by 29.6%	To be increased by 7.4%
106.	NT 110	Tiu Keng Leng – Kowloon City	July 2013	To increase by 22.2%	To be increased by 8.9%
107.	NT 52A	Fanling Station – Wo Mun Street	July 2013	To increase by 20.7%	Increased by 10.3%
108.	NT 52K	Fanling Station – Ping Che	July 2013	To increase by 25%	Increased by 9.6%
109.	NT 52B	Fanling Station – Hok Tau	July 2013	To increase by 25%	Increased by 9.6%
110.	NT 412	Kwai Chung Estate – Northeast Kwai Chung	July 2013	To increase by 22.2%	Increased by 8.9%
111.	NT 55K	Sheung Shui Station – Sha Tau Kok	July 2013	To increase by 10.5%	Increased by 4.7%
112.	NT 56A	Fanling Station – Wo Mun Street	July 2013	To increase by 10.3%	Increased by 10.3%
113.	NT 56B	Fanling Station – Tan Chuk Hang	July 2013	To increase by 9.6%	Increased by 4.1%
114.	NT 56C	Fanling Station – Siu Hang Tsuen	July 2013	To increase by 10.2%	Increased by 6.1%
115.	NT 56K	Fanling Station – Luk Keng	July 2013	To increase by 10.3%	Increased by 3.8%
116.	NT 19S	Hang Hau – Causeway Bay	July 2013	To increase by 10.5%	Being processed
117.	NT 108A	Choi Ming – Hang Hau	July 2013	To increase by 13.6%	Being processed
118.	NT 88A	Tam Kon Shan Road – Mayfair Gardens	July 2013	To increase by 25%	Increased by 6.3%
119.	NT 88C	Mayfair Gardens – Kwai Fong Station	July 2013	To increase by 25%	Increased by 5.6%
120.	NT 88E	Tsing Yi Estate – Tsing Yi Station	July 2013	To increase by 25%	Increased by 6.3%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
121.	NT 88F	Rambler Crest – Tsing Yi Station	July 2013	To increase by 25%	Increased by 6.3%
122.	NT 88G	Rambler Crest – Kwai Fong Station	July 2013	To increase by 25%	Increased by 5.6%
123.	NT 88M	Kwai Fong Station – Hong Kong United Dockyard	July 2013	To increase by 13.6%	Increased by 6.1%
124.	Kln 73	Festival Walk – Tsz Wan Shan Centre	August 2013	To increase by 10%	Being processed
125.	Kln 79K	Park Avenue – Mong Kok East Station	August 2013	To increase by 15%	To be increased by 15%
126.	Kln 79M	King Tung Street – Wong Tai Sin Station	August 2013	To increase by 9.1%	To be increased by 9.1%
127.	Kln 79S	King Tung Street – Diamond Hill Station	August 2013	To increase by 9.1%	To be increased by 9.1%
128.	NT 81	Shiu Wo Street – Lo Wai	August 2013	To increase by 11.1%	Increased by 8.9%
129.	NT 81M	Shiu Wo Street – Shek Wai Kok Estate	August 2013	To increase by 17.9%	Increased by 10.7%
130.	NT 82	Shiu Wo Street – Shing Mun Reservoir	August 2013	To increase by 11.1%	Increased by 8.9%
131.	NT 82M	Shiu Wo Street – Cheung Shan Estate	August 2013	To increase by 14.7%	Increased by 8.8%
132.	NT 601	Fung Cheung Road – Pak Wai Tsuen	September 2013	To increase by 13.8%	To be increased by 10.3%
133.	NT 602	Fung Cheung Road – Tai Kong Po	September 2013	To increase by 13.8%	To be increased by 10.3%
134.	NT 603	Fung Cheung Road – Fung Kat Heung	September 2013	To increase by 13.8%	To be increased by 10.3%
135.	NT 604	Fung Cheung Road – Shan Ha Tsuen	September 2013	To increase by 23.8%	To be increased by 9.5%

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
136.	NT 605	Ki Lun Tsuen – Sheung Shui Station	September 2013	To increase by 13.8%	To be increased by 10.3%
137.	NT 606S	Fung Cheung Road – Mody Road	September 2013	To increase by 2.3%	To be increased by 4.5%
138.	NT 65K	Wong Nai Tau – Fo Tan Station	September 2013	To increase by 9.1%	Being processed
139.	NT 65A	Wong Nai Tau – Sha Tin Central	September 2013	To increase by 9.3%	Being processed
140.	NT 66K	Kau To – Sha Tin Station	September 2013	To increase by 9.1%	Being processed
141.	NT 67K	A Kung Kok – Sha Tin Station	September 2013	To increase by 12.8%	Being processed
142.	NT 67A	Shek Mun Estate – Sha Tin Station	September 2013	To increase by 20%	Being processed
143.	NT 65S	Wong Nai Tau – Mong Kok Station	September 2013	To increase by 14%	Being processed
144.	NT 810	Sha Tin Central – Villa Athena	September 2013	To increase by 10.9%	Being processed
145.	Kln 13	Broadcast Drive – Hung Hom Ferry	October 2013	To increase by 10.1%	Being processed
146.	Kln 13A	Broadcast Drive – Lok Fu Centre	October 2013	To increase by 9.7%	Being processed
147.	Kln 15	Kai Shing Street – Kowloon Bay Station	October 2013	To increase by 21.1%	Being processed
148.	Kln 27M	Lok Man Sun Chuen – Mong Kok Station	October 2013	To increase by 17.2%	Being processed
149.	Kln 28M	Wyler Gardens – Mong Kok Station	October 2013	To increase by 15.4%	Being processed
150.	Kln 29A	Suffolk Road – Broadcast Drive	October 2013	To increase by 14.3%	Being processed
151.	Kln 29B	Suffolk Road – Beacon Hill	October 2013	To increase by 14.3%	Being processed
152.	HKI 61	Siu Sai Wan – Mong Kok East Station	November 2013	To increase by 11.1%	Being processed
153.	HKI 62	Heng Fa Chuen Station – Siu Sai Wan	November 2013	To increase by 26.7%	Being processed

<b>GMB Route</b>		<b>Origin – Destination</b>	<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
154.	HKI 62A	Siu Sai Wan – Heng Fa Chuen Station	November 2013	To increase by 26.7%	Being processed
155.	HKI 9	Exchange Square – Bowen Road	November 2013	To increase by 9.7%	Being processed
156.	HKI 12	Kwun Lung Lau – Sai Ying Pun	November 2013	To increase by 14.6%	Being processed
157.	HKI 13	Sai Wan Estate – Sai Ying Pun	November 2013	To increase by 8.6%	Being processed
158.	Kln 18M	Wong Tai Sin Station – Tsz Wan Shan	November 2013	To increase by 24.1%	Being processed
159.	Kln 19	San Po Kong – Shatin Pass Estate	November 2013	To increase by 28.2%	Being processed
160.	Kln 19A	Grand View Garden – Diamond Hill Station	November 2013	To increase by 16.7%	Being processed
161.	Kln 19M	Diamond Hill Station – Shatin Pass Estate	November 2013	To increase by 25%	Being processed
162.	Kln 12	Pak Tin – Mong Kok East Station	November 2013	To increase by 19%	Being processed
163.	NT 811	Sui Wo Court – Yu Chui Court	November 2013	To increase by 11.5%	Being processed
164.	NT 811A	Greenwood Terrace – Shek Mun Station	November 2013	To increase by 11.9%	Being processed
165.	NT 811P	Ngan Shing Street – Royal Ascot	November 2013	To increase by 15%	Being processed
166.	NT 811S	Sui Wo Court (Phase 1) – Yiu On (Hang Hong Street)	November 2013	To increase by 9.8%	Being processed
167.	NT 101M	Hang Hau Station – Sai Kung	November 2013	To increase by 13.6%	Being processed
168.	NT 102	Hang Hau Station – San Po Kong	November 2013	To increase by 13.6%	Being processed
169.	NT 102B	Yuk Ming Court – Choi Hung	November 2013	To increase by 13.9%	Being processed
170.	NT 102S	Hang Hau Station – San Po Kong	November 2013	To increase by 11.8%	Being processed

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
171.	NT 111	Po Lam – San Po Kong	November 2013	To increase by 13.6%	Being processed
172.	NT 406	Shek Lei – Kwai Shing	November 2013	To increase by 10.5%	Being processed
173.	NT 407	Cheung Wang – Princess Margaret Hospital	November 2013	To increase by 10.7%	Being processed
174.	NT 407A	Kwai Fong Station – Princess Margaret Hospital	November 2013	To increase by 11.4%	Being processed
175.	NT 407B	Cheung Wang – Kwai Shing Circuit	November 2013	To increase by 10.7%	Being processed
176.	NT 308M	Tsing Yi Station – Sea Crest Villa	November 2013	To increase by 25%	Being processed
177.	NT 308A	Bellagio – Tsing Yi Station	November 2013	To increase by 25%	Being processed
178.	Kln 59	Tsui Ping Estate South – Hip Wo Street	December 2013	To increase by 13.3%	Being processed
179.	Kln 59M	Tsui Ping Estate South – Fuk Tong Road	December 2013	To increase by 12.5%	Being processed
180.	Kln 65	Tsz Wan Shan – Chuk Yuen	January 2014	To increase by 18.8%	Being processed
181.	Kln 66S	Hammer Hill – Mong Kok	January 2014	To increase by 9.5%	Being processed
182.	Kln 20	San Po Kong – Tsz Wan Shan	January 2014	To increase by 22.5%	Being processed
183.	Kln 20M	San Po Kong – Wong Tai Sin	January 2014	To increase by 12.1%	Being processed
184.	Kln 50	United Christian Hospital – Yue Man Square	January 2014	To increase by 25%	Being processed
185.	Kln 22M	Lok Wah Estate – Kwun Tong Station	January 2014	To increase by 25%	Being processed
186.	NT 39	Kung Um – Fung Cheung Road	January 2014	To increase by 14%	Being processed
187.	NT 39A	Kung Um Road – Fau Tsoi Street	January 2014	To increase by 14%	Being processed
188.	NT 803	Hin Keng – Lee On	January 2014	To increase by 10.4%	Being processed



GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
189.	NT 803K	Hin Keng – Tai Wai Station	January 2014	To increase by 9.1%	Being processed
190.	NT 804	Kwong Yuen – Hin Keng	January 2014	To increase by 10.4%	Being processed
191.	NT 805S	Kam Ying Court – Mong Kok	January 2014	To increase by 11.1%	Being processed
192.	HKI 4A	Shek Pai Wan – Causeway Bay	February 2014	To increase by 6.7%	Being processed
193.	HKI 4B	Shek Pai Wan – Wan Chai	February 2014	To increase by 6.7%	Being processed
194.	HKI 4C	Shek Pai Wan – Causeway Bay	February 2014	To increase by 6.7%	Being processed
195.	HKI 4S	Shek Pai Wan – Aberdeen	February 2014	To increase by 100%	Being processed
196.	HKI 5	Aberdeen – Causeway Bay	February 2014	To increase by 9%	Being processed
197.	HKI 6	Ocean Park – Central	February 2014	To increase by 16.2%	Being processed
198.	HKI 8	Baguio Villas (Lower) – Exchange Square	February 2014	To increase by 12%	Being processed
199.	HKI 8X	Baguio Villas (Lower) – Exchange Square	February 2014	To increase by 12%	Being processed
200.	HKI 35M	Shek Pai Wan – Wan Chai	February 2014	To increase by 6.7%	Being processed
201.	HKI 58	Aberdeen – Kennedy Town	February 2014	To increase by 15.3%	Being processed
202.	HKI 58A	Aberdeen – Kennedy Town	February 2014	To increase by 15.3%	Being processed
203.	HKI 59	Kennedy Town – Shum Wan Road	February 2014	To increase by 14.7%	Being processed
204.	HKI 59A	Aberdeen – Shum Wan Road / South Wave Court	February 2014	To increase by 11.6%	Being processed
205.	HKI 59B	Aberdeen – Shum Wan Road	February 2014	To increase by 11.4%	Being processed
206.	HKI 10	Causeway Bay – Cyberport	February 2014	To increase by 4.8%	Being processed
207.	HKI 10P	Causeway Bay – Cyberport	February 2014	To increase by 4.8%	Being processed
208.	HKI 31	Tin Wan Estate – Causeway Bay	February 2014	To increase by 7.8%	Being processed

<b>GMB Route</b>		<b>Origin – Destination</b>	<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
209.	HKI 31X	Tin Wan Estate – Causeway Bay	February 2014	To increase by 7.8%	Being processed
210.	HKI 63	South Horizons – Queen Mary Hospital	February 2014	To increase by 15.3%	Being processed
211.	HKI 63A	Aberdeen – Wah Fu Estate	February 2014	To increase by 5.6%	Being processed
212.	HKI 69	Cyberport – Quarry Bay	February 2014	To increase by 9.7%	Being processed
213.	HKI 69A	Cyberport – Aberdeen	February 2014	To increase by 9.7%	Being processed
214.	HKI 69X	Cyberport – Causeway Bay	February 2014	To increase by 11.4%	Being processed
215.	HKI 26	Hong Kong Adventist Hospital – Causeway Bay	February 2014	To increase by 8.8%	Being processed
216.	HKI 49M	Tin Hau Station – Braemar Hill	February 2014	To increase by 14.6%	Being processed
217.	HKI 50	Yiu Tung Estate – Sai Wan Ho	February 2014	To increase by 15.2%	Being processed
218.	HKI 65	Eastern Hospital – Fort Street	February 2014	To increase by 25%	Being processed
219.	HKI 65A	Chai Wan – Quarry Bay	February 2014	To increase by 25%	Being processed
220.	Kln 5M	Waterloo Hill – Mong Kok Station	February 2014	To increase by 25%	Being processed
221.	Kln 37A	Wong Tai Sin Station – Tsz Lok Estate	February 2014	To increase by 11.4%	Being processed
222.	Kln 37M	Wong Tai Sin Station – Tsz Man Estate	February 2014	To increase by 11.4%	Being processed
223.	Kln 38M	Chuk Yuen (North) Estate – Wong Tai Sin Station	February 2014	To increase by 12.1%	Being processed
224.	Kln 39M	Lok Fu – Tung Tau Estate	February 2014	To increase by 12.1%	Being processed
225.	Kln 57M	Jordan Station – Queen Elizabeth Hospital	February 2014	To increase by 11.4%	Being processed
226.	Kln 71A	Po Tat Estate – Lam Tin Station	February 2014	To increase by 13.5%	Being processed

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
227.	Kln 71B	Sau Mau Ping Estate – Lam Tin Station	February 2014	To increase by 13.5%	Being processed
228.	Kln 80M	Parc Palais – Jordan Station	February 2014	To increase by 10.3%	Being processed
229.	Kln 81K	Hoi Lai Estate – Mei Foo Station	February 2014	To increase by 28.9%	Being processed
230.	NT 140M	Hanford Garden – Tsing Yi Station	February 2014	To increase by 8.3%	Being processed
231.	NT 42	Tsing Chuen Wai – Tuen Mun Town Centre	February 2014	To increase by 13%	Being processed
232.	NT 608	Wang Toi Shan – Yuen Long	February 2014	To increase by 9.7%	Being processed
233.	NT 609	On Hong Road – Pok Oi Hospital	February 2014	To increase by 11.6%	Being processed
234.	NT 610S	Tin Shui Wai – Tsim Sha Tsui	February 2014	To increase by 4.7%	Being processed
235	NT 43	Tuen Mun Town Centre – So Kwun Wat	February 2014	To increase by 10.8%	Being processed
236.	NT 43S	Tuen Mun Town Centre – Nim Wan	February 2014	To increase by 10.8%	Being processed
237.	NT 43A	Tuen Mun Town Centre – Tsing Yung Street	February 2014	To increase by 10.6%	Being processed
238.	NT 43B	Tuen Mun Town Centre – Tai Lam Chung	February 2014	To increase by 9.7%	Being processed
239.	NT 43C	Tuen Mun Town Centre – Siu Lun Court	February 2014	To increase by 11.4%	Being processed
240.	NT 63A	Mei Chung Court – Tai Wai Station (Tsuen Nam Road)	February 2014	To increase by 37.9%	Being processed
241.	NT 63B	Granville Garden – Tai Wai Station (Tsuen Nam Road)	February 2014	To increase by 37.9%	Being processed
242.	NT 63K	Mei Tin Estate Public Transport Interchange – Tai Wai Station (Tsuen Nam Road)	February 2014	To increase by 37.9%	Being processed

GMB Route		Origin – Destination	Application Date	Fare Adjustment Applied For	Result
243.	NT 63S	Mei Tin Estate Public Transport Interchange – Mong Kok	February 2014	To increase by 22.8%	Being processed
244.	NT 64K	Fu Shan – Tai Wai Station Public Transport Interchange	February 2014	To increase by 37.5%	Being processed

In addition, fare increase applications for another 13 GMB routes were received, but they were either subsequently withdrawn by the operator or were rejected by the TD.

- (2) Among the 244 routes shown in the table in (1) above, between 2010-11 and 2012-13, no fare increase applications were submitted for 20 routes, and fare increase applications were submitted and approved for 200 routes. During the same three-year period, fare increase applications were submitted for 24 routes but such applications were either subsequently withdrawn by the operator or were rejected by the TD. Details of the applications approved are set out in the table below. Among the 200 routes with their fare increase applications approved, there was more than one application submitted and approved for 32 routes. There are hence 232 entries in the table below.

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
1.	Kln 2	Whampoa Garden – Tat Chee Aveune	April 2010	To increase by 4.6%	Increased by 3.1%
2.	Kln 2A	Whampoa Garden – Tat Chee Aveune	April 2010	To increase by 4.6%	Increased by 3.1%
3.	Kln 5M	Waterloo Hill – Mong Kok Station	April 2010	To increase by 14.3%	Increased by 8.6%
4.	Kln 37A	Wong Tai Sin Station – Tsz Lok Estate	April 2010	To increase by 12.9%	Increased by 6.5%
5.	Kln 6	Whampoa Garden – Hankow Road	April 2010	To increase by 6.4%	Increased by 4.3%
6.	Kln 6A	Tak Man Street – Canton Road	April 2010	To increase by 6.4%	Increased by 4.3%
7.	Kln 6X	Whampoa Garden – Hankow Road	April 2010	To increase by 6.4%	Increased by 4.3%
8.	NT 1	Sai Kung – Telford Gardens	April 2010	To increase by 6.7%	Increased by 6.7%
9.	NT 1A	Sai Kung – Choi Hung	April 2010	To increase by 6.7%	Increased by 6.7%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
10.	NT 1S	Sai Kung – Choi Hung	April 2010	To increase by 5.9%	Increased by 5.9%
11.	NT 2	Sai Kung – Ho Chung	April 2010	To increase by 18.4%	Increased by 8%
12.	NT 7	Sai Kung – Hoi Ha	April 2010	To increase by 10%	Increased by 7%
13.	NT 9	Sai Kung – Lady MacLehose Holiday Village	April 2010	To increase by 9.1%	Increased by 9.1%
14.	NT 101M	Hang Hau Station – Sai Kung	April 2010	To increase by 10.8%	Increased by 4.1%
15.	NT 102	Hang Hau Station – San Po Kong	April 2010	To increase by 10.8%	Increased by 4.1%
16.	NT 102B	Yuk Ming Court – Choi Hung	April 2010	To increase by 11.3%	Increased by 4.2%
17.	NT 102S	Hang Hau Station – San Po Kong	April 2010	To increase by 10.7%	Increased by 4.8%
18.	NT 111	Po Lam – San Po Kong	April 2010	To increase by 10.8%	Increased by 4.1%
19.	Kln 27M	Lok Man Sun Chuen – Mong Kok Station	June 2010	To increase by 8.6%	Increased by 5.2%
20.	Kln 28M	Wyler Gardens – Mong Kok Station	June 2010	To increase by 8.6%	Increased by 5.2%
21.	Kln 12	Pak Tin – Mong Kok East Station	July 2010	To increase by 12.1%	Increased by 9.1%
22.	Kln 38M	Chuk Yuen (North) Estate – Wong Tai Sin Station	July 2010	To increase by 14.3%	Increased by 7.1%
23.	Kln 39M	Lok Fu – Tung Tau Estate	July 2010	To increase by 14.3%	Increased by 7.1%
24.	Kln 57M	Jordan Station – Queen Elizabeth Hospital	July 2010	To increase by 13.8%	Increased by 10.3%
25.	NT 39	Kung Um – Fung Cheung Road	August 2010	To increase by 6.8%	Increased by 6.8%
26.	NT 39A	Kung Um Road – Fau Tsoi Street	August 2010	To increase by 6.8%	Increased by 6.8%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
27.	NT 412	Kwai Chung Estate – Northeast Kwai Chung	October 2010	To increase by 14.3%	Increased by 7.1%
28.	Kln 22M	Lok Wah Estate – Kwun Tong Station	January 2011	To increase by 13.6%	Increased by 13.6%
29.	Kln 18M	Wong Tai Sin Station – Tsz Wan Shan	February 2011	To increase by 25%	Increased by 12.5%
30.	Kln 19	San Po Kong – Shatin Pass Estate	February 2011	To increase by 40.6%	Increased by 12.5%
31.	Kln 19M	Diamond Hill Station – Shatin Pass Estate	February 2011	To increase by 33.3%	Increased by 11.1%
32.	Kln 19A	Grand View Garden – Diamond Hill Station	February 2011	To increase by 14.8%	Increased by 11.1%
33.	NT 19S	Hang Hau – Causeway Bay	March 2011	To increase by 10.5%	Increased by 10.5%
34.	NT 108A	Choi Ming – Hang Hau	March 2011	To increase by 10%	Increased by 10%
35.	HKI 32	Kornhill – Shau Kei Wan Station	April 2011	To increase by 10.8%	Increased by 8.1%
36.	HKI 32A	Mount Parker Lodge – City Plaza	April 2011	To increase by 12.5%	Increased by 8.3%
37.	HKI 33	Kornhill – Marble Road	April 2011	To increase by 10.8%	Increased by 8.1%
38.	HKI 33M	Kornhill – Taikoo Station	April 2011	To increase by 12.5%	Increased by 8.3%
39.	NT 803	Hin Keng – Lee On	May 2011	To increase by 9.7%	Increased by 8.1%
40.	NT 803K	Hin Keng – Tai Wai Station	May 2011	To increase by 10%	Increased by 10%
41.	NT 804	Kwong Yuen – Hin Keng	May 2011	To increase by 9.1%	Increased by 9.1%
42.	NT 805S	Kam Ying Court – Mong Kok	May 2011	To increase by 10.4%	Increased by 8%
43.	HKI 58	Aberdeen – Kennedy Town	June 2011	To increase by 10%	Increased by 8%
44.	HKI 58A	Aberdeen – Kennedy Town	June 2011	To increase by 10%	Increased by 8%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
45.	HKI 59	Kennedy Town – Shum Wan Road	June 2011	To increase by 10.3%	Increased by 8.6%
46.	HKI 59A	Aberdeen – Shum Wan Road / South Wave Court	June 2011	To increase by 8.6%	Increased by 8.6%
47.	HKI 59B	Aberdeen – Shum Wan Road	June 2011	To increase by 6.7%	Increase by 6.7%
48.	HKI 63	South Horizons – Queen Mary Hospital	June 2011	To increase by 10%	Increased by 8%
49.	HKI 63A	Aberdeen – Wah Fu Estate	June 2011	To increase by 6.7%	Increased by 6.7%
50.	HKI 30	Happy Valley – Causeway Bay	July 2011	To increase by 8.1%	Increased by 8.1%
51.	HKI 36X	Ping Lan Street – Lee Garden Road	July 2011	To increase by 10%	Increased by 6.3%
52.	HKI 36S	Ap Lei Chau Praya Road – Lee Garden Road	July 2011	To increase by 10%	Increased by 10%
53.	HKI 36A	Ap Lei Chau – Wan Chai	July 2011	To increase by 5.7%	Increased by 5.7%
54.	HKI 37	Ping Lan Street – Lei Tung Estate / Ap Lei Chau Estate	July 2011	To increase by 10.3%	Increased by 10.3%
55.	HKI 37A	Ping Lan Street – Ap Lei Chau Estate / Lei Tung Estate	July 2011	To increase by 10.3%	Increased by 10.3%
56.	HKI 38	Aberdeen – Lei Tung Estate	July 2011	To increase by 4.4%	Increased by 4.4%
57.	Kln 13	Broadcast Drive – Hung Hom Ferry	July 2011	To increase by 6.2%	Increased by 6.2%
58.	Kln 13A	Broadcast Drive – Lok Fu Centre	July 2011	To increase by 13.8%	Increased by 6.9%
59.	Kln 15	Kai Shing Street – Kowloon Bay Station	July 2011	To increase by 8.6%	Increased by 8.6%
60.	NT 55K	Sheung Shui Station – Sha Tau Kok	July 2011	To increase by 10%	Increased by 7.5%

<b>GMB Route</b>		<b>Origin - Destination</b>	<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
61.	NT 56A	Fanling Station – Wo Mun Street	July 2011	To increase by 15.4%	Increased by 11.5%
62.	NT 56B	Fanling Station – Tan Chuk Hang	July 2011	To increase by 10.3%	Increased by 7.4%
63.	NT 56C	Fanling Station – Siu Hang Tsuen	July 2011	To increase by 11.1%	Increased by 8.9%
64.	NT 56K	Fanling Station – Luk Keng	July 2011	To increase by 9.6%	Increased by 8.2%
65.	NT 60K	Sha Tin Station – Fo Tan Cottage Area	July 2011	To increase by 14.6%	Increased by 12.2%
66.	NT 60P	Sha Tin Station – Kwei Tei Street	July 2011	To increase by 14.6%	Increased by 12.2%
67.	NT 60R	Sha Tin Station – Sha Tin Racecourse (Penfold Park)	July 2011	To increase by 14.6%	Increased by 12.2%
68.	NT 62K	Sha Tin Station – Shatin Lodge	July 2011	To increase by 14.6%	Increased by 12.2%
69.	NT 61S	Lek Yuen / Wo Che – Mong Kok Station	July 2011	To increase by 9.5%	Increased by 9.5%
70.	NT 65K	Wong Nai Tau – Fo Tan Station	July 2011	To increase by 10%	Increased by 10%
71.	NT 65A	Wong Nai Tau – Sha Tin Central	July 2011	To increase by 10.3%	Increased by 10.3%
72.	NT 66K	Kau To – Sha Tin Station	July 2011	To increase by 10%	Increased by 10%
73.	NT 67K	A Kung Kok – Sha Tin Station	July 2011	To increase by 11.6%	Increased by 9.3%
74.	NT 67A	Shek Mun Estate – Sha Tin Station	July 2011	To increase by 18.8%	Increased by 9.4%
75.	NT 65S	Wong Nai Tau – Mong Kok Station	July 2011	To increase by 10.6%	Increased by 9.6%
76.	NT 80	Tsuen Wan – Chuen Lung	July 2011	To increase by 20%	Increased by 10%
77.	NT 95	Tsuen Wan Centre – Nina Tower	July 2011	To increase by 17.9%	Increased by 10.7%



<b>GMB Route</b>		<b>Origin - Destination</b>	<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
78.	NT 95A	Tsuen Tak Garden – Tsuen Wan Station	July 2011	To increase by 20%	Increased by 8%
79.	NT 95K	Tsuen Wan West Station – Tsuen Wan Station	July 2011	To increase by 17.9%	Increased by 10.7%
80.	NT 95M	Tsuen Wan Station – Tsuen Wan Centre	July 2011	To increase by 20%	Increased by 8%
81.	NT 96	Tsuen Wan – Tsing Lung Tau	July 2011	To increase by 20%	Increased by 10%
82.	NT 96A	Yau Kom Tau Village – Tsuen Wan Station	July 2011	To increase by 14.3%	Increased by 8.6%
83.	NT 96B	Belvedere Garden – Tsuen Wan Station	July 2011	To increase by 17.9%	Increased by 10.7%
84.	NT 96P	Tsuen Wan West Station – Belvedere Garden	July 2011	To increase by 17.9%	Increased by 10.7%
85.	NT 96C	Tsuen Wan Station – Bellagio	July 2011	To increase by 20%	Increased by 10%
86.	NT 96M	Tsuen Wan Station – Tsing Lung Tau	July 2011	To increase by 20%	Increased by 10%
87.	NT 88	Tsing Yi Estate – Kwai Fong Station	July 2011	To increase by 14.3%	Increased by 11.4%
88.	NT 88B	Greenfield Garden – Kwai Fong Station	July 2011	To increase by 14.3%	Increased by 11.4%
89.	NT 88A	Tam Kon Shan Road – Mayfair Gardens	July 2011	To increase by 20%	Increased by 6.7%
90.	NT 88C	Mayfair Gardens – Kwai Fong Station	July 2011	To increase by 17.6%	Increased by 5.9%
91.	NT 88E	Tsing Yi Estate – Tsing Yi Station	July 2011	To increase by 20%	Increased by 6.7%
92.	NT 88F	Rambler Crest – Tsing Yi Station	July 2011	To increase by 20%	Increased by 6.7%
93.	NT 88G	Rambler Crest – Kwai Fong Station	July 2011	To increase by 20.6%	Increased by 5.9%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
94.	NT 88M	Kwai Fong Station – HK United Dockyard	July 2011	To increase by 12.9%	Increased by 6.5%
95.	NT 94	Shek Wai Kok – Kwai Shing	July 2011	To increase by 28.6%	Increased by 14.3%
96.	NT 94A	Lei Muk Shue Estate – Kwai Shing	July 2011	To increase by 28.6%	Increased by 14.3%
97.	NT 94S	Nina Tower – Shing Mun Reservoir	July 2011	To increase by 27%	Increased by 13.5%
98.	NT 140M	Hanford Garden – Tsing Yi Station	July 2011	To increase by 9.1%	Increased by 9.1%
99.	NT 406	Shek Lei – Kwai Shing	July 2011	To increase by 14.3%	Increased by 8.6%
100.	NT 407	Cheung Wang – Princess Margaret Hospital	July 2011	To increase by 15.4%	Increased by 7.7%
101.	NT 407A	Kwai Fong Station – Princess Margaret Hospital	July 2011	To increase by 17.1%	Increased by 7.3%
102.	NT 407B	Cheung Wang – Kwai Shing Circuit	July 2011	To increase by 15.4%	Increased by 7.7%
103.	Kln 65	Tsz Wan Shan – Chuk Yuen	August 2011	To increase by 17.2%	Increased by 10.3%
104.	Kln 66S	Hammer Hill – Mong Kok	August 2011	To increase by 20%	Increased by 10.5%
105.	NT 73	Long Ping Station – Sung Shan San Tsuen	August 2011	To increase by 15%	Increased by 10%
106.	NT 74	Fook Hong Street – Shing Uk Tsuen	August 2011	To increase by 15%	Increased by 10%
107.	NT 74A	Fook Hong Street – Tung Tau Wai	August 2011	To increase by 13.5%	Increased by 8.1%
108.	NT 47S	Tuen Mun Ferry Pier – Mong Kok	August 2011	To increase by 22.2%	Increased by 8.3%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
109.	NT 48S	Leung King Estate – Mong Kok	August 2011	To increase by 22.2%	Increased by 8.3%
110.	NT 103	Clear Water Bay – Kwun Tong Ferry	August 2011	To increase by 13.1%	Increased by 4.8%
111.	NT 103M	Tseung Kwan O Station – Clear Water Bay	August 2011	To increase by 12.2%	Increased by 5.4%
112.	NT 104	The Hong Kong University of Science and Technology – Kwun Tong	August 2011	To increase by 11.1%	Increased by 4.8%
113.	NT 601	Fung Cheung Road – Pak Wai Tsuen	August 2011	To increase by 14.5%	Increased by 5.5%
114.	NT 602	Fung Cheung Road – Tai Kong Po	August 2011	To increase by 14.5%	Increased by 5.5%
115.	NT 603	Fung Cheung Road – Fung Kat Heung	August 2011	To increase by 14.5%	Increased by 5.5%
116.	NT 604	Fung Cheung Road – Shan Ha Tsuen	August 2011	To increase by 12.5%	Increased by 5%
117.	NT 605	Ki Lun Tsuen – Sheung Shui Station	August 2011	To increase by 14.5%	Increased by 5.5%
118.	NT 606S	Fung Cheung Road – Mody Road	August 2011	To increase by 10.6%	Increased by 5.8%
119.	KIn 80M	Parc Palais – Jordan Station	September 2011	To increase by 16.1%	Increased by 16.1%
120.	NT 10M	Well On Garden – Yan Oi Court	September 2011	To increase by 18.2%	Increased by 7.2%
121.	NT 13	Hong Sing Garden – Yan Oi Court	September 2011	To increase by 20%	Increased by 8%
122.	NT 110	Tiu Keng Leng – Kowloon City	September 2011	To increase by 25%	Increased by 7.1%
123.	NT 42	Tsing Chuen Wai – Tuen Mun Town Centre	September 2011	To increase by 11.6%	Increased by 7%
124.	NT 608	Wang Toi Shan – Yuen Long	September 2011	To increase by 8.6%	Increased by 6.9%

<b>GMB Route</b>		<b>Origin - Destination</b>	<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
125.	NT 609	On Hong Road – Pok Oi Hospital	September 2011	To increase by 7.5%	Increased by 7.5%
126.	NT 610S	Tin Shui Wai – Tsim Sha Tsui	September 2011	To increase by 7.5%	Increased by 7.5%
127.	NT 44	Tuen Mun Ferry Pier – Sheung Shui Station	September 2011	To increase by 10.1%	Increased by 5.1%
128.	NT 44A	Tuen Mun Station – Sheung Shui Station	September 2011	To increase by 10.1%	Increased by 5.1%
129.	NT 44B	Lok Ma Chau (San Tin) – Tuen Mun Station	September 2011	To increase by 10.2%	Increased by 6.3%
130.	NT 44B1	Lok Ma Chau (San Tin) – Tuen Mun Ferry Pier	September 2011	To increase by 10.2%	Increased by 5.9%
131.	NT 45	Tai Hang Garden – Tuen Mun Town Centre	September 2011	To increase by 10.7%	Increased by 10.7%
132.	NT 49S	Tuen Mun Siu Hong Court – Wan Chai	September 2011	To increase by 10.7%	Increased by 7%
133.	NT 811	Sui Wo Court – Yu Chui Court	September 2011	To increase by 10.7%	Increased by 8.9%
134.	NT 811A	Greenwood Terrace – Shek Mun Station	September 2011	To increase by 11.5%	Increased by 9.8%
135.	NT 811P	Ngan Shing Street – Royal Ascot	September 2011	To increase by 13.5%	Increased by 8.1%
136.	NT 811S	Sui Wo Court (Phase 1) – Yiu On (Hang Hong Street)	September 2011	To increase by 13.3%	Increased by 9.3%
137.	Kln 6	Whampoa Garden – Hankow Road	November 2011	To increase by 12.2%	Increased by 6.1%
138.	Kln 6A	Tak Man Street – Canton Road	November 2011	To increase by 12.2%	Increased by 6.1%
139.	Kln 6X	Whampoa Garden – Hankow Road	November 2011	To increase by 12.2%	Increased by 6.1%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
140.	Kln 75	Fu Cheong Estate – Castle Peak Road	November 2011	To increase by 18.4%	Increased by 13.2%
141.	Kln 75A	Fu Cheong Estate – Kweilin Street	November 2011	To increase by 25.9%	Increased by 11.1%
142.	Kln 79K	Park Avenue – Mong Kok East Station	November 2011	To increase by 14.3%	Increased by 14.3%
143.	Kln 79M	King Tung Street – Wong Tai Sin Station	November 2011	To increase by 10%	Increased by 10%
144.	Kln 79S	King Tung Street – Diamond Hill Station	November 2011	To increase by 10%	Increased by 10%
145.	NT 52A	Fanling Station – Wo Mun Street	November 2011	To increase by 23.1%	Increased by 11.5%
146.	NT 52K	Fanling Station – Ping Che	November 2011	To increase by 25%	Increased by 8.3%
147.	NT 52B	Fanling Station – Hok Tau	November 2011	To increase by 25%	Increased by 8.3%
148.	NT 54A	Fanling Station – Wing Fuk Centre	November 2011	To increase by 23.1%	Increased by 11.5%
149.	NT 54K	Fanling Station – Lung Yeuk Tau	November 2011	To increase by 18.4%	Increased by 10.5%
150.	NT 403	Shek Lei – Sha Tin Wai	November 2011	To increase by 11.8%	Increased by 7.1%
151.	NT 403A	On Yam – Tam Kon Po Street	November 2011	To increase by 11.8%	Increased by 7.1%
152.	NT 403X	Tai Wai Station – Northeast Kwai Chung	November 2011	To increase by 11.8%	Increased by 7.1%
153.	NT 481	Fo Tan – Tsuen Wan Central	November 2011	To increase by 11.8%	Increased by 7.1%
154.	NT 481A	Tsuen Wan Central – Sha Tin Centre Street	November 2011	To increase by 11.8%	Increased by 7.1%
155.	NT 481B	Tsuen Wan Central – Tung Lo Wan Hill Road	November 2011	To increase by 11.8%	Increased by 7.1%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
156.	NT 482	Sha Tin Central – Tsuen Wan Central	November 2011	To increase by 9.4%	Increased by 5.5%
157.	NT 810	Sha Tin Central – Villa Athena	November 2011	To increase by 10%	Increased by 10%
158.	HKI 4A	Shek Pai Wan – Causeway Bay	December 2011	To increase by 10%	Increased by 7.1%
159.	HKI 4B	Shek Pai Wan – Wan Chai	December 2011	To increase by 10%	Increased by 7.1%
160.	HKI 4C	Shek Pai Wan – Causeway Bay	December 2011	To increase by 10%	Increased by 7.1%
161.	HKI 4S	Shek Pai Wan – Aberdeen	December 2011	To increase by 50%	Increased by 10%
162.	HKI 5	Aberdeen – Causeway Bay	December 2011	To increase by 14.3%	Increased by 11.4%
163.	HKI 8	Baguio Villas (Lower) – Exchange Square	December 2011	To increase by 10.7%	Increased by 10.7%
164.	HKI 35M	Shek Pai Wan – Wan Chai	December 2011	To increase by 10%	Increased by 7.1%
165.	HKI 9	Exchange Square – Bowen Road	December 2011	To increase by 6.9%	Increased by 6.9%
166.	HKI 12	Kwun Lung Lau – Sai Ying Pun	December 2011	To increase by 7.9%	Increased by 7.9%
167.	HKI 13	Sai Wan Estate – Sai Ying Pun	December 2011	To increase by 6.1%	Increased by 6.1%
168.	Kln 20	San Po Kong – Tsz Wan Shan	December 2011	To increase by 10%	Increased by 10%
169.	Kln 20M	San Po Kong – Wong Tai Sin	December 2011	To increase by 10%	Increased by 10%
170.	HKI 1	The Peak – Hong Kong Station	January 2012	To increase by 14.3%	Increased by 9.5%
171.	HKI 1A	Hong Kong Station – MacDonnell Road	January 2012	To increase by 14.3%	Increased by 9.5%
172.	HKI 2	Hong Kong Station – Old Peak Road	January 2012	To increase by 14.5%	Increased by 9.1%
173.	HKI 3	Hong Kong Station – Po Shan Road	January 2012	To increase by 14.5%	Increased by 9.1%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
174.	HKI 3A	Hong Kong Station – Conduit Road	January 2012	To increase by 14.5%	Increased by 9.1%
175.	HKI 28	Baguio Villa (Upper) – Sun Wui Road	January 2012	To increase by 15%	Increased by 12.5%
176.	NT 81	Shiu Wo Street – Lo Wai	January 2012	To increase by 9.8%	Increased by 9.8%
177.	NT 81M	Shiu Wo Street – Shek Wai Kok Estate	January 2012	To increase by 20%	Increased by 12%
178.	NT 82	Shiu Wo Street – Shing Mun Reservoir	January 2012	To increase by 9.8%	Increased by 9.8%
179.	NT 82M	Shiu Wo Street – Cheung Shan Estate	January 2012	To increase by 16.7%	Increased by 13.3%
180.	NT 90A	Mei Foo – Kwai Chung Hospital	January 2012	To increase by 33.3%	Increased by 16.7%
181.	NT 90P	Mei Foo – Princess Margaret Hospital	January 2012	To increase by 33.3%	Increased by 16.7%
182.	NT 91	Lai Kong Street – Tsuen Wan	January 2012	To increase by 31.7%	Increased by 12.2%
183.	NT 91A	Lai Kong Street – Kwai Fong Station	January 2012	To increase by 28.6%	Increased by 14.3%
184.	Kln 2	Whampoa Garden – Tat Chee Aveune	February 2012	To increase by 11.9%	Increased by 7.5%
185.	Kln 2A	Whampoa Garden – Tat Chee Aveune	February 2012	To increase by 11.9%	Increased by 7.5%
186.	Kln 30A	Chak On Estate – Mong Kok Station	February 2012	To increase by 11.1%	Increased by 5.6%
187.	Kln 30B	Chak On Estate – Shek Kip Mei Station	February 2012	To increase by 17.6%	Increased by 8.8%
188.	Kln 32M	Lung Ping Road – Shek Kip Mei	February 2012	To increase by 15.4%	Increased by 7.7%
189.	Kln 71A	Po Tat Estate – Lam Tin Station	February 2012	To increase by 14.3%	Increased by 5.7%
190.	Kln 71B	Sau Mau Ping Estate – Lam Tin Station	February 2012	To increase by 14.3%	Increased by 5.7%

GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
191.	NT 39	Kung Um – Fung Cheung Road	February 2012	To increase by 12.8%	Increased by 6.4%
192.	NT 39A	Kung Um Road – Fau Tsoi Street	February 2012	To increase by 12.8%	Increased by 6.4%
193.	Kln 27M	Lok Man Sun Chuen – Mong Kok Station	March 2012	To increase by 16.4%	Increased by 4.9%
194.	Kln 28M	Wyler Gardens – Mong Kok Station	March 2012	To increase by 16.4%	Increased by 6.6%
195.	Kln 29A	Suffolk Road – Broadcast Drive	March 2012	To increase by 23.1%	Increased by 7.7%
196.	Kln 29B	Suffolk Road – Beacon Hill	March 2012	To increase by 23.1%	Increased by 7.7%
197.	Kln 73	Festival Walk – Tsz Wan Shan Centre	March 2012	To increase by 12.7%	Increased by 9.1%
198.	NT 308M	Tsing Yi Station – Sea Crest Villa	March 2012	To increase by 15.4%	Increased by 10.8%
199.	NT 308A	Bellagio – Tsing Yi Station	March 2012	To increase by 15.4%	Increased by 10.8%
200.	HKI 26	Hong Kong Adventist Hospital – Causeway Bay	April 2012	To increase by 15.4%	Increased by 9.6%
201.	HKI 69	Cyberport – Quarry Bay	April 2012	To increase by 11%	Increased by 3%
202.	HKI 69X	Cyberport – Causeway Bay	April 2012	To increase by 11.8%	Increased by 3.5%
203.	Kln 18M	Wong Tai Sin Station – Tsz Wan Shan	April 2012	To increase by 22.2%	Increased by 7.4%
204.	Kln 19	San Po Kong – Shatin Pass Estate	April 2012	To increase by 38.9%	Increased by 8.3%
205.	Kln 19M	Diamond Hill Station – Shatin Pass Estate	April 2012	To increase by 16.7%	Increased by 6.7%
206.	Kln 50	United Christian Hospital – Yue Man Square	April 2012	To increase by 28%	Increased by 12%
207.	NT 61M	Worldwide Garden – Suffolk Road	April 2012	To increase by 17.6%	Increased by 17.6%



GMB Route		Origin - Destination	Application Date	Fare Adjustment Applied For	Result
208.	NT 101M	Hang Hau Station – Sai Kung	April 2012	To increase by 14.3%	Increased by 5.2%
209.	NT 102	Hang Hau Station – San Po Kong	April 2012	To increase by 14.3%	Increased by 5.2%
210.	NT 102B	Yuk Ming Court – Choi Hung	April 2012	To increase by 14.9%	Increased by 6.8%
211.	NT 102S	Hang Hau Station – San Po Kong	April 2012	To increase by 15.9%	Increased by 5.7%
212.	NT 111	Po Lam – San Po Kong	April 2012	To increase by 14.3%	Increased by 5.2%
213.	Kln 5M	Waterloo Hill – Mong Kok Station	May 2012	To increase by 10.5%	Increased by 5.3%
214.	Kln 37A	Wong Tai Sin Station – Tsz Lok Estate	May 2012	To increase by 12.1%	Increased by 6.1%
215.	Kln 37M	Wong Tai Sin Station – Tsz Man Estate	May 2012	To increase by 12.1%	Increased by 6.1%
216.	Kln 56	Richland Gardens – Shung Yan Street	May 2012	To increase by 20.5%	Increased by 6.8%
217.	HKI 10	Causeway Bay – Cyberport	June 2012	To increase by 16.3%	Increased by 14.1%
218.	HKI 31	Tin Wan Estate – Causeway Bay	June 2012	To increase by 2.3%	Increased by 15.4%
219.	Kln 22M	Lok Wah Estate – Kwun Tong Station	June 2012	To increase by 28%	Increased by 12%
220.	Kln 80M	Parc Palais – Jordan Station	June 2012	To increase by 8.3%	Increased by 8.3%
221.	Kln 81K	Hoi Lai Estate – Mei Foo Station	June 2012	To increase by 21.2%	Increased by 15.2%
222.	HKI 58	Aberdeen – Kennedy Town	July 2012	To increase by 14.8%	Increased by 9.3%
223.	HKI 58A	Aberdeen – Kennedy Town	July 2012	To increase by 15%	Increased by 9.3%
224.	HKI 59	Kennedy Town – Shum Wan Road	July 2012	To increase by 15.9%	Increased by 7.9%

<b>GMB Route</b>		<b>Origin - Destination</b>	<b>Application Date</b>	<b>Fare Adjustment Applied For</b>	<b>Result</b>
225.	HKI 59A	Aberdeen – Shum Wan Road / South Wave Court	July 2012	To increase by 9.4%	Increased by 13.2%
226.	HKI 59B	Aberdeen – Shum Wan Road	July 2012	To increase by 9.4%	Increased by 9.4%
227.	HKI 63	South Horizons – Queen Mary Hospital	July 2012	To increase by 14.8%	Increased by 9.3%
228.	HKI 63A	Aberdeen – Wah Fu Estate	July 2012	To increase by 12.5%	Increased by 12.5%
229.	Kln 12	Pak Tin – Mong Kok East Station	July 2012	To increase by 12.5%	Increased by 5%
230.	Kln 38M	Chuk Yuen (North) Estate – Wong Tai Sin Station	August 2012	To increase by 13.3%	Increased by 10%
231.	Kln 39M	Lok Fu – Tung Tau Estate	August 2012	To increase by 13.3%	Increased by 10%
232.	Kln 57M	Jordan Station – Queen Elizabeth Hospital	August 2012	To increase by 12.5%	Increased by 9.4%

**CONTROLLING OFFICER'S REPLY****THB(T)433****(Question Serial No. 5017)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 75):

In respect of “planning and introducing new green minibus (GMB) services”, please advise this Committee of the following:

- (1) In 2013, only one new GMB route was introduced. What are the route details? What are the details of the other routes which were originally planned but finally not introduced and the reasons for not introducing them?
- (2) In the three years before 2013 (i.e. 2010, 2011 and 2012), were there any GMB routes which the Transport Department (TD) planned to introduce but in vain? If yes, what are the route details and the reasons for not introducing them?
- (3) In the past three years, were there any GMB operators giving up operating GMB routes before and at the time of renewal? If yes, please provide the route details and advise if the operation was taken up by other operators.
- (4) What are the details of the GMB routes which the TD plans to introduce in the coming year? As only one GMB route was successfully introduced last year, what measures will the TD take to encourage operators to apply for operating the new routes?

Asked by: Hon. WU Chi-wai

Reply:

- (1) Details of the GMB route introduced in 2013 are as follows:

<b>GMB Route</b>	<b>Origin – Destination</b>	<b>Full Fare (\$)</b>	<b>Date of Introduction</b>
Kln 86	Cruise Terminal – Kowloon Bay (Telford Gardens) (Circular)	5.0	21 September 2013

Three other GMB routes were not introduced in 2013 as planned because no suitable operator could be selected from the GMB Operators Selection Exercise (GMBOSE) conducted in 2013. After further assessment of passenger demand and financial viability of these three routes, the TD will include two of them in the 2014 GMBOSE to re-invite interested parties to apply to operate them. Details of these three routes are as follows:

<b>Origin – Destination</b>	
1.	Fu Shan Public Transport Terminus – Kowloon City (Circular)
2.*	Hilltop Garden / King Lai Court – Diamond Hill Station
3.*	Hilltop Garden – Wong Tai Sin Station

\* Routes to be included in the 2014 GMBOSE

- (2) There were a total of seven GMB routes which the TD had planned for introduction in 2010 and 2012 but finally could not be introduced. Details are in the table below. For 2011, all routes were introduced as planned.

<b>Origin – Destination</b>		<b>Reasons for not introducing the routes</b>
<b>Routes planned for introduction in 2010</b>		
1.	Tai Kok Tsui (Cherry Street) – Mong Kok East Station (Circular)	No suitable operator was selected from the GMBOSE.
2.	LOHAS Park Station Public Transport Interchange – Tseung Kwan O Industrial Estate (Chun Cheong Street)	
<b>Routes planned for introduction in 2012</b>		
1.	Sai Ying Pun (First Street) – Hollywood Road (Circular)	No application was received.
2.	Wonderland Villas – Tsuen Wan Transport Complex	
3.	Fu Shan Public Transport Terminus – Kowloon City (Circular)	Selected operator failed to fulfill his undertaking to operate the routes.
4.	Hilltop Garden / King Lai Court – Diamond Hill Station	
5.	Hilltop Garden – Wong Tai Sin Station	

- (3) In 2011, 2012 and 2013, a total of 14 GMB routes were cancelled due to poor financial performance and declining passenger demand. Passengers displaced from these routes are served by alternative public transport services operating in the same areas. Details of these cancelled GMB routes are as follows:

<b>GMB Route</b>	<b>Origin – Destination</b>
<b>2011</b>	
NT 97	Wonderland Villas – Tsuen Wan Transport Complex
NT 142	Tuen Mun Town Centre – Yeung Tsing Road (Circular)
Kln 10M	Nam Cheong Estate – Festival Walk
Kln 10A	Nam Cheong Station Public Transport Interchange – Festival Walk
Kln 30M	Caldecott Road – Shek Kip Mei Station
Kln 33	Fu Shan Public Transport Terminus – Kowloon City (Circular)
<b>2012</b>	
Kln 21K	Tai Kok Tsui (Cherry Street) – Mong Kok East Station (Circular)

<b>GMB Route</b>	<b>Origin – Destination</b>
Kln 84	San Po Kong (The Latitude) – Kwun Tong (Circular)
NT 18	Hang Hau (North) – North Point
NT 108M	Ocean Shores – Lam Tin Station
NT 141	Tuen Mun (Hanford Garden) – Tsuen Wan Transport Complex
<b>2013</b>	
HKI 10X	Scenic Villas – Central (Chater Road) (Circular)
HKI 11	Tin Wan Estate – Causeway Bay (Jaffe Road)
Kln 63M	Lam Tin (Kwong Tin Estate) – Yau Tong (Circular)

- (4) The TD plans to introduce a total of eight GMB routes in 2014. They include the two routes to be included in the 2014 GMBOSE mentioned in (1) above. Details are as follows:

<b>Origin – Destination</b>		<b>Maximum Full Fare (\$)</b>
1.*	Hilltop Garden / King Lai Court – Diamond Hill Station	4.9
2.*	Hilltop Garden – Wong Tai Sin Station	7.1
3.	Ko Yee Estate, Yau Tong – Kai Yan Street, Kowloon Bay (Circular)	10.4
4.	Kai Ching Estate, Kai Tak – Wong Tai Sin Station (Circular)	7.1
5.	Shui Chuen O, Sha Tin – Shek Mun Station	7.1
6.	Shui Chuen O, Sha Tin – Hin Keng (Che Kung Miu Road)	7.1
7.	Allway Gardens, Tsuen Wan – Tsuen Wan (Chung On Street)	4.9
8.	The Beaumont, Tseung Kwan O – Hang Hau (Circular)	7.1

\* Routes originally planned for introduction in 2013.

The TD will publish notices in the Government Gazette and newspapers, setting out the details of the new GMB routes to facilitate interested parties to submit applications. Invitation letters will be sent to all existing GMB operators and red minibus associations. A briefing session will also be held to brief interested parties of the relevant details. However, whether or not to apply to operate the new GMB route(s) remains a commercial decision.

**CONTROLLING OFFICER'S REPLY**

**THB(T)434**

**(Question Serial No. 5018)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 76):

Concerning the monitoring of the service quality of public light buses (PLBs), please inform this Committee of the following:

- (1) In the past three years, how many surveys were conducted by the Transport Department (TD)? What were the routes, manpower and average and total expenditure involved? How many surveys were initiated by the TD on its own and upon receipt of complaints respectively?
- (2) Among the surveys, how many cases were about the operators not complying with the Passenger Service Licence (PSL) conditions? How many times did the TD issue warnings to or impose other penalties on the operators? Please provide the information by category.
- (3) In view of the operating difficulty indicated by the PLB trade, what measures will the TD take to help the operators meet the PSL requirements?

Asked by: Hon. WU Chi-wai

Reply:

- (1) To monitor the level of green minibus (GMB) service provided by the operators, the TD engages contractors to conduct regular surveys on GMB routes (for example, surveys on vehicle availability and deployment, passenger occupancy, passenger boarding and alighting, drivers' malpractices and functioning of devices on-board) to monitor the performance of the GMB operators and assess rationalisation proposals. Ad-hoc surveys (for example, termini surveys, en-route GMB stop and on-board surveys) and site inspections are also carried out in response to complaints and suggestions. The TD also conducts comprehensive surveys around every two to three years to collect operational information of all PLB services, including both GMB and red minibus (RMB) services, throughout the territory. The TD conducted 1 311, 1 314

and 1 766 surveys and site inspections to monitor the PLB service in 2011, 2012 and 2013 respectively, covering about 490 GMB routes and some RMB routes. Details are as follows:

Survey types	Monitoring surveys			Site inspections		
	2011	2012	2013	2011	2012	2013
Number of surveys conducted* (a)	1 196	1 107	1 545	115	207	221
Total expenditure (b)	\$3.35 million <sup>@</sup>	\$1.40 million	\$6.61 million <sup>@</sup>	Absorbed by existing resources of the TD.		
Average expenditure per survey <sup>#</sup> (c)=(b)/(a)	\$2,805	\$1,261	\$4,279			

\* While some surveys were initiated by the TD on its own and some were specifically conducted in response to complaints and suggestions, there were surveys conducted on an area or district basis with multi-purposes. As such, there is no separate breakdown on self-initiated surveys and those conducted in response to complaints.

<sup>@</sup> Including comprehensive surveys on PLB services.

<sup>#</sup> This is an average sum. The cost of each survey depends on its complexity.

- (2) GMB operators are required to provide proper and efficient services in accordance with the conditions specified in the PSL and the level of service stipulated in the Schedule of Services attached to the PSL. There are a total of 496 cases, comprising 94, 149 and 253 cases in 2011, 2012 and 2013 respectively, of non-compliance with the PSL conditions, involving mainly non-adherence to timetable and vehicle allocation, and failure to display driver identity plate and hotline telephone numbers of the licensee and the Transport Complaints Unit. The TD issued a total of 191 verbal and written warnings to the GMB operators concerned in these years in response to failure to meet the service requirements or other PSL conditions. Surveys were conducted to follow up on these cases. The breakdown of the warnings issued by year is as follows:

Year	Number of Verbal Warnings Issued	Number of Written Warnings Issued	Total
2011	28	14	42
2012	56	25	81
2013	57	11	68

- (3) As an ongoing exercise, the TD continues to work with the GMB operators to explore and develop measures to facilitate their operation and to increase their revenue. Measures being taken include fare adjustments, increasing advertising income through installation of multi-media display on board and advertising on vehicle body and compartment. Besides, if the circumstances so warrant, the TD and GMB operators will examine and carry out service rationalisation, such as introduction of short-

working or supplementary routes and adjustment of vehicle allocation and timetable, to enhance competitiveness and operational efficiency.

In addition, to help PLB operators recruit drivers, the TD approached the Labour Department to invite and facilitate PLB operators to participate in job fairs, convened in various districts. The TD also regularly disseminates information on job fairs to PLB operators for reference, and encourages PLB operators to employ ethnic minorities through cooperation with some government funded non-profit-making organisations which provide employment support services to them. The TD will continue to work closely with the PLB trade to attract new blood, including young people, to work in the PLB industry.



**CONTROLLING OFFICER'S REPLY**

**THB(T)435**

**(Question Serial No. 5019)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 77):

Regarding “regulating and monitoring the operation of public transport services”, does the Transport Department (TD) have any statistics on the application of technologies by franchised bus companies in respect of provision of passenger information and enhancement of fleet management? If yes, what are the details in respect of the application of technologies by franchised bus companies?

Asked by: Hon. WU Chi-wai

Reply:

The Government has all along encouraged and welcomed the adoption of information technology by franchised bus companies to provide passengers with more travelling information and enhance their management of the fleets. In considering whether to make wider use of such technology, bus companies have to take into account passenger needs and the cost-effectiveness of different technologies under different operating environment. Technologies that are currently applied by franchised bus companies include:

- (a) all franchised bus companies are providing passenger information via the internet. In addition, the Kowloon Motor Bus Company (1933) Limited (KMB), the Long Win Bus Company Limited (LW), the New World First Bus Services Limited (NWFB) and the Citybus Limited (CTB) have also launched smart phone applications for such purpose;
- (b) the CTB provides real-time bus arrival information on all its airport routes (i.e. “A” routes) through its website and smart phone applications. Besides, the KMB and the LW provide an Estimated Bus Arrival Time System at the Tuen Mun Road Bus-Bus Interchange to provide real-time bus arrival information on selected routes;
- (c) all franchised buses have bus stop announcement systems; and

- (d) all new buses of the NWFB and the CTB are equipped with Liquid Crystal Display (LCD) panels inside their compartments to display the routes and the names of the next bus stops. There are about 260 buses of such kind at present. Also, a total of 62 LCD panels have been installed at major bus termini for displaying route information and departure time of the next bus.

The Government will continue to monitor the progress of the use of technology in enhancing information dissemination for passengers and fleet management by franchised bus companies.

**CONTROLLING OFFICER'S REPLY****THB(T)436****(Question Serial No. 5020)**

Head: (186) Transport Department

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

Programme: (4) Management of Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 78):

Regarding the improvement in the design and facilities of government-owned covered public transport interchanges (PTIs), please advise this Committee:

- (1) PTI improvement projects to be carried out in the coming three years, including the (a) names of PTIs, (b) types of facilities to be improved, (c) estimated expenditures, (d) anticipated commencement and completion dates, and (e) the responsible works departments.
- (2) Has the Transport Department (TD) received any application from franchised bus companies or other organisations for improvement to PTIs in the past three years? If yes, what is the detailed information of each application? Please list out the (a) names of applicant organisations, (b) application dates, (c) proposed improvement items, (d) whether the application is approved, and (e) works progress.

Asked by: Hon. WU Chi-wai

Reply:

- (1) There are a total of three items of improvement works being carried out for completion from 2014 to 2016, with details as follows:

<b>Name of PTI</b>	<b>Types of facility to be improved</b>	<b>Estimated expenditure (\$'000)</b>	<b>Actual commencement date</b>	<b>Anticipated completion date</b>	<b>Responsible works department(s)</b>
Discovery Park PTI	Improvement in lighting system	850	August 2013	April 2014	Highways Department (HyD)
Laguna City PTI	Improvement in lighting system	480	October 2013	May 2014	HyD

<b>Name of PTI</b>	<b>Types of facility to be improved</b>	<b>Estimated expenditure (\$'000)</b>	<b>Actual commencement date</b>	<b>Anticipated completion date</b>	<b>Responsible works department(s)</b>
Lam Tin Station PTI	Installation of lift	13,340	March 2013	Mid 2015	HyD

- (2) In 2011, 2012 and 2013, the TD received and approved a total of three applications from the Kowloon Motor Bus Company (1933) Limited for carrying out improvement works at three PTIs on the installation of route information panels for enhancing information dissemination to passengers. All related works have been completed. Details of the applications are as follows:

<b>Name of PTI</b>	<b>Application date</b>
Kowloon Station PTI	June 2011
Sheung Shui Bus Terminus	May 2013
Tuen Mun Central Bus Terminus	November 2013

**CONTROLLING OFFICER'S REPLY****THB(T)437****(Question Serial No. 5021)**

Head: (186) Transport Department

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

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 79):

Regarding the indicator on “route modification and other improvement items including construction of shelters, provision / relocation of stops/stands” for the operators concerned, please advise the Committee of the following:

- (1) What are the details of the bus shelters constructed by each franchised bus company (including locations and completion dates) in the past three years?
- (2) Apart from bus shelters, what are the numbers and details of other proposals (including renovation of shelters, provision of seats and display panels showing bus departure time)?

Asked by: Hon. WU Chi-wai

Reply:

- (1) In 2011, 2012 and 2013, franchised bus companies constructed a total of 72 bus shelters to provide better waiting environment for passengers. The details of bus shelters constructed by each of the franchised bus companies are as follows:

<b>The Kowloon Motor Bus Company (1933) Limited</b>		
	<b>Location of bus shelters</b>	<b>Completion date</b>
1.	Bulkeley Street outside House No. 2A - 2H (1)	April 2011
2.	Bulkeley Street outside House No. 2A - 2H (2)	April 2011
3.	Sau Mau Ping Road opposite to Sau Fai House	April 2011
4.	Hiu Kwong Street opposite to Hiu Lai Court	April 2011
5.	Kwai Shing Circuit outside Water Service Reservoir	April 2011
6.	Fam Kam Road near Wang Toi Shan Tsuen	April 2011
7.	Ko Chiu Road near Ko Chiu Path	April 2011

**The Kowloon Motor Bus Company (1933) Limited**

	<b>Location of bus shelters</b>	<b>Completion date</b>
8.	Prince Edward Road East outside House No. 690 near Robert Black Health Centre	May 2011
9.	Prince Edward Road East outside House No. 690 near Robert Black Health Centre	June 2011
10.	San Wan Road outside Sheung Shui MTR Station	July 2011
11.	Lee On Road outside Shun On Estate	August 2011
12.	Lee On Road opposite to Lee Hang House	September 2011
13.	Castle Peak Road outside Villa By The Park	September 2011
14.	Castle Peak Road near Sam Shing Estate	November 2011
15.	Tai Po Central Bus Terminus	November 2011
16.	To Kwa Wan Road House No. 11 and 13 near Hung Fook Street (1)	December 2011
17.	To Kwa Wan Road House No. 11 and 13 near Hung Fook Street (2)	December 2011
18.	Tai Kok Tsui outside Larch Street Sitting Out Area	December 2011
19.	Castle Peak Road near Ting Kau	December 2011
20.	Tin Kwai Road near HKFYG Lee Shau Kee College	December 2011
21.	Cheung Sha Wan Road opposite to Trade Square	March 2012
22.	Cheung Sha Wan Road near Un Chau Estate	March 2012
23.	Kam Sheung Road opposite to Tsz Tong Tsuen	April 2012
24.	Chap Wai Kon Street near City One Railway Station	June 2012
25.	Tin Shing Road outside Tin Tsz Estate	July 2012
26.	Kam Sheung Road opposite to Tin Sham Tsuen	July 2012
27.	Kam Sheung Road near Pat Heung Road	July 2012
28.	Kam Ying Road opposite to Kam Lung Court	August 2012
29.	Kwong Lee Road outside Kei Oi Primary School	August 2012
30.	Hang Fai Street near Kam On Court	October 2012
31.	Ching Ho Estate Bus Terminus	October 2012
32.	Tai Lam Tunnel Bus-bus Interchange (BBI) (Kowloon Bound)	October 2012
33.	Tai Lam Tunnel BBI (Yuen Long Bound)	October 2012
34.	To Yuen Street opposite to Heung To Middle School	November 2012
35.	Lee On Road outside Lee Yip House, Shun Lee Estate	December 2012
36.	Sau Ming Road near Sau Lok House, Sau Mau Ping Estate	December 2012
37.	San Wan Road near Sheung Shui Railway Station	December 2012
38.	Clear Water Bay Road near Tai Po Tsai Village	December 2012
39.	Kam Sheung Road near Tsz Tong Tsuen	December 2012
40.	Tai Wo Service Road West opposite to Tai Hang	December 2012
41.	Wai Yip Street near Wai Lok Street	April 2013
42.	Kai Tin Road near S.K.H. Kei Hin Secondary School	May 2013
43.	Pak Wo Road outside Yan Shing Court	May 2013
44.	Ngau Tau Kok outside House no. 245, Hay Cheuk Lau Garden Estate	July 2013
45.	Lee On Road outside Lee Hang House, Shun Lee Estate	August 2013
46.	Chuk Yuen Estate Bus Terminus	August 2013
47.	Yuen Wo Road outside Lek Yuen Estate	August 2013

<b>The Kowloon Motor Bus Company (1933) Limited</b>		
	<b>Location of bus shelters</b>	<b>Completion date</b>
48.	Yeung Uk Road outside Citywalk 2	August 2013
49.	Tai Kok Tsui Road outside House No. 9	September 2013
50.	Shing Kai Road near Muk Hung Street	September 2013
51.	Muk Hung Street near Kai Ching Estate	September 2013
52.	Shing Kai Road near Tak Long Estate	September 2013
53.	Tai Hom Road near Diamond Hill MTR Station	October 2013
54.	Tin Fuk Road near Tin Yau Court	November 2013
55.	Princess Margaret Road near Pui Ching Road Flyover Lamp Post No. EF1698	December 2013
56.	Hung Hom Road South of Man Yue Street	December 2013
57.	Nam Cheong Street outside Chak On Estate	December 2013
58.	Lai Chi Kok Bus Terminus	December 2013
59.	Tuen Mun Heung Sze Wui Road near Siu Lun Court	December 2013
60.	Castle Peak Road opposite to Hung Shui Kiu LRT Station	December 2013

<b>New World First Bus Services Limited</b>		
	<b>Location of bus shelters</b>	<b>Completion date</b>
1.	Tong Yin Street outside Tseung Kwan O Catholic Primary School	March 2011
2.	Harcourt Road outside Central Government Offices (2 shelters were constructed)	January 2013

<b>Citybus Limited</b>		
	<b>Location of bus shelters</b>	<b>Completion date</b>
1.	Po Yap Road outside Tseung Kwan O Station	March 2011
2.	Sham Mong Road outside AquaMarine	June 2012
3.	Wing Tai Road outside Tsui Wan Estate	October 2012
4.	Harcourt Road outside Central Government Offices	January 2013
5.	Airport (Ground Transportation Centre) (1)	June 2013
6.	Airport (Ground Transportation Centre) (2)	June 2013
7.	Pok Fu Lam Road outside Pok Fu Lam Village	December 2013

<b>Long Win Bus Company Limited</b>		
	<b>Location of bus shelter</b>	<b>Completion date</b>
1.	Tin Shui Road near Tin Chung Court	May 2012

<b>New Lantao Bus Company (1973) Limited</b>		
	<b>Location of bus shelter</b>	<b>Completion date</b>
1.	Tung Chung Road near Ha Ling Pei	June 2013

- (2) In 2011, 2012 and 2013, franchised bus companies provided a total of 96 improvement items on passenger facilities at bus termini and stops, including renovation of bus shelters, provision of seats, provision of display panels showing bus departure time and free wifi. The breakdown by the improved items is as follows:

<b>Improvement Items</b>	<b>Number</b>
Renovation of bus shelters	54
Provision of seats	28
Provision of display panels showing departure time	10
Free wifi	4
<b>Total</b>	<b>96</b>



**CONTROLLING OFFICER'S REPLY**

**THB(T)438**

**(Question Serial No. 5075)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 143):

Regarding the opening of the West Island Line (WIL) and the South Island Line (East) (SIL(E)), please advise this Committee of the following:

- (1) Quite a number of passengers complained that the public transport re-organisation plans (PT Plans) would result in increase in fares and journey time. Between 2011 and 2013, the Administration spent over \$4 million in commissioning a consultancy study for advice. What were the principles when devising the re-organisation plans at that time? Were the problems mentioned above neglected?
- (2) The re-organisation plans were not satisfactory as mentioned above. Has the consultation on the PT Plan in connection with the WIL been completed? If there are still strong public views after finalising the plan, is there sufficient funding reserved for commissioning consultants for further review? Can final amendments be made before the commissioning of the WIL?
- (3) Consultation on the PT Plan to tie in with opening of the SIL(E) is underway. Can the Administration ensure that the finalised plan at least follow the principles of not increasing the fare and journey time of passengers, with a view to obtaining early agreement from District Councils (DCs) and avoiding further commissioning of consultants for amending the plans?
- (4) In view of the commissioning of the above two railway lines, has funding been reserved for improving the bus stop design along major roads such as Pok Fu Lam Road and Aberdeen Praya Road, where many bus routes observe, in order to shorten the time for passenger alighting / boarding, encourage bus-railway interchange and improve the traffic? If yes, what are the details? If no, what are the reasons?

Asked by: Hon. WU Chi-wai

Reply:

- (1) The pre-existing passenger travelling pattern will change upon the opening of new railways, thus affecting the utilisation of different transport modes. The TD has assessed the impact of the WIL and the SIL(E) on other public transport modes, and proposed PT Plans so as to better suit the travelling needs of passengers and improve the operational efficiency of the public transport network. The PT Plans have been developed having regard to a number of factors, including:
  - (a) the transport policy of adopting railway network as the backbone of the public transport system. Under the policy, transport modes such as franchised buses and green minibuses (GMBs) should provide efficient services to complement railway services;
  - (b) the maintenance of healthy competition among public transport services in order to achieve a highly efficient and co-ordinated public transport service network;
  - (c) the provision of reasonable transport choices in public transport arrangement that meets the changing transport needs;
  - (d) the provision of ancillary facilities such as pedestrian facilities and feeder services to ensure good connectivity of railway stations for easy access by passengers;
  - (e) the maintenance of the operational and financial viability of franchised bus and GMB service networks; and
  - (f) the reduction of road-based traffic congestion and emission to improve the environment.

In considering the provision of reasonable transport choices for passengers under item (c) above, due consideration will be given to important factors such as fares and travelling time in formulating alternative transport for the affected passengers. The TD will also take account of the views received during consultation, and devise proposals to keep any adverse impact on existing passengers to the minimum.

- (2) The TD commenced consultation with relevant DCs on the PT Plans in relation to the WIL and the SIL(E) in July 2013. Public consultation forums have also been organised in the Central and Western and Southern districts to solicit views from local residents. Apart from formal consultation at DCs, we held separate discussion sessions with individual DC members or concerned groups to listen to their views on the PT Plans. So far, the TD has completed several rounds of DC consultations on the PT Plan for the WIL, and has been adjusting and improving the plan taking into account the views collected during consultation. We target to complete the consultation and settle the proposed PT Plan for the WIL by the second quarter of 2014, so as to allow time for arranging implementation and publicity of the PT Plans to tie in with the planned opening of the WIL in end 2014. There is no plan to commission further consultancy study on the PT plan.

- (3) Regarding the PT Plan for the SIL(E), the TD will continue to consult the relevant DCs, and the target is to complete the consultation and finalise the proposed PT Plan for the SIL(E) by end 2014. The TD will continue to adopt the same principles as set out in the reply to (1) above, including giving due consideration to fares and journey time, and take account of the views received during consultation and devise proposals to keep any adverse impact on existing passengers to the minimum.
- (4) Under the WIL and the SIL(E) railway projects, new public transport facilities will be provided at or in the vicinity of new railway stations to facilitate passenger interchange. In addition, the TD also made improvements to pick-up / set-down points at major corridors, such as the one on Pok Fu Lam Road outside the exit of the HKU Station, to facilitate smooth operation of the nearby bus stops and passenger interchange between various public transport modes and the WIL. The TD will closely monitor the operation of various bus stops and pick-up / set-down points on major road corridors along the railway lines after the opening of the WIL and the SIL(E), and will consider measures to further improve the operation of bus stops as necessary.

**CONTROLLING OFFICER'S REPLY**

**THB(T)439**

**(Question Serial No. 5076)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (1) Planning and Development  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 144):

It is indicated under Matters Requiring Special Attention that the Transport Department (TD) will encourage franchised bus companies to deploy environment-friendly buses at busy corridors. Will the TD advise this Committee on the following:

- (1) What are the related encouragement measures? What are the indicators showing such successful experiences in the past?
- (2) Apart from upgrading the emission standards of engines, the Administration has been subsidising retrofitting of environment-friendly devices such as catalytic converters on buses. To avoid wastage of resources, will the Administration allocate additional resources to maintain the effective operation of such devices?

Asked by: Hon. WU Chi-wai

Reply:

- (1) Franchised bus companies have responded positively to the Government's call for deploying environment-friendly buses at busy corridors. As at end-2013, all franchised buses running on Yee Wo Street, Hennessy Road, Queensway, Nathan Road and 99.7% of buses running on Des Voeux Road Central were of Euro II or above emission standards. The percentage of buses of Euro IV or above emission standards plying these roads ranged from 35% to 44%. It is expected that with the planned completion of the full-scale retrofit of Selective Catalytic Reduction (SCR) devices on eligible Euro II and Euro III buses and roll-out of new Euro V buses by end 2016, there will be more buses of Euro IV or above emission performance being deployed on the busy corridors.
- (2) All franchised buses are subject to vehicle examination by the TD in accordance with the Road Traffic Ordinance (Cap. 374). The TD will carry out routine inspections, including annual vehicle inspection and spot checks, so as to ensure the roadworthiness of franchised buses. The routine vehicle inspection of franchised buses covers a smoke

test, and whether environment-friendly devices such as SCR devices are properly installed.

Franchised bus companies have also put in place a comprehensive inspection and maintenance programme for their buses, which include regular inspections for both preventive and remedial purposes. In case defects are discovered, repairs will be carried out to rectify the situation as necessary. As environment-friendly devices to be retrofitted on buses will form part of the bus engine components, the above inspection and maintenance programme will cover them to ensure their reliable performance. There is therefore no need for the Government to allocate additional resources to maintain the effective operation of these devices.

**CONTROLLING OFFICER'S REPLY**

**THB(T)440**

**(Question Serial No. 5077)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 145):

Under Matters Requiring Special Attention, the work of the Transport Department (TD) includes dissemination of real-time traffic information via the journey time indication system (JTIS) and the speed map panel (SMP) system. Please provide the following information on the development of the above systems in the coming five years:

- (1) location of additional facilities;
- (2) project cost of each item;
- (3) average expenditure on the day-to-day management; and
- (4) criteria in determining the locations for addition of the above facilities.

Asked by: Hon. WU Chi-wai

Reply:

The JTIS is installed along major routes leading to the three road-harbour crossings. As all major strategic locations leading to the road-harbour crossings have been installed with the JTIS, there is no plan to install additional facilities.

For the SMP system recently installed in the New Territories, which also includes journey time indication, the TD is reviewing its effectiveness. The TD is also studying the need for further expansion of the SMP system and will formulate a plan for further development if necessary.

If additional SMPs are needed, they will be installed in locations meeting the following criteria:

- (a) along strategic routes with high traffic flow;
- (b) at divergent points so that motorists can make informed route choices based on the real-time traffic information provided; and

(c) with adequate space for the erection of display panels.

The project cost and average expenditure on the day-to-day management of any new SMP will be assessed as and when there is a plan for further development.

**CONTROLLING OFFICER'S REPLY**

**THB(T)441**

**(Question Serial No. 5135)**

Head: (186) Transport Department  
Subhead (No. & title): (-) Not Specified  
Programme: (3) District Traffic and Transport Services  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 208):

It is stated in this Programme that the Transport Department (TD) will “continue to implement pedestrian schemes where appropriate to improve the environment for pedestrians”. Please advise this Committee whether studies will be carried out in 2014-15 for implementation of relevant improvement works at the locations listed below:

- (i) to provide a lift and pedestrian walkway from Lai King Hill Road to the Princess Margaret Hospital;
- (ii) to provide a footbridge linking Lai King Hill Road and the Yuet Lai Court; and
- (iii) to provide a footbridge linking Wah Sing Street and the Kwai Hing Government Offices.

If yes, please advise the details and expenditure. If no, please advise if there are any other proposals to improve the environment for pedestrians in the area.

Asked by: Hon. WU Chi-wai

Reply:

The Government established a set of 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 assessment for the 20 proposals received at the time was completed in 2010 and the results were reported to the Legislative Council Panel on Transport in February 2010. Two proposals were screened out initially, and 18 others were ranked. The Government indicated at the time that preliminary technical feasibility studies for the proposals ranked top ten in the assessment would be conducted by batches, and that the remaining proposals would be followed up after the smooth implementation of the top ten proposals.



The Government is taking forward the top 13 ranked proposals which are at varying stages of progress.

It is revealed in the preliminary technical feasibility study for the proposed “Lift and Pedestrian Walkway System between Lai King Hill Road and Lai Cho Road” (ranked 10<sup>th</sup>) that the project involves two dangerous private slopes. The Highways Department will revisit the project after the owners concerned have completed repairing the dangerous slopes satisfactorily.

We shall follow up with the remaining proposals, including the proposed lift and pedestrian walkway between Lai King Hill Road and the Princess Margaret Hospital (ranked 14<sup>th</sup>), after the smooth implementation of the higher-ranking proposals.

There is no plan to implement a footbridge link between Wah Sing Street and the Kwai Hing Government Offices. Pedestrians on Wah Sing Street can conveniently use the existing at-grade crossing facilities on Tai Lin Pai Road and Kwai Cheong Road and the footbridge across Kwai Chung Road for access to the Kwai Hing Government Offices.

The TD will continue to carry out improvement works to enhance pedestrians’ safety as well as the walking environment and convenience in the area. Examples include the widening of footpath at the junction of Lai Cho Road and Joint Street, the provision of cautionary crossings and the widening of footpath on Shing Fong Street, and the construction of a new signalised crossing on Kwai Foo Road.

**CONTROLLING OFFICER'S REPLY**

**THB(T)442**

**(Question Serial No. 5881)**

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 66):

The Bureau announced earlier that the carrying capacity for trains of the Shatin to Central Link (SCL) will be pitched at a standing density of 4 persons per square metre (ppsm) benchmark. Given the new calculation method for carrying capacity, has the Bureau earmarked fund under Subhead 6061TR SCL – construction of railway works – remaining works for the studies on widening station concourses, passenger waiting areas, platforms, etc. to ease the passenger flow? If yes, what is the estimated expenditure? If no, what are the reasons?

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The service level of the SCL is pitched at the service benchmark of 4 ppsm in the train compartments. For safety consideration, all components of the SCL, including station structures, platform size, passageways and escalator throughput, are designed to be able to underpin the maximum number of passengers that can be carried per hour per direction on the railway, when all the space within the train compartments are taken up by passengers based on a 6 ppsm passenger density level (and all seats are taken up) and train frequencies are maintained at the maximum level its signalling system permits. No change in the design of the station components is required and, therefore, no additional expense is incurred.

**CONTROLLING OFFICER'S REPLY**

**THB(T)443**

**(Question Serial No. 5566)**

Head: (706) Capital Works Reserve Fund - Highways

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

Programme: (-) Not Specified

Controlling Officer: Director of Highways (K K LAU)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 63):

Please advise on:

- (a) Whether "improvement to the ancillary facilities at the Fanling Station near Fanling Station Road, including retrofitting lifts to connect the station concourse, alteration to the emergency exit from the platform to Fanling Station Road, construction of new exit near Fanling Centre" are included therein?
- (b) If yes, what are the details?
- (c) If no, is that included in another Subhead?
- (d) If the answer to (c) is no, what are the reasons?
- (e) If the answer to (c) is yes, what are the details?

Asked by: Hon. LAU Wai-hing, Emily

Reply:

The improvement works referred to in item (a) of the question are projects under the purview of the MTR Corporation Limited (MTRCL), not of the Government. The MTRCL would engage the local community on whether and how best these improvement works would be taken forward.

**CONTROLLING OFFICER'S REPLY**

**THB(T)444**

**(Question Serial No. 5890)**

Head: (706) Capital Works Reserve Fund: Highways  
Subhead (No. & title): (-) Not Specified  
Programme: Not Specified  
Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)  
Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 61):

Has the Administration planned to convert as soon as possible the one-way traffic along Hing Wah Street between Lai Chi Kok Road and Cheung Sha Wan Road into two-way traffic? If yes, what are the details and expenditure? If no, what are the reasons?

Asked by: Hon. WONG Pik-wan, Helena

Reply:

The Transport Department (TD) is working on the detailed design of the traffic plan to convert the one-way traffic along Hing Wah Street between Lai Chi Kok Road and Cheung Sha Wan Road into two-way traffic. Tentatively, the construction works will commence in end 2014 for completion by mid-2016. The estimated expenditure of the works is about \$3 million.

**CONTROLLING OFFICER'S REPLY**

**THB(T)445**

**(Question Serial No. 5880)**

Head: (707) Capital Works Reserve Fund: New Towns and Urban Area Development

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

Programme: Not Specified

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

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 65):

Regarding Subhead 7865TH Cross Bay Link, Tseung Kwan O - detailed design and site investigation, please advise:

1. What are the projects involved in the expenditure in this financial year?

Asked by: Hon. Fan Kwok-wai, Gary

Reply:

The estimated expenditure of Item 7865TH in 2014-15 is \$3.6 million, which is for the consultancy fee for the detailed design of the Cross Bay Link project.

**CONTROLLING OFFICER'S REPLY**

**THB(T)446**

**(Question Serial No. 5869)**

Head: (708) Capital Works Reserve Fund: Capital Subventions and Major Systems and Equipment

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

Programme: (-) Not Specified

Controlling Officer: Commissioner for Transport (Mrs. Ingrid YEUNG)

Director of Bureau: Secretary for Transport and Housing

Question (Member Question No. 70):

In respect of Subhead 8137ZN "Replacement of lane control signal of the traffic control and surveillance system in the Tseung Kwan O Tunnel", please advise the use of the 2014-15 estimated expenditure and the expected project completion date.

Asked by: Hon. FAN Kwok-wai, Gary

Reply:

The estimated expenditure of the project 8137ZN in 2014-15 is \$2.608 million, which will be used to complete the replacement of the lane control signal of the traffic control and surveillance system in the Tseung Kwan O Tunnel. The target completion date of the project is December 2014.